

# TRAFFIC IMPACT AND ACCESS STUDY

RETAIL MOTOR FUEL OUTLET  
MILFORD, NEW HAMPSHIRE

## GPI

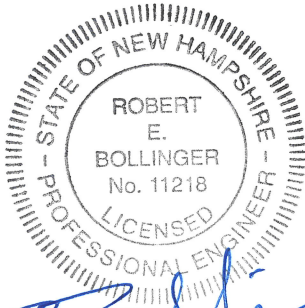
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SUBMITTED TO:

689 North Main Street, LLC  
689 North Main Street  
Leominster, Massachusetts 01453

March 2023

(GPI Project No.: NEX-2200251.00)



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3/15/2023

# GPI

**689 North Main Street, LLC  
Retail Motor Fuel Outlet  
Traffic Impact and Access Study  
March 15, 2023**

## TECHNICAL MEMORANDUM

**REF:** NEX-2200251.00

**DATE:** March 15, 2023

**TO:** Mr. Rashid Amin  
689 North Main Street, LLC  
689 North Main Street  
Leominster, Massachusetts 01453

**FROM:** Mr. Robert E. Bollinger, P.E., PTOE, Traffic Engineering Department Head  
Ms. Susannah E. Theriault, P.E., Project Engineer  
Ms. Cecilia Donaldson, Assistant Designer

**RE:** Traffic Impact and Access Study  
Retail Motor Fuel Outlet  
South Street (NH Route 13) – Milford, New Hampshire

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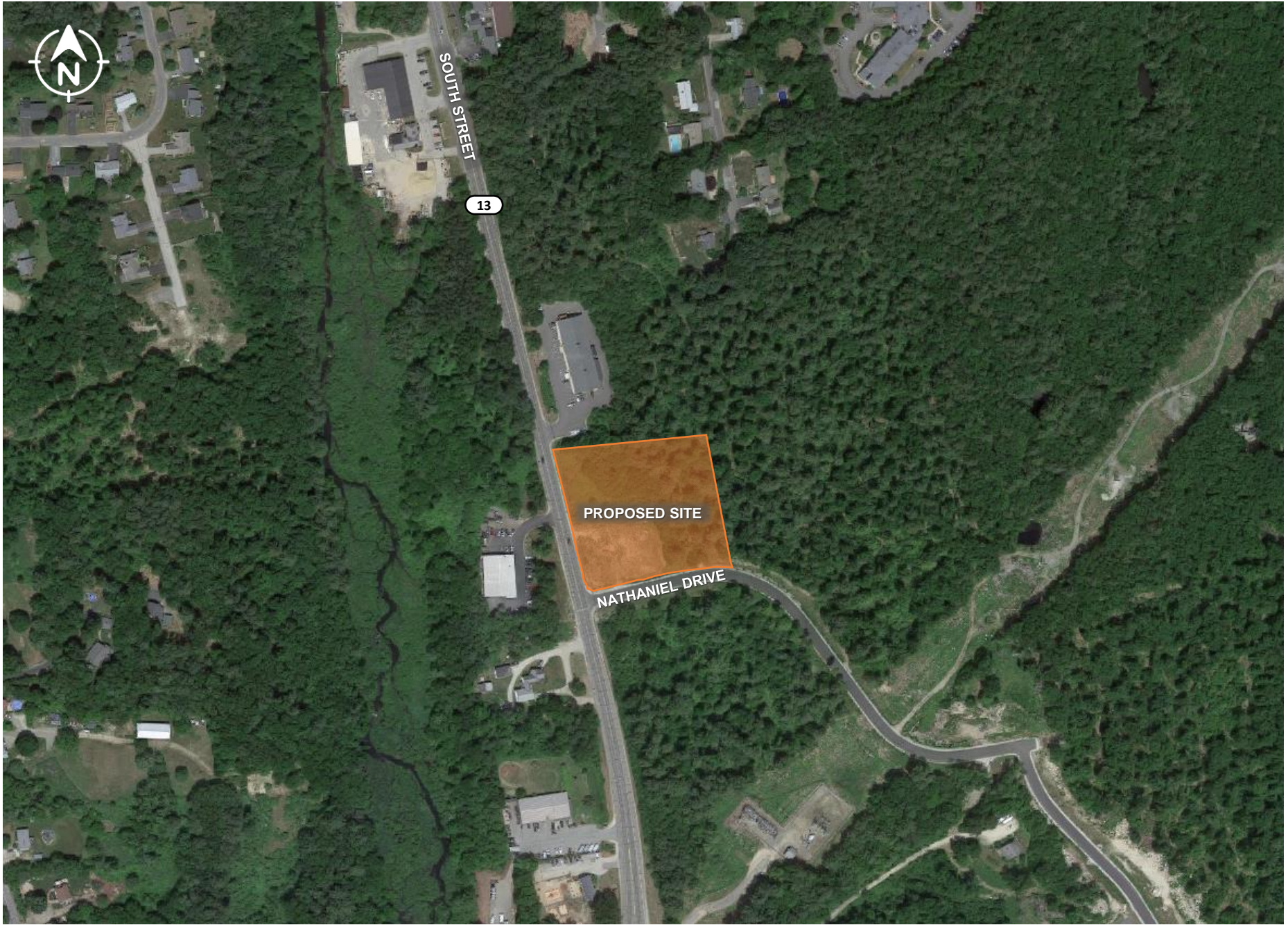
## INTRODUCTION

Greenman-Pedersen, Inc. (GPI) has prepared this *Traffic Impact and Access Study* (TIAS) for a proposed retail motor fuel outlet to be located on South Street (NH Route 13) in Milford, New Hampshire. The site, Map 43 Lot 20-2 (no physical address) is currently vacant. The project consists of constructing a retail motor fuel outlet with 5 Multi-Product Dispensers (MPDs) having 10 vehicle-fueling positions (vfps) and 2 diesel dispensers having 4 fueling positions (for a total of 14 vfps) and a 6,700± square foot (sf) convenience store with a drive-through window.

Primary access and egress are proposed to the site via two new driveways: a full-access driveway on the north side of Nathaniel Drive, approximately 120-feet east of its intersection with South Street; and a full-access driveway on the east side of South Street, approximately 300-feet north of its intersection with Nathaniel Drive. The site location in relation to the surrounding roadway network is shown on the map on Figure 1.

South Street in the vicinity of Nathaniel Drive is under the jurisdiction of the Town of Milford. Accordingly, a New Hampshire Department of Transportation (NHDOT) Driveway permit will not be required for the project. However, South Street within the vicinity of the site is legislatively classified as a Class IV highway by NHDOT, within the compact section of the Town of Milford. As Federal Aid highway funds were utilized to construct this section of South Street (NHDOT project P-2438), NHDOT's Bureau of Planning & Community Assistance will also need to review the project, without the issuance of a formal driveway permit.

This TIAS evaluates the traffic impacts and access/egress requirements for the proposed retail motor fuel outlet development.



## EXISTING CONDITIONS

### Study Area

Evaluation of the traffic impacts associated with the proposed project requires an evaluation of projected traffic volumes on the adjacent streets, the volume of traffic expected to be generated by the project, and the impact that this traffic will have on the adjacent streets and nearby intersections. In preparing the TIAS for the proposed site, the following intersections have been analyzed and evaluated:

- South Street (NH Route 13) at Nathaniel Drive
- South Street (NH Route 13) at Site Driveway
- Nathaniel Drive at Site Driveway

### **South Street (NH Route 13)**

South Street (NH Route 13) is classified as an urban minor arterial running in a general north-south direction in the study area. Adjacent to the site, both the northbound and southbound directions of travel consist of one general purpose travel, approximately 12-foot wide, with variable width paved shoulders. The posted speed limit is 35 miles per hour (mph) in both directions. Neither sidewalks nor formal bicycle accommodations are provided. Land uses along South Street primarily consist of commercial and residential properties, and areas of wooded space.

### **South Street at Nathaniel Drive**

Nathaniel Drive intersects South Street from the east to form a T-type unsignalized intersection, with the Nathaniel Drive westbound approach under STOP control. The South Street northbound and southbound approaches each consist of a shared 12-foot travel lane from which all maneuvers are completed, with variable width paved shoulders, delineated by white edge lines. Directions of travel on South Street are delineated by a double-yellow center-line. The Nathaniel Drive east leg of the intersection consists of a 24-foot wide paved area. There are no pavement markings delineating vehicular travel on its approach to South Street. A STOP-sign on the Nathaniel Drive approach to South Street reinforces the vehicular right-of-way. Neither crosswalks nor sidewalks are provided at this location.

### Public Transportation

Souhegan Valley Rides is a demand responsive bus service available to residents of Milford. According to their website, “The focus for this service is on providing transportation to non-emergency health care appointments and assisting those in greatest need – elderly residents, those living with a disability, and residents who are unable to drive. Other residents may use the service as space is available in the schedule.” No other public transportation facilities were identified.

### Traffic Volumes

Traffic volumes for the intersection of South Street at Nathaniel Drive were obtained from a previous TIAS<sup>1</sup> and RTC<sup>2</sup> prepared by GPI in 2022 for a proposed residential development to be located on Ponemah Hill

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<sup>1</sup> Greenman-Pedersen, Inc. (GPI); *Traffic Impact and Access Study, Residential Development, Milford, New Hampshire*; July 12, 2022.

<sup>2</sup> Greenman-Pedersen, Inc. (GPI); *Response to Comments, Residential Development, Milford, New Hampshire*; September 19, 2022.

Road. As part of that TIAS, base traffic conditions within the study area were developed by collecting manual turning movement counts (TMC) at the study area intersections on Thursday, May 12, 2022 during the weekday AM peak period (7:00 to 9:00 AM) and weekday PM peak period (4:00 to 6:00 PM), and the Saturday midday peak period (11:00 AM to 2:00 PM) data were collected on Saturday, May 14, 2022. In addition, automatic traffic recorder (ATR) counts were collected along South Street (Route 13) south of Nathaniel Road for a 72-hour period extending from Thursday, May 12 to Saturday, May 14, 2022 to obtain daily traffic volumes and vehicle travel speeds along the roadway.

**Seasonal Adjustment**

Traffic on a given roadway typically fluctuates throughout the year depending on the area and the type of roadway. Based on NHDOT guidelines for the preparation of a traffic study, existing traffic volumes must represent the peak of the monthly average peak-hour conditions. To determine if the data needed to be adjusted to account for this fluctuation, seasonal adjustment and historical count data provided by NHDOT were reviewed.<sup>3</sup> This information revealed that May traffic volumes are 4-percent lower than peak-month conditions. Therefore, the traffic counts were upwardly adjusted to reflect peak-month conditions, as needed. The NHDOT seasonal adjustment factors are provided in the Appendix.

**COVID-19 Adjustment**

Due to the COVID-19 pandemic, current traffic volumes may vary from typical historic conditions. In order to determine what additional data adjustment may be required to reflect pre-pandemic traffic conditions, a comparative analysis was conducted between 2022 ATR data collection by GPI and the closest active NHDOT short-term count station.<sup>4</sup> Specifically, 2022 weekday and Saturday data collected by GPI were compared with August 2019 data collected by NHDOT. The results of this analysis indicate that weekday and Saturday traffic volumes are at or above 2019 conditions. Therefore, no further adjustment is necessary. Supporting documentation for these results is included in the Appendix.

Table 1 summarizes the existing daily and peak-hour traffic volumes on NH Route 13 (South Street).

**TABLE 1**  
**Existing Traffic Volume Summary**

Location/Time Period	Daily Volume (vpd) <sup>a</sup>	Peak Hour Volume (vph) <sup>a</sup>	K Factor (%) <sup>b</sup>	Directional Distribution <sup>c</sup>
<b>South Street, south of Nathaniel Drive:</b>				
Weekday Daily	6,200			
Weekday AM Peak Hour		385	6.2	53% SB
Weekday PM Peak Hour		623	10.0	52% NB
Saturday Daily	5,950			
Saturday Midday Peak Hour		598	10.1	54% NB

<sup>a</sup> In vehicles per day. Based on ATR counts collected on May 12-14, 2022 and seasonally adjusted by 4.0%.

<sup>b</sup> Percentage of daily traffic occurring during the peak hour.

<sup>c</sup> NB = northbound and SB = southbound.

<sup>3</sup> NHDOT Data Management System; Group 4 (Urban Highways) Averages, 2017-2019.

<sup>4</sup> NHDOT Count Station 82303057 – NH 13 (South St) north of Milford Bypass.

## Collisions

Collision data for the intersection of South Street at Nathaniel Drive were examined from NHDOT for the latest complete three years available (2015-2017). No crashes were reported during this study period.

## Vehicle Speeds

Vehicle speed measurements were conducted along South Street (NH Route 13) as part of the ATR counts collected in May 2022. The primary use of this information is explained in the *Sight Distance* section where the speeds are correlated to sight distance measurements taken at site driveway on South Street to assure that adequate sight distances exist to provide safe operation. The speed data is provided in the Appendix and the results of the speed measurements are summarized in Table 3.

**TABLE 3**  
**Observed Travel Speeds**

Location/Direction	Posted Speed Limit <sup>a</sup>	Average Speed <sup>b</sup>	85 <sup>th</sup> Percentile Speed <sup>c</sup>
<b>South Street, south of Nathaniel Drive:</b>			
<i>Northbound</i>	35	41	45
<i>Southbound</i>	35	41	46

<sup>a</sup> In miles per hour (mph).

<sup>b</sup> Average speed at which observed vehicles travel. Highest Average Speed of all days is reported.

<sup>c</sup> Speed at, or below which 85 percent of all observed vehicles travel. Highest 85<sup>th</sup> Percentile Speed of all days is reported.

As shown in Table 3, the average and 85<sup>th</sup> percentile speeds were found to be higher than the posted speed limit of 35 mph on South Street.

## Sight Distance

To identify potential safety concerns associated with site access and egress, sight distances have been evaluated at the proposed site driveway locations, as well as the Nathaniel Drive approach at South Street to determine if the available sight distances for vehicles exiting the site meet or exceed the minimum distances required for approaching vehicles to safely stop. The available sight distances were compared with minimum requirements, as established by the American Association of State Highway and Transportation Officials (AASHTO).<sup>5</sup> AASHTO is the national standard by which vehicle sight distance is calculated, measured, and reported. In addition, the available sight distances were compared with the NHDOT requirement of 400-feet of All-Season Safe Sight Distance.

Sight distance is the length of roadway ahead that is visible to the driver. Stopping Sight Distance (SSD) is the minimum distance required for a vehicle traveling at a certain speed to safely stop before reaching a stationary object in its path. The values are based on a driver perception and reaction time of 2.5 seconds and a braking distance calculated for wet, level pavements. When the roadway is either on an upgrade or downgrade, grade correction factors are applied. Stopping sight distance is measured from an eye height of 3.5 feet to an object height of 2 feet above street level, equivalent to the taillight height of a passenger car. The SSD is measured along the centerline of the traveled way of the major road.

Intersection sight distance (ISD) is provided on minor street approaches to allow the drivers of stopped vehicles a sufficient view of the major roadway to decide when to enter the major roadway. By definition, ISD is the minimum distance required for a motorist exiting a minor street to turn onto the major street, without being overtaken by an approaching vehicle reducing its speed from the design speed to 70 percent of the design speed. ISD is measured from an eye height of 3.5 feet to an object height of 3.5 feet above street level. The use of an object height equal to the driver eye height makes intersection sight distances reciprocal (i.e., if one driver can see another vehicle, then the driver of that vehicle can also see the first vehicle). When the minor street is on an upgrade that exceeds 3 percent, grade correction factors are applied.

SSD is generally more important as it represents the minimum distance required for safe stopping while ISD is based only upon acceptable speed reductions to the approaching traffic stream. The ISD, however, must be equal to or greater than the minimum required SSD in order to provide safe operations at the intersection. In accordance with the AASHTO manual, *“If the available sight distance for an entering or crossing vehicle is at least equal to the appropriate stopping sight distance for the major road, then drivers have sufficient sight distance to anticipate and avoid collisions. However, in some cases, this may require a major-road vehicle to stop or slow to accommodate the maneuver by a minor-road vehicle. To enhance traffic operations, intersection sight distances that exceed stopping sight distances are desirable along the major road.”* Accordingly, ISD should be at least equal to the distance required to allow a driver approaching the minor road to safely stop.

The available SSD and ISD were measured and compared to minimum requirements as established by AASHTO. Based on the enforced and observed speeds, the SSD and ISD requirements at the intersections were calculated. The required minimum sight distances are compared to the available distances, as shown in Table 4.

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<sup>5</sup> *A Policy on Geometric Design of Highways and Streets*; American Association of State Highway and Transportation Officials (AASHTO); 2018.

**TABLE 4**  
**Sight Distance Summary**

Location/Direction	Stopping Sight Distance (feet)		Intersection Sight Distance (feet)		
	Measured	Minimum Required <sup>a</sup>	Measured	Minimum Required <sup>b</sup>	Desirable <sup>c</sup>
<b>South Street at Site Driveway:</b> <i>South of intersection (NB)</i>	500+	360	500+	360	335
	<i>North of intersection (SB)</i>	500+	375	500+	390
<b>South Street at Nathaniel Drive:</b> <i>South of intersection (NB)</i>	500+	360	500+	360	335
	<i>North of intersection (SB)</i>	500+	375	500+	390
<b>Nathaniel Drive at Site Driveway:</b> <i>East of intersection (WB)</i>	320	200	335	200	290
	<i>West of intersection (EB)</i>	125 <sup>d</sup>	200	125 <sup>d</sup>	335

<sup>a</sup> Values based on AASHTO requirements for minimum SSD based on 85<sup>th</sup> percentile speeds of 45 mph (NB) and 46 mph (SB) on South Street and 30 mph on Nathaniel Drive since the speeds collected in the field were less than the enforced speed of 30 mph.

<sup>b</sup> Values based on AASHTO requirements for SSD.

<sup>c</sup> Values based on AASHTO requirements for ISD for posted speed of 35 mph on South Street and enforced speed of 30 mph on Nathaniel Drive.

<sup>d</sup> Measurement to South Street.

As indicated in Table 4, available sight distances at the site driveway on South Street, as well as the Nathaniel Drive approach at South Street exceed the minimum SSD and ISD requirements for safe operation as recommended by AASHTO and achieve the NHDOT All-Season Safe Sight Distance requirements.

Speeds were attempted to be obtained in the field on Nathaniel Drive (adjacent to the site), however, due to the low volumes on the roadway, only three speeds were able to be obtained. The speeds were between 20 and 24 mph and they are provided in the *Sight Distance* section in the Appendix. According to Chapter 6.20.010 in the Municipal Code / Rules of Milford, “all roads, streets, and avenues within the town shall be designated as having a maximum speed limit of thirty (30) miles per hour unless the road, street, or avenue is otherwise posted.” Accordingly, 30 mph was assumed for the 85<sup>th</sup> percentile speed in the sight distance calculations since it is greater than the obtained speeds. To the east of the site driveway on Nathaniel Drive, the sight distances (SSD of 320 feet and ISD of 335 feet) are safe for speeds up to 41 mph. Due to the horizontal curve on Nathaniel Drive, speeds are not expected to be as high as 41 mph in the westbound direction. To the west of the site driveway on Nathaniel Drive, the sight distance extends to the intersection with South Street (125 feet), which is safe for speeds up to 21 mph. Due to the proximity of South Street to the site driveway on Nathaniel Drive, speeds are not expected to exceed 21 mph in the eastbound direction.

To ensure that sight lines remain unobstructed, it is recommended that any proposed plantings, vegetation, landscaping, and signing along the site driveways be kept low to the ground (no more than 3.0 feet above street level) or set back sufficiently from South Street and Nathaniel Drive so as not to restrict the available sight lines.



## FUTURE CONDITIONS

To estimate the impact of site-generated traffic within the study area, the Build traffic volumes from the year 2023 and future year of 2033 were obtained from the TIAS<sup>6</sup> and RTC<sup>7</sup> prepared by GPI for a proposed residential development to be located on Ponemah Hill Road. Traffic volumes on the roadway network at that time included existing traffic and new traffic due to normal traffic growth, traffic related to any significant development by others expected to be completed within the area by the 2023 and 2033 design years, and traffic associated with the proposed residential development project on Ponemah Hill Road. Accordingly, the Build traffic-volumes from the RTC for the residential project were utilized as the 2023 No-Build and 2033 No-Build traffic volumes for the retail motor fuel outlet development. The Build traffic-volume networks from the RTC are provided in the Appendix. The incremental impacts of the proposed retail motor fuel outlet may then be determined by adding site-generated traffic volumes (Build conditions) and making comparisons to the No-Build conditions.

### Traffic Growth

To develop the future volumes for the residential development, an annual growth percentage was determined based on the historical traffic count data obtained from NHDOT.<sup>8</sup> The historical traffic count data indicate that traffic volumes in the area have been decreasing by 0.18 percent in the period between 2013 and 2019. In order to provide a conservative (worst-case) analysis scenario, a compounded annual traffic growth rate of 1.0 percent per year was assumed to account for general population growth and the traffic generated by smaller area developments. The NHDOT historical traffic volume data are provided in the Appendix.

Additionally, the following private development was identified in the TIAS for the proposed residential development project:

- **Ponemah Hill Road, Milford, NH (Map 43/Lots 44 & 45)** – This project is in the conceptual design stage for residential development, which will construct 46 townhouse style residential homes (single-family attached). Given the anticipated trip generation characteristics and distribution patterns associated with this development, it was assumed that site specific traffic will be accounted for under the conservative growth rate.

Since the Build volumes from the residential development project were utilized, the No-Build volumes for the retail motor fuel outlet development are inclusive of that project as well.

### Planned Roadway Improvements

Based on review of the NHDOT Roads & Projects Website, the following projects were identified, but not expected to impact the study area:

- NHDOT Project No. 13692D – This project is in the design phase and involves traffic and safety improvements along the NH 101 corridor in the Towns of Wilton, Milford, Amherst, and Bedford. Construction is expected to begin in 2023.

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<sup>6</sup> Greenman-Pedersen, Inc. (GPI); *Traffic Impact and Access Study, Residential Development, Milford, New Hampshire*; July 12, 2022.

<sup>7</sup> Greenman-Pedersen, Inc. (GPI); *Response to Comments, Residential Development, Milford, New Hampshire*; September 19, 2022.

<sup>8</sup> NHDOT *Transportation Data Management System*.

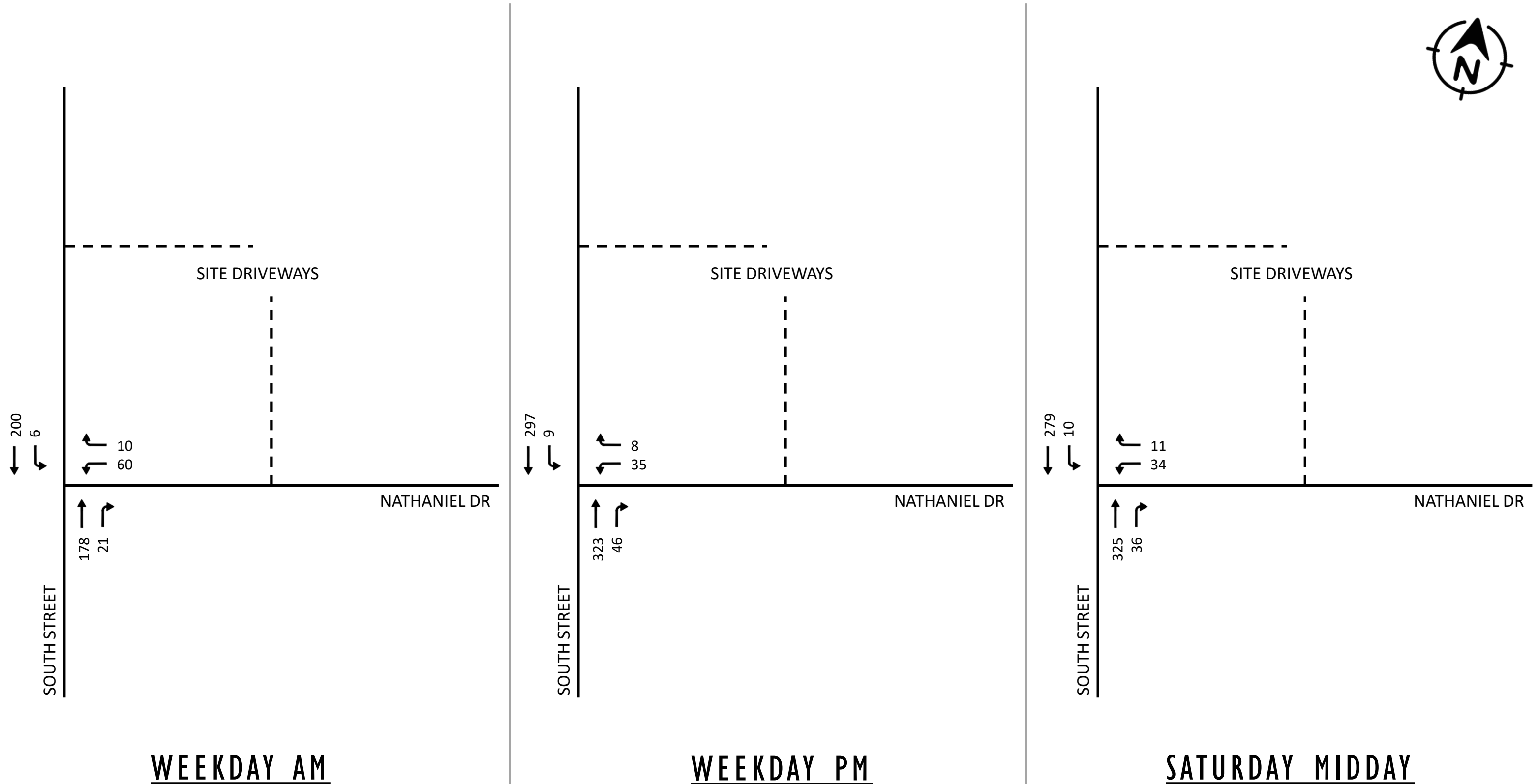
- NHDOT Project No. 42470 – This project is in the design phase and involves improvements to the Milford Oval area. Construction is expected to begin in 2023.
- NHDOT Project No. 16165L – This project is in the design phase and involves resurfacing a portion of Emerson Road and Federal Hill Road. Construction is expected to begin in 2023.

### **No-Build Conditions**

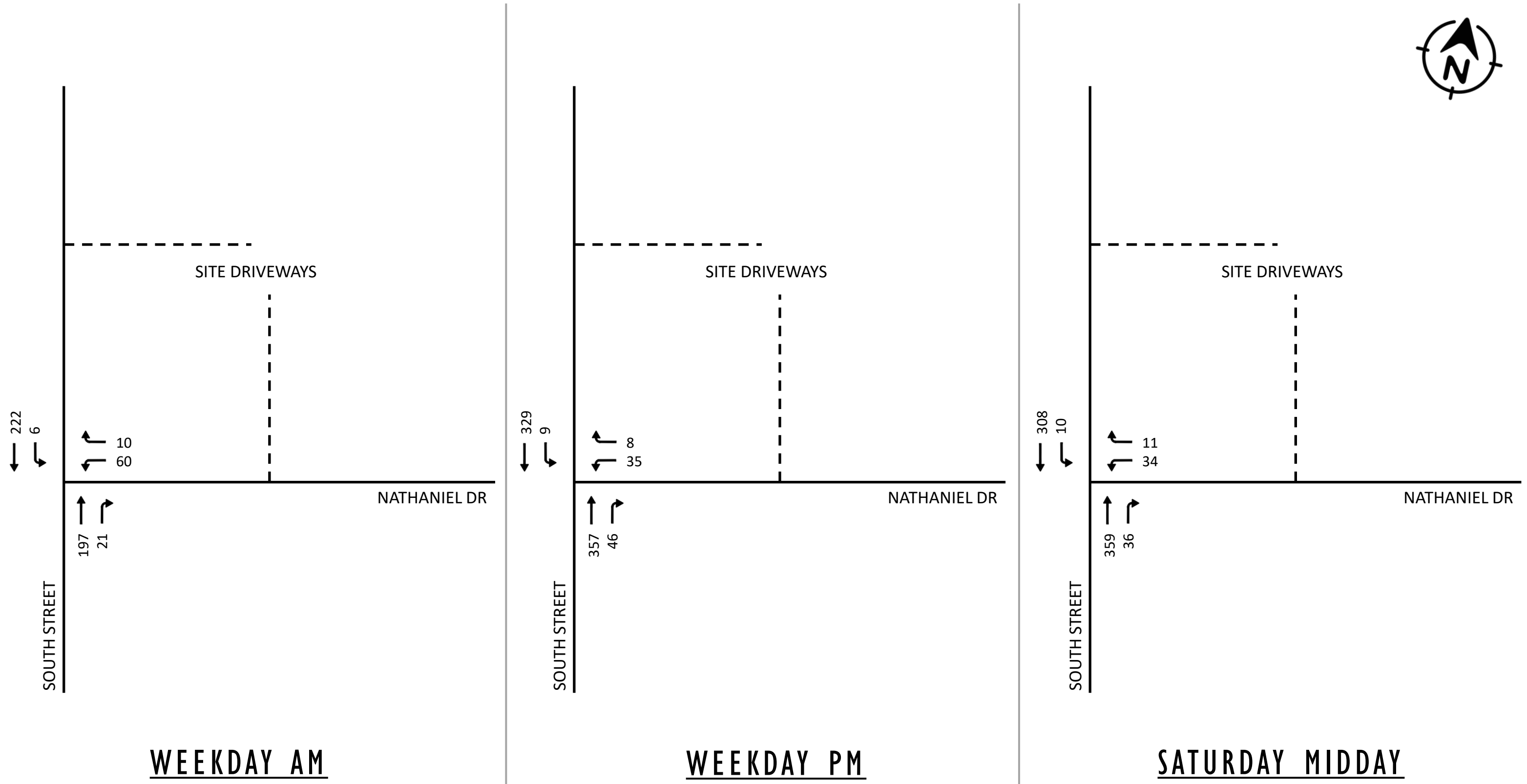
As previously mentioned, the 2023 Build and 2033 Build peak-hour traffic volumes from the RTC<sup>9</sup> prepared by GPI in 2022 for a proposed residential development to be located on Ponemah Hill Road were utilized to represent the 2023 No-Build and 2033 No-Build peak-hour traffic volumes. The 2023 and 2033 No-Build peak-hour traffic volumes are shown graphically on Figure 2 and Figure 3, respectively.

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<sup>9</sup> Greenman-Pedersen, Inc. (GPI); *Response to Comments, Residential Development, Milford, New Hampshire*; September 19, 2022.



**FIGURE 2**  
2023 NO-BUILD  
PEAK HOUR TRAFFIC VOLUMES



**FIGURE 3**  
2033 NO-BUILD  
PEAK HOUR TRAFFIC VOLUMES

## Trip Generation

The project consists of constructing a retail motor fuel outlet with 5 MPDs having 10 vfps and 2 diesel dispensers having 4 fueling position (for a total of 14 vfps) and a 6,700± sf convenience store with a drive-through window.

To estimate the volume of traffic to be generated by the proposed development, trip-generation rates published by the ITE *Trip Generation Manual*<sup>10</sup> were researched. Land Use Code (LUC) 945 (Convenience Store/Gas Station) was used to estimate the trip generation from the proposed retail motor fuel outlet. Two land use subcategories were investigated and compared; VFPS (9-15) and GFA (5.5-10k). Table 5 summarizes the average of the two methodologies and all trip generation data are provided in the Appendix.

Not all of the vehicle trips expected to be generated by the proposed development represent *new* trips on the study area roadway system. Studies have shown that for developments such as the one proposed, a substantial portion of the site-generated vehicle trips are already present in the adjacent passing stream of traffic. Based on information published in the ITE *Trip Generation Manual*, the average *pass-by* trip percentage is 76 percent during the weekday AM and 75 percent during the weekday PM peak hour for LUC 945 (Convenience Store/Gas Station). Utilization of the published pass-by rates for this analysis would produce results where the pass-by traffic represents a disproportionate percentage of the adjacent street traffic. Accordingly, pass-by rates were limited to 10-percent of adjacent street traffic during each respective peak hour period. The *pass-by* data are provided in the Appendix.

**TABLE 5**  
**Peak Hour Trip Generation Summary**

Time Period/Direction	Total Trips <sup>a</sup>	Pass-By Trips <sup>b</sup>	New Trips <sup>c</sup>
<b>Weekday AM Peak Hour:</b>			
<i>Enter</i>	205	38	167
<i>Exit</i>	<u>206</u>	<u>38</u>	<u>168</u>
<i>Total</i>	411	76	335
<b>Weekday PM Peak Hour:</b>			
<i>Enter</i>	185	62	123
<i>Exit</i>	<u>186</u>	<u>62</u>	<u>124</u>
<i>Total</i>	371	124	247
<b>Saturday Midday Peak Hour:</b>			
<i>Enter</i>	210	60	150
<i>Exit</i>	<u>214</u>	<u>60</u>	<u>154</u>
<i>Total</i>	424	120	304

<sup>a</sup> Total Trips for ITE LUC 945 (Convenience Store/Gas Station, average of Subcategory 9-15 vfps based on 6.7 ksf and 5.5-10 ksf based on 14 vfps).

<sup>b</sup> Pass-by trip percentage limited to 10-percent of adjacent street traffic during each respective peak hour period.

<sup>c</sup> Total Trips minus Pass-By Trips.

<sup>10</sup> *Trip Generation, 11<sup>th</sup> Edition*. Institute of Transportation Engineers; Washington, DC; 2021.

As shown in Table 5, the proposed development is expected to generate 335 *new* vehicle trips (167 entering and 168 exiting) during the weekday AM peak hour, 247 *new* vehicle trips (123 entering and 124 exiting) during the weekday PM peak hour, and 304 *new* vehicle trips (150 entering and 154 exiting) during the Saturday midday peak hour. It should be noted that the volume of *pass-by* traffic does not reduce the total volume of traffic generated by the redevelopment and the external trips will still be realized as turning movements at the site driveways.

### **Trip Distribution**

Having estimated project-generated vehicle trips, the next step is to determine the distribution of project traffic and assign these trips to the local roadway network. The directional distribution of site traffic is dependent on expected travel route to and from the site and existing travel patterns. Accordingly, approximately 40 percent of the site-generated traffic is expected to and from the north along South Street, 50 percent is expected to and from the south along South Street, and 10 percent is expected to and from the east along Nathaniel Drive. Although Nathaniel Drive is relatively undeveloped currently, due to the proposed 216-unit residential development on Ponemah Hill Road (primary access via Nathaniel Drive), primary trips to/from Nathaniel Drive were considered.

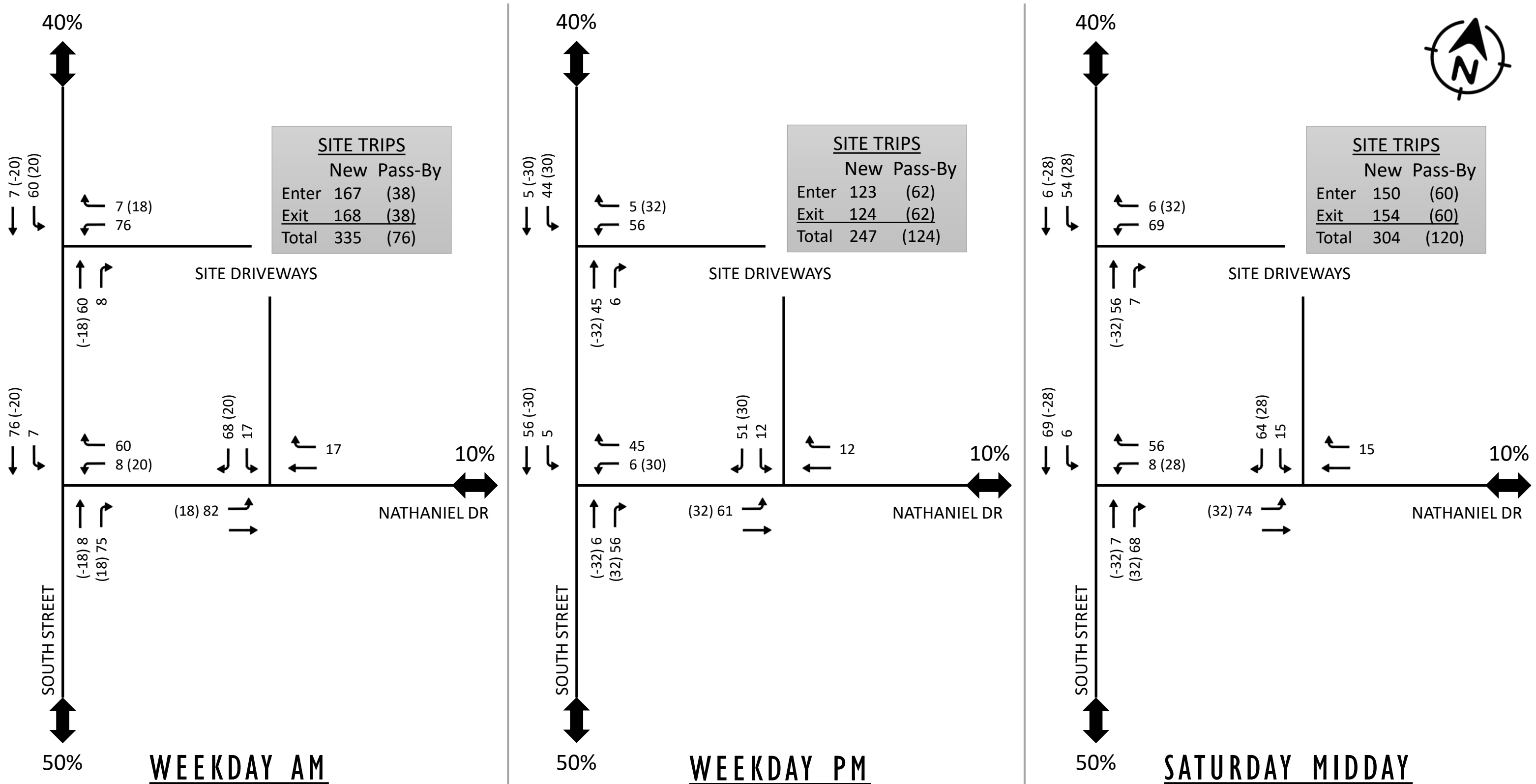
Pass-by trips are expected to be distributed proportionally by prevailing travel directions on South Street during the peak hours of analysis, which results in 53 percent in the southbound direction during the weekday AM peak hour, 52 percent in the northbound direction during the weekday PM peak hour, and 54 percent in the northbound direction during the Saturday midday peak hour, as previously depicted in Table 1.

### **Build Traffic Volumes**

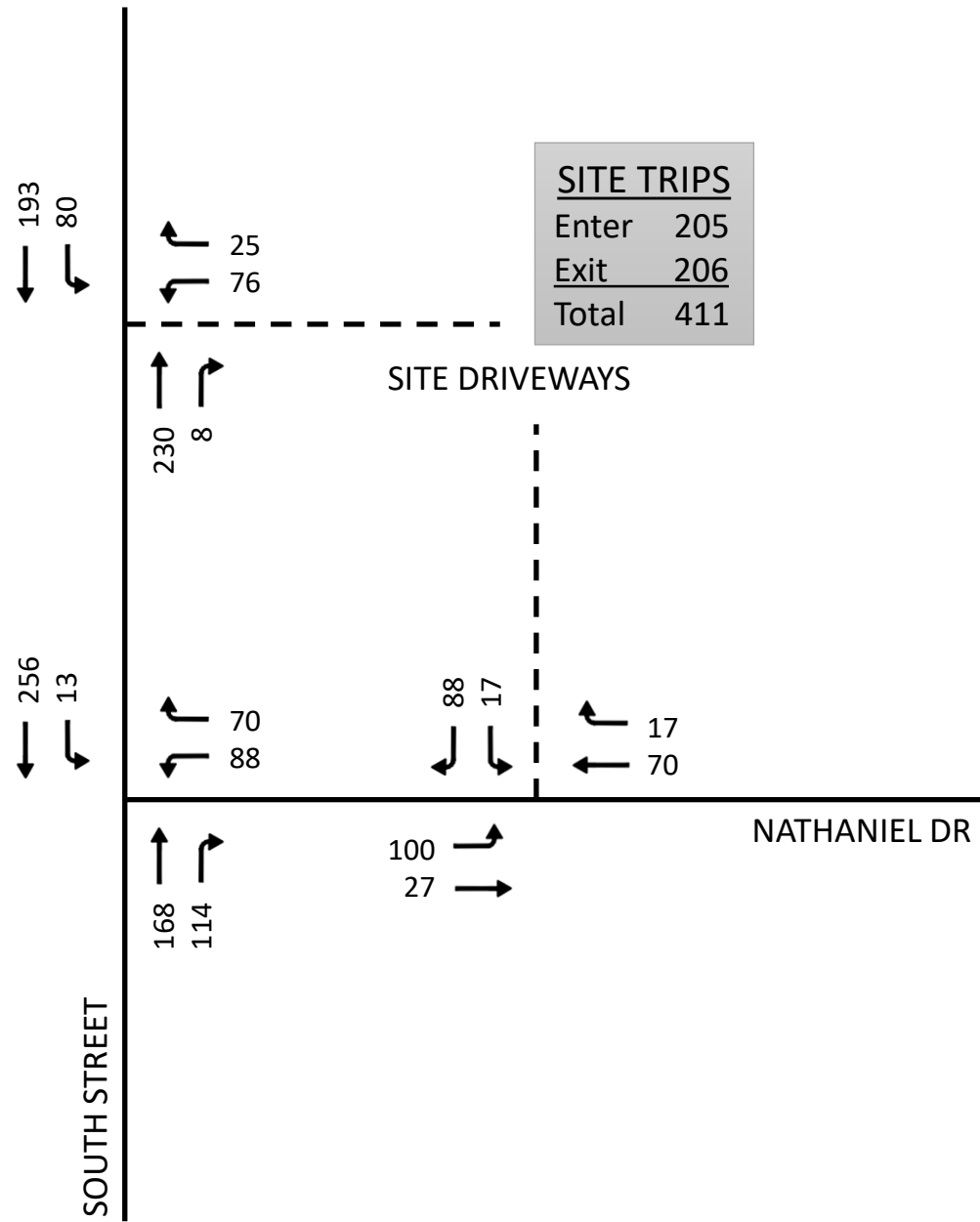
Based on the traffic generation and distribution estimates for this project, the traffic volumes associated with the proposed development were assigned to the roadway network. The site-generated traffic networks are shown on Figure 4 for the weekday AM, weekday PM, and Saturday midday peak hours. The site-generated traffic volumes were then combined with the 2023 No-Build traffic volumes to develop the 2023 Build peak-hour traffic-volume networks. The site-generated traffic volumes were then added to the No-Build traffic volumes to develop the Build peak-hour traffic-volumes networks. The 2023 and 2033 Build peak-hour flow networks are graphically depicted on Figures 5 and 6, respectively.

### **Traffic Increases**

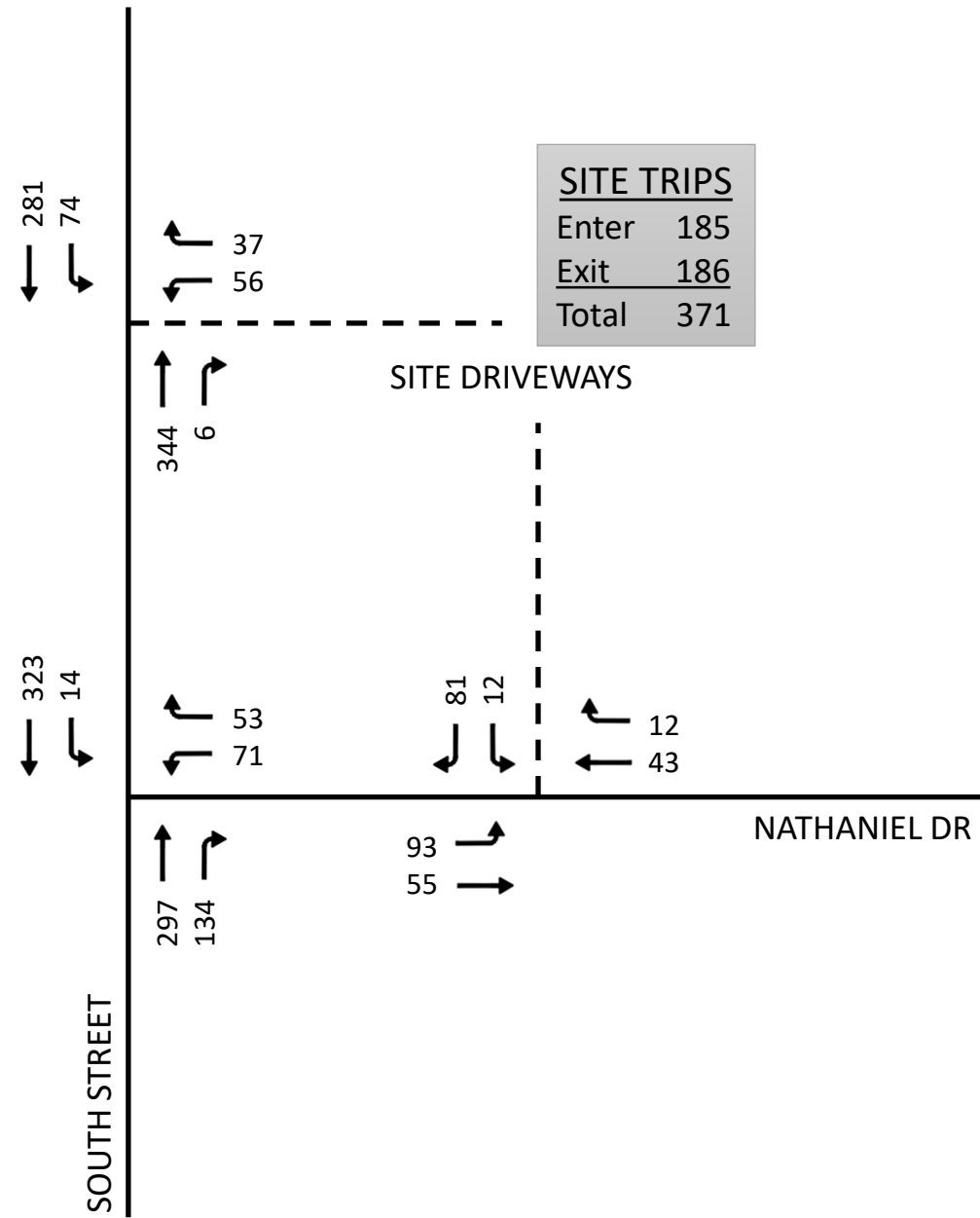
The proposed development will result in increases in traffic within the study area network. As shown on Figure 4, traffic-volume increases beyond the study area are expected to be in the range of 24 to 167 vehicles. These increases represent, on average, one additional vehicle trip approximately every 21 seconds to 2.5 minutes during the peak hours.



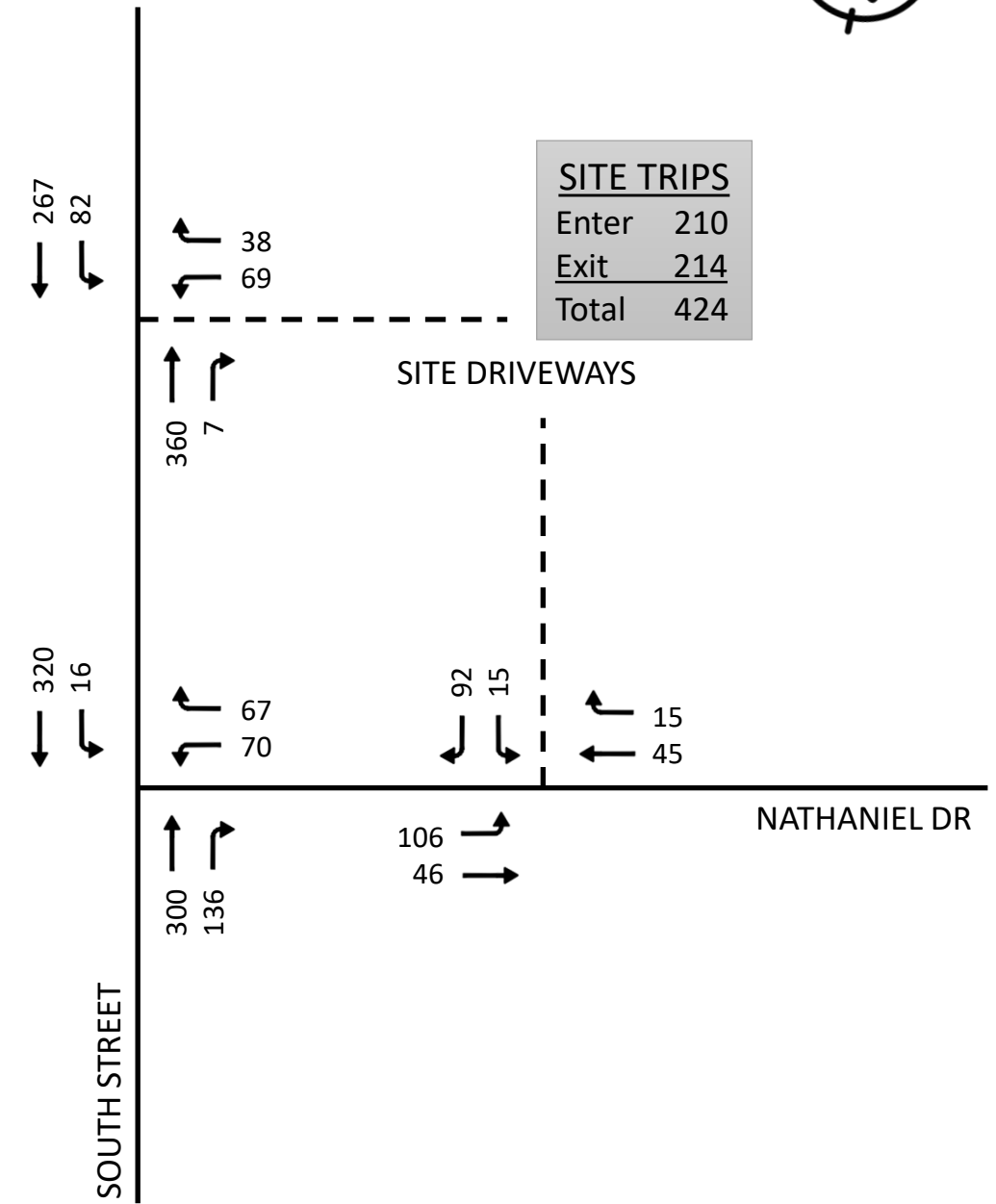
**FIGURE 4**  
 SITE-GENERATED  
 PEAK HOUR TRAFFIC VOLUMES



WEEKDAY AM

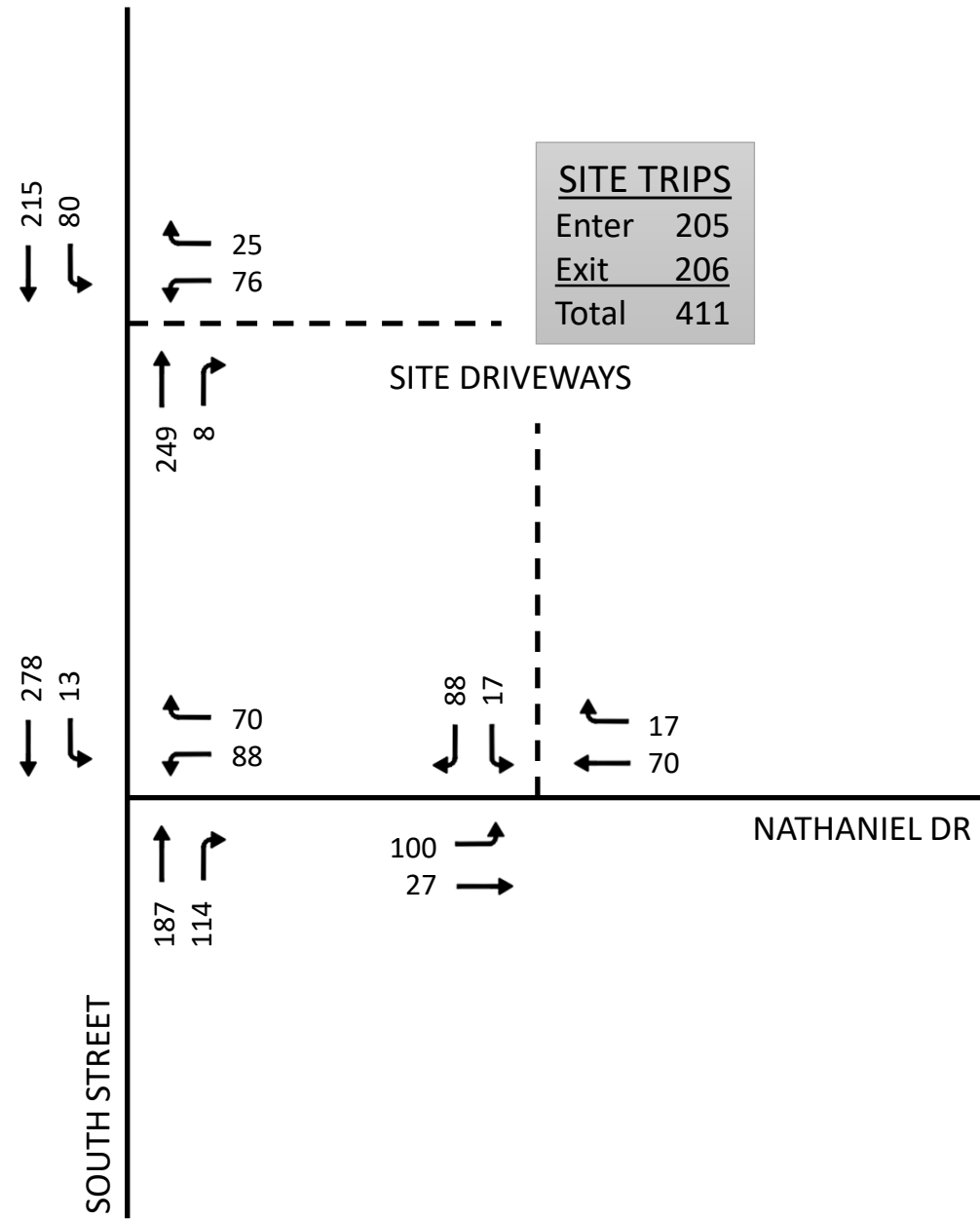


WEEKDAY PM

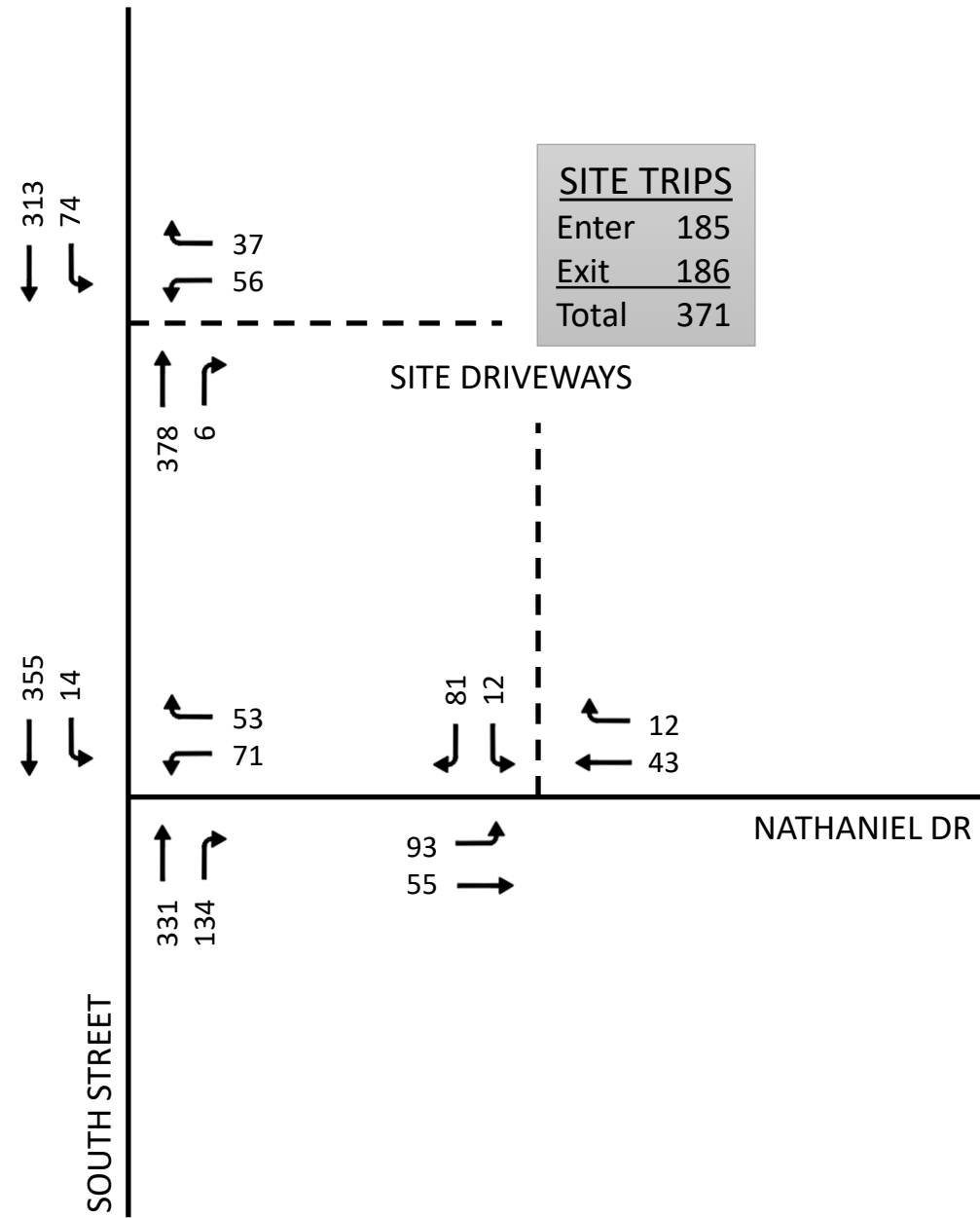


SATURDAY MIDDAY

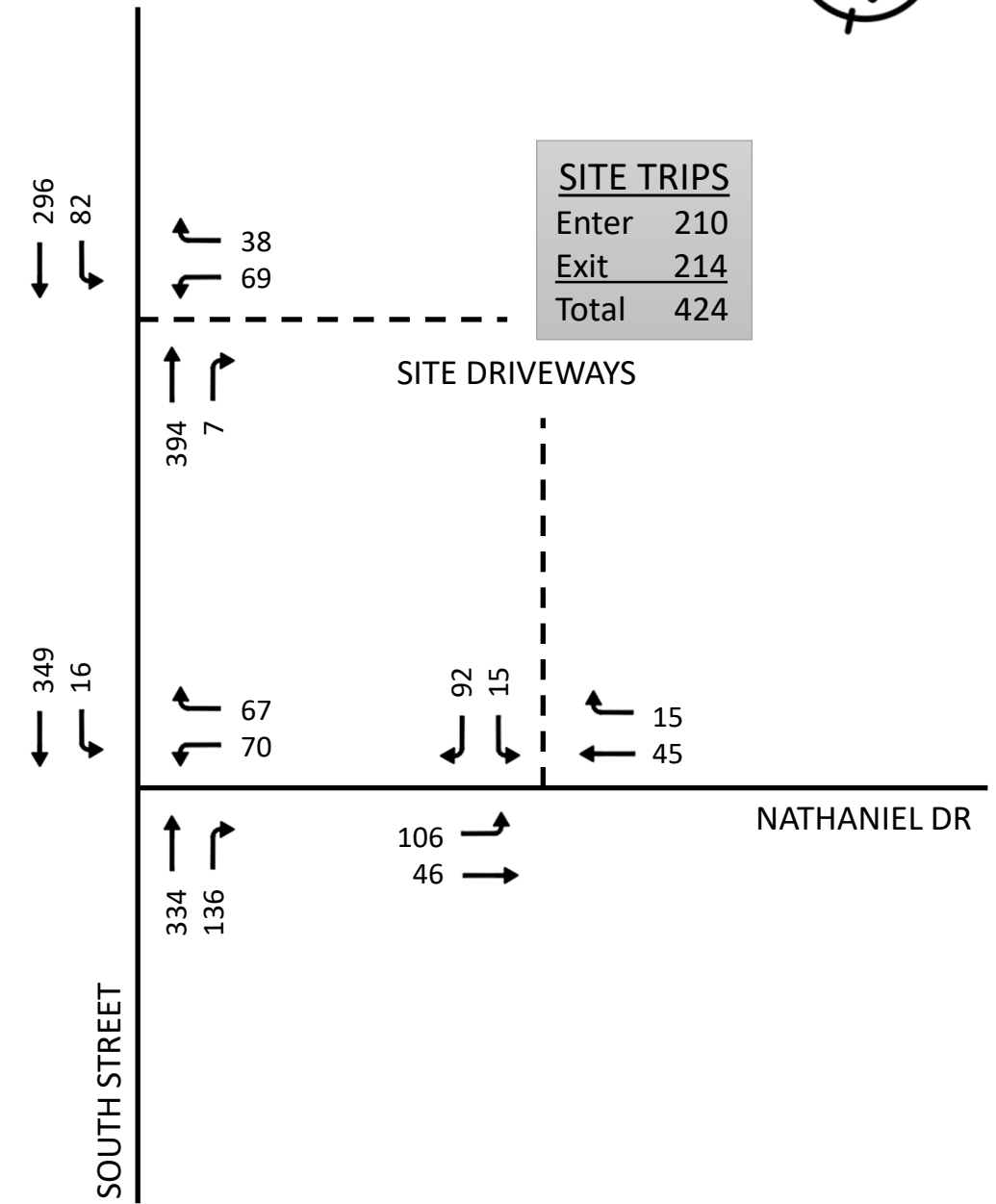




WEEKDAY AM



WEEKDAY PM



SATURDAY MIDDAY

**FIGURE 6**  
2033 BUILD  
PEAK HOUR TRAFFIC VOLUMES

## Site Access

In order to determine the appropriate geometric configuration of South Street on its approaches to Nathaniel Drive and the proposed site driveway location, auxiliary turn lane warrants analyses were conducted. These analyses assessed the need for separate left- and right-turn lanes on the mainline approaches to Nathaniel Drive and the proposed site driveway location. Based on an analysis of 2033 Build conditions, projected traffic volumes with the proposed development fully built out indicate the following:

- South Street at Nathaniel Drive – a southbound exclusive left-turn lane is not warranted; however, a northbound right-turn lane is warranted based on the projected traffic volumes.
- South Street at the Site Driveway – a southbound exclusive left-turn lane is warranted based on the projected traffic volumes; however, a northbound right-turn lane is not warranted.
- A preliminary review of traffic signal warrants was conducted at the intersection of South Street at Nathaniel Drive. These results demonstrate that a traffic signal is not warranted.

Computations pertaining to this analysis are included in the Appendix.

## CAPACITY AND QUEUE ANALYSIS

Capacity and queue analyses were conducted at all study area locations under 2023 No-Build, 2023 Build, 2033 No-Build, and 2033 Build traffic-volume conditions. The impact of site-generated traffic can be measured by comparing the No-Build conditions to Build conditions.

### Methodology

The capacity analysis methodology is based on the concepts and procedures in the *Highway Capacity Manual (HCM)*<sup>11</sup> and is described in the Appendix. The TIAS utilizes the HCM 6<sup>th</sup> Edition methodology as it is the most recently approved method by NHDOT.

For unsignalized intersections, the 95<sup>th</sup> percentile queue represents the length of queue of the critical minor-street movement that is not expected to be exceeded 95 percent of the time during the analysis period (typically one hour). In this case, the queue length is a function of the capacity of the movement and the movement's degree of saturation.

### Analysis Results

The results of the level-of-service (LOS) and queue analyses are shown in Table 6 and are discussed below. Capacity and queue analyses were conducted at the study area intersections utilizing *Synchro* software.<sup>12</sup> The capacity and queue analysis worksheets for all conditions are provided in the Appendix.

#### South Street at Nathaniel Drive

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<sup>11</sup> *Highway Capacity Manual 6<sup>th</sup> Edition*, Transportation Research Board; Washington, D.C.; 2016.

<sup>12</sup> *Synchro plus SimTraffic 11*; Trafficware LLC.; Sugar Land, TX; 2019.

With or without the proposed retail motor fuel outlet in place, westbound movements from Nathaniel Drive onto South Street are expected to operate well below capacity and function at LOS B/C during the peak hours. Further, this analysis demonstrates that a single approach lane on the Nathaniel Drive approach to South Street is sufficient to accommodate the additional site generated traffic associated with the proposed development. Southbound left-turn movements from South Street are expected to operate at optimal levels (LOS A) during all analysis scenarios. Queue lengths on the Nathaniel Drive approach to South Street are expected to be one vehicle or less during all analysis scenarios. All critical movements are under capacity with and without the proposed development in place.

#### **South Street at Site Driveway**

The proposed site driveway on South Street consists of two separate lanes for left- and right turns exiting the site. Under future Build conditions, all movements on South Street are expected to operate at optimal levels (LOS A) and all driveway movements are expected to operate at LOS C or better. The volume-to-capacity (v/c) ratios are well below 1.00 indicating there will be adequate capacity to accommodate the anticipated traffic volumes. Queue lengths on the driveway are expected to be one vehicle or less.

#### **Nathaniel Drive at Site Driveway**

The proposed site driveway on Nathaniel Drive consists of one general purpose exit lane, allowing both left- and right-turns. Under future Build conditions, all movements at the intersection are expected to operate at optimal levels (LOS A). The v/c ratios are well below 1.00 indicating there will be adequate capacity to accommodate the anticipated traffic volumes. Queue lengths on the driveway are expected to be one vehicle or less.

**TABLE 6**  
**Intersection Capacity Analysis Summary**

Intersection/Peak Hour/Lane Group	2023 No-Build				2023 Build				2033 No-Build				2033 Build			
	V/C <sup>a</sup>	Del. <sup>b</sup>	LOS <sup>c</sup>	Queue <sup>d</sup>	V/C	Del.	LOS	Queue	V/C	Del.	LOS	Queue	V/C	Del.	LOS	Queue
<b>South Street at Nathaniel Drive</b>																
<i>Weekday AM:</i>																
South Street SB left-turn	0.01	7.7	A	--<25	0.01	8.0	A	--<25	0.01	7.8	A	--<25	0.01	8.0	A	--<25
Nathaniel Drive WB approach	0.13	12.0	B	--<25	0.30	13.9	B	--<25	0.14	12.5	B	--<25	0.32	14.5	B	--<25
<i>Weekday PM:</i>																
South Street SB left-turn	0.01	8.1	A	--<25	0.01	8.4	A	--<25	0.01	8.2	A	--<25	0.02	8.5	A	--<25
Nathaniel Drive WB approach	0.12	14.8	B	--<25	0.32	17.1	C	--<25	0.13	15.9	C	--<25	0.35	18.7	C	--<25
<i>Saturday Midday:</i>																
South Street SB left-turn	0.01	8.2	A	--<25	0.02	8.4	A	--<25	0.01	8.3	A	--<25	0.02	8.5	A	--<25
Nathaniel Drive WB approach	0.11	14.3	B	--<25	0.34	17.2	C	--<25	0.13	15.3	C	--<25	0.37	18.8	C	--<25
<b>South Street at Site Driveway</b>																
<i>Weekday AM:</i>																
South Street SB left-turn	--	--	--	--/--	0.07	8.0	A	--<25	--	--	--	--/--	0.07	8.1	A	--<25
Site Driveway WB left-turn	--	--	--	--/--	0.21	16.5	C	--<25	--	--	--	--/--	0.23	17.5	C	--<25
Site Driveway WB right-turn	--	--	--	--/--	0.04	9.8	A	--<25	--	--	--	--/--	0.04	9.9	A	--<25
<i>Weekday PM:</i>																
South Street SB left-turn	--	--	--	--/--	0.07	8.3	A	--<25	--	--	--	--/--	0.07	8.4	A	--<25
Site Driveway WB left-turn	--	--	--	--/--	0.21	20.2	C	--<25	--	--	--	--/--	0.23	22.4	C	--<25
Site Driveway WB right-turn	--	--	--	--/--	0.06	10.8	B	--<25	--	--	--	--/--	0.07	11.1	B	--<25
<i>Saturday Midday:</i>																
South Street SB left-turn	--	--	--	--/--	0.08	8.4	A	--<25	--	--	--	--/--	0.08	8.5	A	--<25
Site Driveway WB left-turn	--	--	--	--/--	0.27	22.1	C	--<25	--	--	--	--/--	0.30	24.7	C	--<25
Site Driveway WB right-turn	--	--	--	--/--	0.07	11.0	B	--<25	--	--	--	--/--	0.07	11.3	B	--<25
<b>Nathaniel Drive at Site Driveway</b>																
<i>Weekday AM:</i>																
Nathaniel Drive EB left-turn	--	--	--	--/--	0.07	7.6	A	--<25	--	--	--	--/--	0.07	7.6	A	--<25
Site Driveway SB approach	--	--	--	--/--	0.13	9.7	A	--<25	--	--	--	--/--	0.13	9.7	A	--<25
<i>Weekday PM:</i>																
Nathaniel Drive EB left-turn	--	--	--	--/--	0.07	7.5	A	--<25	--	--	--	--/--	0.07	7.5	A	--<25
Site Driveway SB approach	--	--	--	--/--	0.11	9.3	A	--<25	--	--	--	--/--	0.11	9.3	A	--<25
<i>Saturday Midday:</i>																
Nathaniel Drive EB left-turn	--	--	--	--/--	0.08	7.5	A	--<25	--	--	--	--/--	0.08	7.5	A	--<25
Site Driveway SB approach	--	--	--	--/--	0.13	9.5	A	--<25	--	--	--	--/--	0.13	9.5	A	--<25

<sup>a</sup> Volume-to-capacity ratio.

<sup>b</sup> Average control delay in seconds per vehicle.

<sup>c</sup> Level of service.

<sup>d</sup> Average/95<sup>th</sup> percentile queue length in feet per lane (assuming 25 feet per vehicle).

## CONCLUSIONS

Existing and future conditions in the study area have been described, analyzed, and evaluated with respect to traffic operations and the impact of the proposed development. Conclusions of this effort are presented below.

- The site is currently vacant. The project consists of constructing a retail motor fuel outlet with 5 MPDs having 10 vfps and 2 diesel dispensers having 4 fueling positions (for a total of 14 vfps) and a 6,700± sf convenience store with a drive-through window.
- Primary access and egress are proposed to the site via two new driveways: a full-access driveway on the north side of Nathaniel Drive, approximately 120-feet east of its intersection with South Street; and a full-access driveway on the east side of South Street, approximately 300-feet north of its intersection with Nathaniel Drive.
- Available sight distances at the site driveway on South Street, as well as the Nathaniel Drive approach at South Street exceed the minimum SSD and ISD requirements for safe operation as recommended by AASHTO and achieve the NHDOT All-Season Safe Sight Distance requirements. Available sight distance to/from the east at the site driveway location on Nathaniel Drive exceeds the minimum SSD and ISD requirements for safe operation as recommended by AASHTO. Sight distance to/from the west at this location extend to its intersection with South Street (125 feet), which is safe for speeds up to 21 mph. Due to the proximity of South Street to the site driveway on Nathaniel Drive, speeds are not expected to exceed 21 mph in the eastbound direction. To ensure that sight lines remain unobstructed, it is recommended that any proposed plantings, vegetation, landscaping, and signing along the site driveways be kept low to the ground (no more than 3.0 feet above street level) or set back sufficiently from South Street and Nathaniel Drive so as not to restrict the available sight lines.
- The proposed development is expected to generate 335 *new* vehicle trips (167 entering and 168 exiting) during the weekday AM peak hour, 247 *new* vehicle trips (123 entering and 124 exiting) during the weekday PM peak hour, and 304 *new* vehicle trips (150 entering and 154 exiting) during the Saturday midday peak hour. Traffic-volume increases beyond the study area are expected to be in the range of 24 to 167 vehicles. These increases represent, on average, one additional vehicle trip approximately every 21 seconds to 2.5 minutes during the peak hours.
- With or without the proposed retail motor fuel outlet in place, westbound movements from Nathaniel Drive onto South Street are expected to operate well below capacity and function at LOS B/C during the peak hours. Further, this analysis demonstrates that a single approach lane on the Nathaniel Drive approach to South Street is sufficient to accommodate the additional site generated traffic associated with the proposed development. Southbound left-turn movements from South Street are expected to operate at optimal levels (LOS A) during all analysis scenarios. Queue lengths on the Nathaniel Drive approach to South Street are expected to be one vehicle or less during all analysis scenarios. All critical movements are under capacity with and without the proposed development in place.
- The proposed site driveway on South Street consists of two separate lanes for left- and right turns exiting the site. Under future Build conditions, all movements on South Street are expected to operate at optimal levels (LOS A) and all driveway movements are expected to operate at LOS C or better. The volume-to-capacity (v/c) ratios are well below 1.00 indicating there will be adequate capacity to accommodate the anticipated traffic volumes. Queue lengths on the driveway are expected to be one vehicle or less.

- The proposed site driveway on Nathaniel Drive consists of one general purpose exit lane, allowing both left- and right-turns. Under future Build conditions, all movements at the intersection are expected to operate at optimal levels (LOS A). The v/c ratios are well below 1.00 indicating there will be adequate capacity to accommodate the anticipated traffic volumes. Queue lengths on the driveway are expected to be one vehicle or less.
- Based on an analysis of 2033 Build conditions, projected traffic volumes with the proposed development fully built out indicate the following with respect to site access:
  - South Street at Nathaniel Drive – a southbound exclusive left-turn lane is not warranted; however, a northbound right-turn lane is warranted based on the projected traffic volumes.
  - South Street at the Site Driveway – a southbound exclusive left-turn lane is warranted based on the projected traffic volumes; however, a northbound right-turn lane is not warranted.
  - A preliminary review of traffic signal warrants was conducted at the intersection of South Street at Nathaniel Drive. These results demonstrate that a traffic signal is not warranted.

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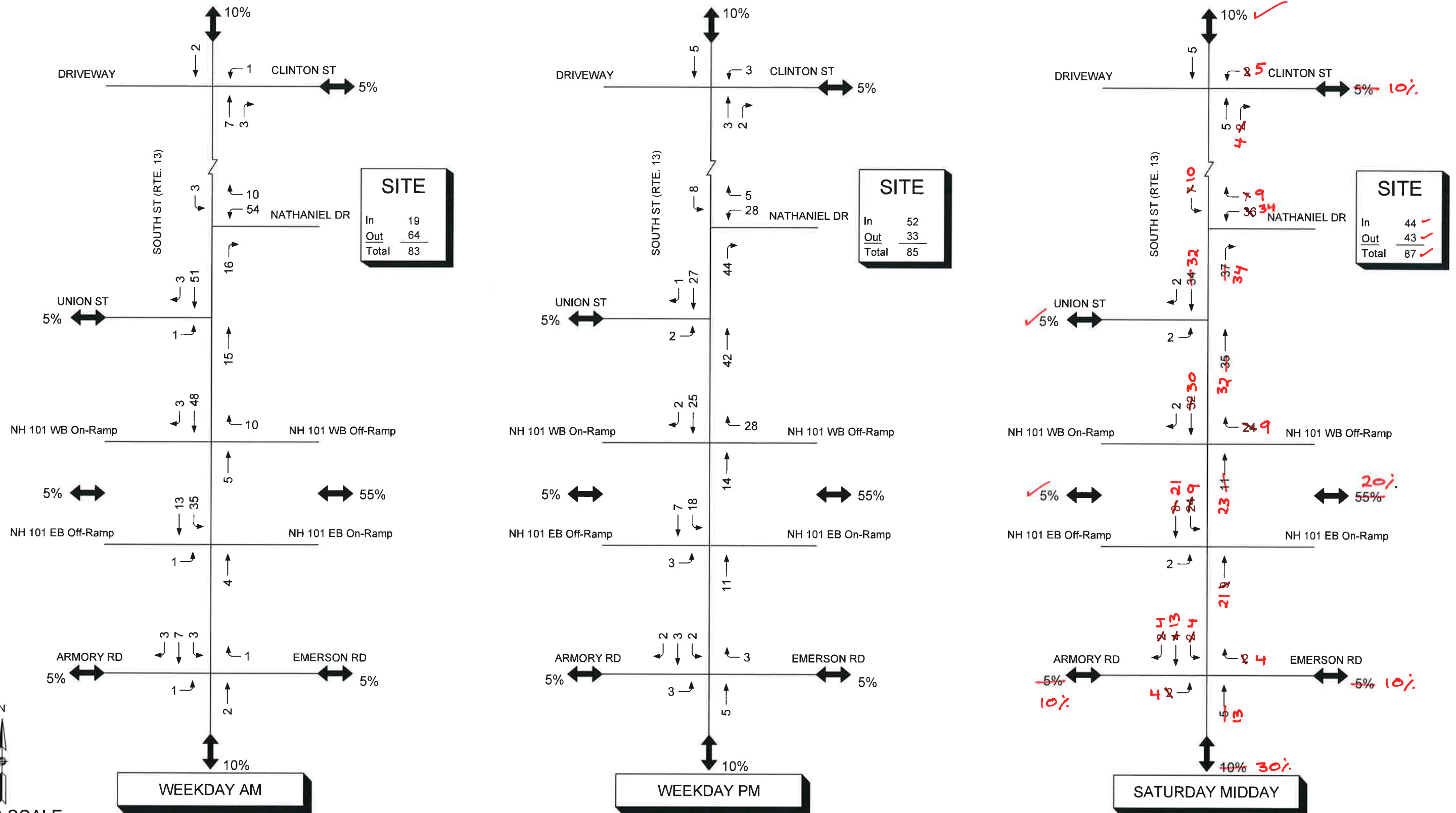
**- APPENDIX**

- *Traffic Count Data*
- *Sight Distance Calculations*
- *Trip Generation Calculations*
  - *Warrant Analyses*
- *Capacity Analysis Methodology*
- *Capacity and Queue Analysis Worksheets*

**TRAFFIC COUNT DATA**

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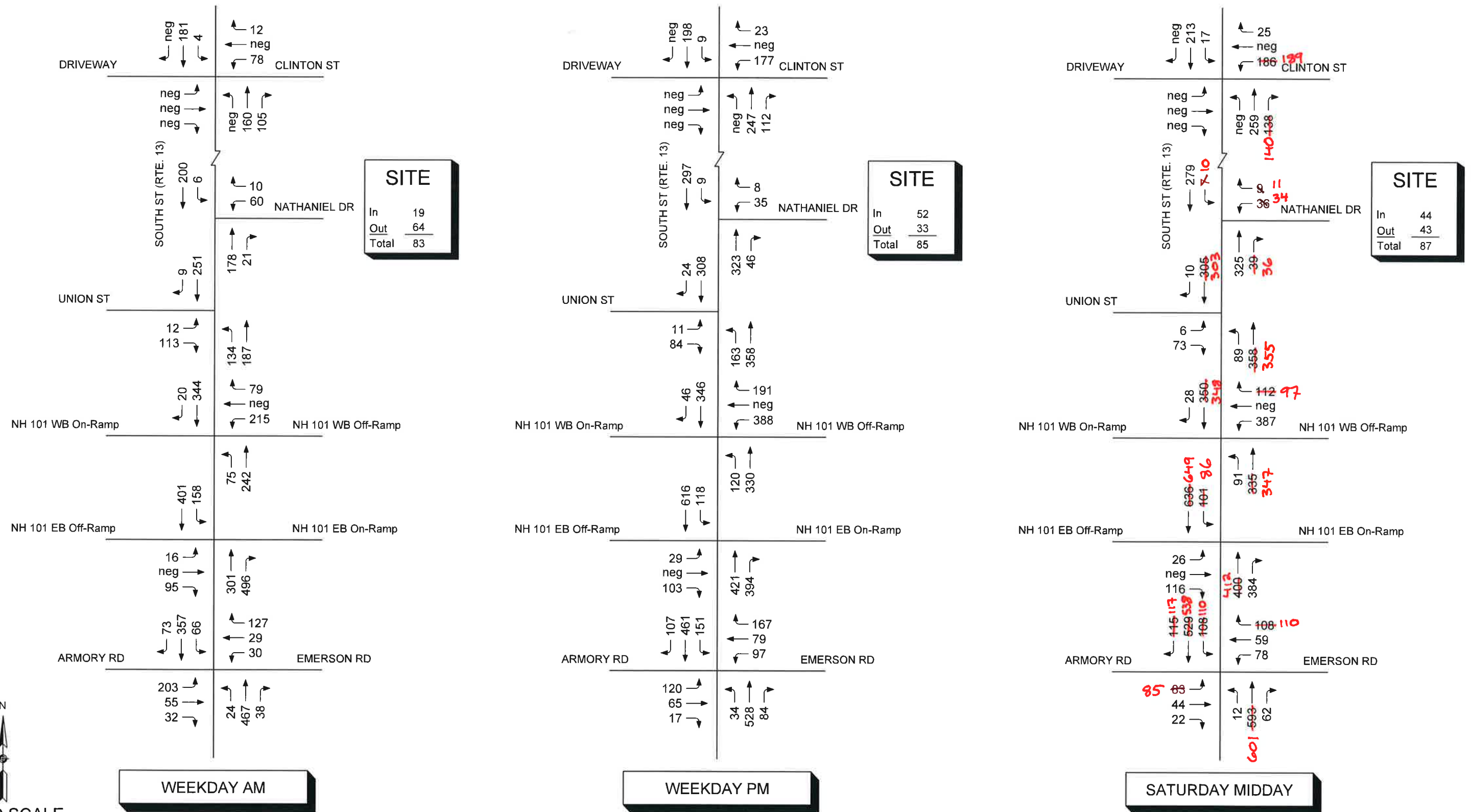




NOT TO SCALE

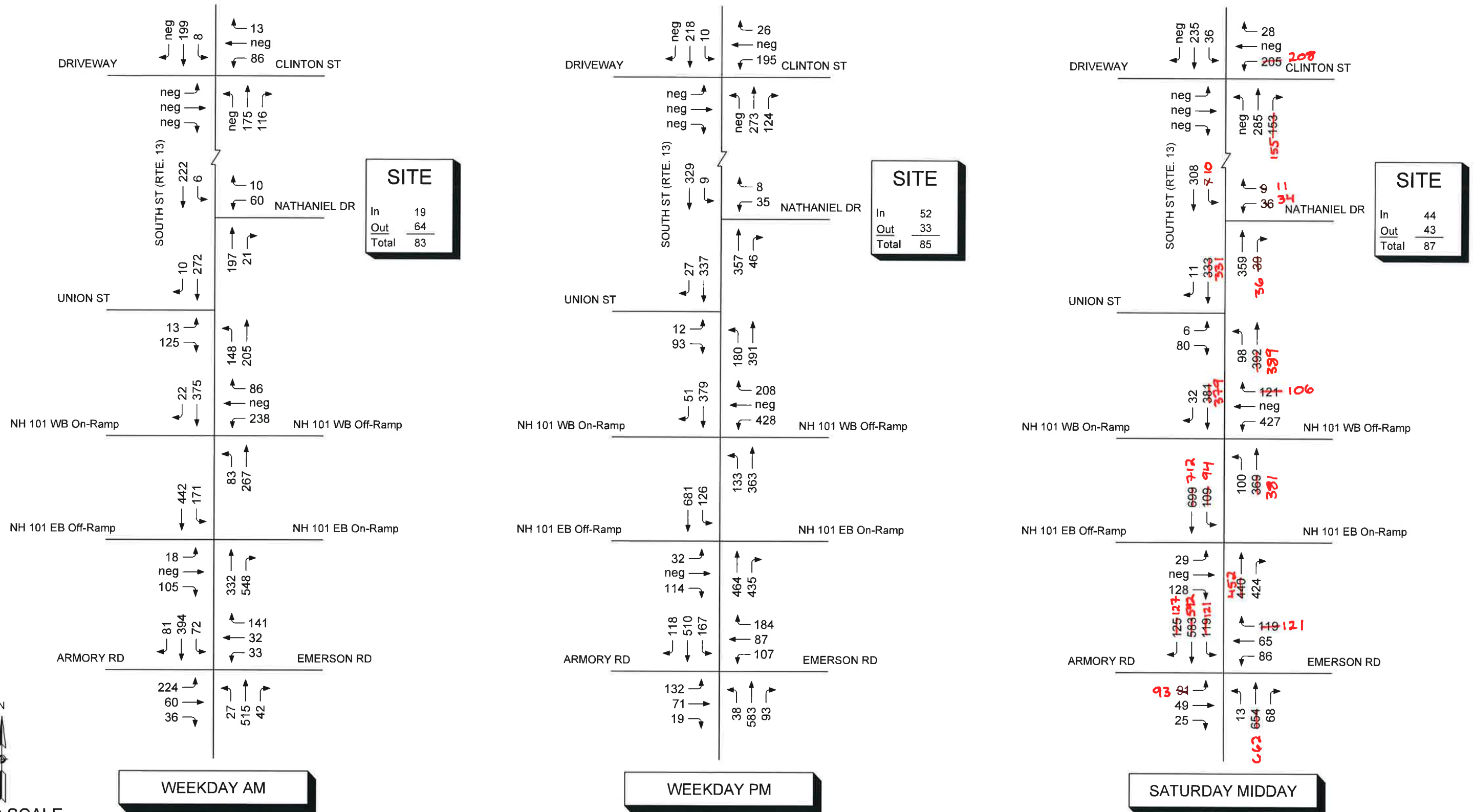
Figure 5A

Site-Generated Trips  
Peak Hour Traffic Volumes



NOT TO SCALE

**Figure 6A**  
**2023 Build**  
**Peak Hour Traffic Volumes**



NOT TO SCALE

**Figure 7A**  
**2033 Build**  
**Peak Hour Traffic Volumes**

South Street (Route 13)  
south of Stoneyard Drive  
City, State: Milford, NH  
Client: GPI/R. Bollinger  
Site Code: NEX-2021414



157 Washington Street, Suite 2  
Hudson, MA 01749  
Office: 508-875-0100 Fax: 508-875-0118

PDI File #: 228519 ATR A

Count Date: Thursday, May 12, 2022  
Direction: NB

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	3	0	0	0	3
12:15 AM	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0
1:45 AM	0	0	2	0	0	0	2
2:00 AM	0	0	1	0	0	0	1
2:15 AM	0	0	0	0	0	0	0
2:30 AM	0	0	1	0	0	0	1
2:45 AM	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0
3:15 AM	0	0	1	0	0	1	2
3:30 AM	0	0	0	0	0	0	0
3:45 AM	0	0	1	0	0	0	1
4:00 AM	0	0	1	0	0	0	1
4:15 AM	0	0	1	0	0	0	1
4:30 AM	0	0	2	0	0	0	2
4:45 AM	0	0	3	0	0	0	3
5:00 AM	1	0	2	0	0	0	3
5:15 AM	0	0	4	0	1	1	6
5:30 AM	0	0	6	0	1	0	7
5:45 AM	0	0	11	0	0	0	11
6:00 AM	0	0	17	0	0	0	17
6:15 AM	0	0	14	0	1	0	15
6:30 AM	0	0	13	0	0	0	13
6:45 AM	0	2	26	0	1	0	29
7:00 AM	0	0	23	0	3	0	26
7:15 AM	0	1	17	0	4	0	22
7:30 AM	0	0	40	1	2	0	43
7:45 AM	0	0	38	1	0	0	39
8:00 AM	0	0	40	2	2	1	45
8:15 AM	0	0	39	0	3	1	43
8:30 AM	0	0	49	0	2	2	53
8:45 AM	0	1	50	0	2	2	55
9:00 AM	0	1	34	0	4	2	41
9:15 AM	0	1	42	0	5	1	49
9:30 AM	0	1	43	0	4	0	48
9:45 AM	0	0	54	0	5	2	61
10:00 AM	0	0	45	0	3	2	50
10:15 AM	2	1	43	0	3	1	50
10:30 AM	0	0	29	1	2	1	33
10:45 AM	0	0	50	0	7	1	58
11:00 AM	0	0	46	0	2	0	48
11:15 AM	0	2	56	0	2	1	61
11:30 AM	0	1	46	0	2	0	49
11:45 AM	0	3	51	0	2	1	57

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	3	57	0	5	1	66
12:15 PM	0	2	45	0	2	0	49
12:30 PM	0	1	35	0	2	1	39
12:45 PM	0	4	40	0	2	0	46
1:00 PM	0	1	47	0	4	1	53
1:15 PM	0	7	41	0	1	0	49
1:30 PM	0	1	46	0	3	0	50
1:45 PM	0	2	41	0	3	1	47
2:00 PM	0	2	50	0	5	0	57
2:15 PM	0	1	39	0	7	1	48
2:30 PM	0	1	51	2	3	0	57
2:45 PM	0	0	52	0	4	0	56
3:00 PM	1	2	57	0	5	0	65
3:15 PM	0	2	58	1	3	0	64
3:30 PM	0	1	70	2	2	0	75
3:45 PM	0	3	58	0	1	0	62
4:00 PM	0	2	72	2	5	0	81
4:15 PM	0	2	61	0	3	1	67
4:30 PM	0	2	68	0	1	0	71
4:45 PM	0	1	60	0	1	0	62
5:00 PM	0	1	97	0	0	0	98
5:15 PM	0	4	66	0	1	0	71
5:30 PM	0	7	66	0	1	0	74
5:45 PM	0	3	57	0	1	0	61
6:00 PM	0	1	53	0	0	0	54
6:15 PM	0	4	45	0	0	0	49
6:30 PM	0	2	54	0	0	0	56
6:45 PM	0	0	54	0	0	0	54
7:00 PM	0	2	39	0	0	0	41
7:15 PM	0	1	27	1	0	1	30
7:30 PM	0	0	43	0	0	0	43
7:45 PM	0	4	39	0	0	0	43
8:00 PM	0	3	21	0	0	0	24
8:15 PM	0	0	23	0	0	0	23
8:30 PM	0	0	24	0	0	0	24
8:45 PM	0	0	15	0	0	0	15
9:00 PM	0	0	13	0	0	0	13
9:15 PM	0	0	9	0	0	0	9
9:30 PM	0	0	20	0	1	0	21
9:45 PM	0	0	7	0	0	0	7
10:00 PM	0	0	12	0	0	0	12
10:15 PM	0	0	7	0	0	0	7
10:30 PM	0	0	5	0	0	0	5
10:45 PM	0	0	11	0	0	0	11
11:00 PM	0	0	7	0	0	0	7
11:15 PM	0	0	5	0	0	0	5
11:30 PM	0	0	3	0	0	0	3
11:45 PM	0	0	1	0	0	0	1

AM Total 3 14 944 5 63 20 1049  
 Percentage 0.29% 1.33% 89.99% 0.48% 6.01% 1.91%

AM Peak 9:30 AM 11:00 AM 11:00 AM 7:15 AM 9:00 AM 8:15 AM 10:45 AM  
 Volume 2 6 199 4 18 7 216

PM Total 1 72 1871 8 66 7 2025  
 Percentage 0.05% 3.56% 92.40% 0.40% 3.26% 0.35%

PM Peak 2:15 PM 5:00 PM 4:30 PM 3:15 PM 2:00 PM 12:00 PM 4:45 PM  
 Volume 1 15 291 5 19 2 305

Day Total 4 86 2815 13 129 27 3074  
 Percentage 0.13% 2.80% 91.57% 0.42% 4.20% 0.88%

South Street (Route 13)  
 south of Stoneyard Drive  
 City, State: Milford, NH  
 Client: GPI/R. Bollinger  
 Site Code: NEX-2021414



157 Washington Street, Suite 2  
 Hudson, MA 01749  
 Office: 508-875-0100 Fax: 508-875-0118

PDI File #: 228519 ATR A

Count Date: **Friday, May 13, 2022**  
 Direction: **NB**

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	1	0	0	0	1
12:15 AM	0	0	3	0	0	0	3
12:30 AM	0	0	5	0	0	0	5
12:45 AM	0	0	1	0	0	0	1
1:00 AM	0	0	2	0	0	0	2
1:15 AM	0	0	0	0	0	0	0
1:30 AM	0	0	1	0	0	0	1
1:45 AM	0	0	1	0	0	0	1
2:00 AM	0	0	2	0	0	0	2
2:15 AM	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0
3:30 AM	0	0	2	0	0	0	2
3:45 AM	0	0	1	0	0	0	1
4:00 AM	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0
4:30 AM	0	0	1	0	0	0	1
4:45 AM	0	0	2	0	0	0	2
5:00 AM	0	0	3	0	0	0	3
5:15 AM	0	0	12	0	1	0	13
5:30 AM	0	0	7	0	1	0	8
5:45 AM	0	0	21	0	0	0	21
6:00 AM	0	1	11	0	1	0	13
6:15 AM	0	0	18	0	2	0	20
6:30 AM	2	1	13	0	0	0	16
6:45 AM	0	1	33	0	1	0	35
7:00 AM	0	0	18	0	1	0	19
7:15 AM	0	0	41	0	2	0	43
7:30 AM	0	0	41	1	0	2	44
7:45 AM	0	0	48	1	2	0	51
8:00 AM	0	1	45	2	3	2	53
8:15 AM	0	0	39	0	2	0	41
8:30 AM	0	0	35	0	2	0	37
8:45 AM	1	0	36	0	2	0	39
9:00 AM	0	0	41	0	3	0	44
9:15 AM	0	0	39	0	4	0	43
9:30 AM	0	1	42	0	2	0	45
9:45 AM	0	5	50	0	4	0	59
10:00 AM	0	0	56	0	2	0	58
10:15 AM	0	4	36	0	1	1	42
10:30 AM	0	2	51	0	1	0	54
10:45 AM	0	11	49	0	4	0	64
11:00 AM	0	1	64	0	3	0	68
11:15 AM	0	4	79	2	3	0	88
11:30 AM	0	0	58	0	1	0	59
11:45 AM	1	3	57	0	2	0	63

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	1	57	0	4	2	64
12:15 PM	1	0	52	0	1	0	54
12:30 PM	0	4	57	0	2	1	64
12:45 PM	1	4	58	0	5	0	68
1:00 PM	0	5	30	0	1	0	36
1:15 PM	0	1	42	0	1	0	44
1:30 PM	2	4	46	0	1	0	53
1:45 PM	1	2	52	0	3	1	59
2:00 PM	1	3	51	0	1	1	57
2:15 PM	0	1	51	0	1	1	54
2:30 PM	0	2	60	2	3	1	68
2:45 PM	0	1	46	0	5	1	53
3:00 PM	0	2	56	0	2	1	61
3:15 PM	0	3	63	1	3	0	70
3:30 PM	0	2	73	2	2	2	81
3:45 PM	0	7	87	0	2	0	96
4:00 PM	0	8	79	2	3	0	92
4:15 PM	0	2	87	0	0	0	89
4:30 PM	0	0	54	0	3	0	57
4:45 PM	0	1	67	0	1	0	69
5:00 PM	0	3	86	0	1	0	90
5:15 PM	0	3	72	0	0	0	75
5:30 PM	0	2	72	0	1	0	75
5:45 PM	0	2	68	0	2	0	72
6:00 PM	0	3	63	0	0	0	66
6:15 PM	1	10	54	0	1	0	66
6:30 PM	0	0	44	0	0	0	44
6:45 PM	0	2	50	0	1	0	53
7:00 PM	0	0	56	0	0	0	56
7:15 PM	0	5	36	0	1	0	42
7:30 PM	0	2	39	0	0	0	41
7:45 PM	0	1	25	0	0	0	26
8:00 PM	0	2	37	0	2	0	41
8:15 PM	0	0	25	0	0	0	25
8:30 PM	0	0	23	0	0	0	23
8:45 PM	0	5	30	0	0	0	35
9:00 PM	0	2	16	0	0	0	18
9:15 PM	0	4	24	0	1	0	29
9:30 PM	0	0	13	0	0	0	13
9:45 PM	0	0	14	0	0	0	14
10:00 PM	0	0	12	0	0	0	12
10:15 PM	0	0	11	0	0	0	11
10:30 PM	0	0	9	0	0	1	10
10:45 PM	0	0	10	0	0	0	10
11:00 PM	0	1	12	0	0	0	13
11:15 PM	0	0	4	0	0	0	4
11:30 PM	0	0	5	0	0	0	5
11:45 PM	0	0	8	0	0	0	8

**AM Total** 4 35 1065 6 50 5 1165  
**Percentage** 0.34% 3.00% 91.42% 0.52% 4.29% 0.43%

**AM Peak** 5:45 AM 10:15 AM 11:00 AM 7:15 AM 9:00 AM 7:15 AM 10:45 AM  
**Volume** 2 18 258 4 13 4 279

**PM Total** 7 100 2086 7 54 12 2266  
**Percentage** 0.31% 4.41% 92.06% 0.31% 2.38% 0.53%

**PM Peak** 1:15 PM 3:15 PM 3:30 PM 3:15 PM 2:30 PM 1:45 PM 3:30 PM  
**Volume** 4 20 326 5 13 4 358

**Day Total** 11 135 3151 13 104 17 3431  
**Percentage** 0.32% 3.93% 91.84% 0.38% 3.03% 0.50%

South Street (Route 13)  
 south of Stoneyard Drive  
 City, State: Milford, NH  
 Client: GPI/R. Bollinger  
 Site Code: NEX-2021414



157 Washington Street, Suite 2  
 Hudson, MA 01749  
 Office: 508-875-0100 Fax: 508-875-0118

PDI File #: 228519 ATR A

Count Date: **Saturday, May 14, 2022**  
 Direction: **NB**

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	3	0	0	0	3
12:15 AM	0	0	1	0	0	0	1
12:30 AM	0	0	2	0	0	0	2
12:45 AM	0	1	5	0	0	0	6
1:00 AM	0	0	4	0	0	0	4
1:15 AM	0	0	2	0	0	0	2
1:30 AM	0	0	0	0	0	0	0
1:45 AM	0	0	3	0	0	0	3
2:00 AM	0	0	1	0	0	0	1
2:15 AM	0	0	1	0	0	0	1
2:30 AM	0	0	1	0	0	0	1
2:45 AM	0	0	0	0	0	0	0
3:00 AM	0	0	1	0	0	0	1
3:15 AM	0	0	2	0	0	0	2
3:30 AM	0	0	0	0	0	0	0
3:45 AM	0	0	2	0	0	0	2
4:00 AM	0	0	0	0	0	0	0
4:15 AM	0	0	3	0	1	0	4
4:30 AM	0	0	0	0	0	0	0
4:45 AM	0	0	1	0	0	0	1
5:00 AM	0	0	4	0	0	0	4
5:15 AM	0	0	0	0	0	0	0
5:30 AM	0	0	6	0	0	0	6
5:45 AM	0	0	2	0	0	0	2
6:00 AM	0	0	9	0	0	0	9
6:15 AM	0	0	5	0	0	0	5
6:30 AM	0	1	8	0	1	0	10
6:45 AM	0	0	7	0	0	0	7
7:00 AM	1	1	19	0	0	0	21
7:15 AM	0	2	26	0	0	0	28
7:30 AM	1	1	19	0	0	0	21
7:45 AM	0	1	33	0	0	0	34
8:00 AM	1	1	30	0	1	0	33
8:15 AM	0	2	52	0	0	1	55
8:30 AM	0	2	50	0	1	0	53
8:45 AM	0	3	68	0	2	0	73
9:00 AM	0	2	48	0	0	0	50
9:15 AM	0	1	41	0	1	0	43
9:30 AM	1	5	50	0	0	1	57
9:45 AM	1	1	65	0	0	0	67
10:00 AM	0	3	49	0	1	0	53
10:15 AM	1	14	55	0	0	0	70
10:30 AM	0	2	65	0	0	1	68
10:45 AM	0	14	69	0	3	0	86
11:00 AM	0	6	70	0	0	0	76
11:15 AM	1	4	61	0	0	1	67
11:30 AM	0	6	64	0	2	0	72
11:45 AM	0	5	71	0	1	0	77

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	4	88	0	0	0	92
12:15 PM	0	1	62	0	1	0	64
12:30 PM	0	9	67	0	0	0	76
12:45 PM	0	6	53	0	2	0	61
1:00 PM	0	3	54	0	0	0	57
1:15 PM	1	8	56	0	1	0	66
1:30 PM	1	6	56	0	2	0	65
1:45 PM	0	4	47	0	0	0	51
2:00 PM	0	3	56	0	2	0	61
2:15 PM	0	3	42	0	0	0	45
2:30 PM	0	6	45	0	0	0	51
2:45 PM	1	4	74	0	0	0	79
3:00 PM	0	4	39	0	0	0	43
3:15 PM	0	6	37	0	1	0	44
3:30 PM	0	2	42	0	0	0	44
3:45 PM	0	2	53	0	1	0	56
4:00 PM	0	3	37	0	0	0	40
4:15 PM	0	3	36	0	0	1	40
4:30 PM	0	5	45	0	0	0	50
4:45 PM	0	0	33	0	0	0	33
5:00 PM	0	1	38	0	0	0	39
5:15 PM	0	5	35	0	0	0	40
5:30 PM	0	1	44	0	1	0	46
5:45 PM	0	1	48	0	0	0	49
6:00 PM	0	2	33	0	0	0	35
6:15 PM	0	4	46	0	0	0	50
6:30 PM	0	11	44	0	0	0	55
6:45 PM	0	2	34	0	0	0	36
7:00 PM	0	0	31	0	0	0	31
7:15 PM	0	0	33	0	0	0	33
7:30 PM	0	4	33	0	0	0	37
7:45 PM	0	0	19	0	0	0	19
8:00 PM	0	2	30	0	0	0	32
8:15 PM	0	1	26	0	0	0	27
8:30 PM	0	0	24	0	1	0	25
8:45 PM	0	0	24	0	0	1	25
9:00 PM	0	0	17	0	0	0	17
9:15 PM	0	0	17	0	0	0	17
9:30 PM	0	0	16	0	0	0	16
9:45 PM	0	0	11	0	0	0	11
10:00 PM	0	0	12	0	0	0	12
10:15 PM	0	0	9	0	0	0	9
10:30 PM	0	0	9	0	0	0	9
10:45 PM	0	0	7	0	0	0	7
11:00 PM	0	0	8	0	0	0	8
11:15 PM	0	0	7	0	0	0	7
11:30 PM	0	1	11	0	0	0	12
11:45 PM	0	0	3	0	0	0	3

**AM Total** 7 78 1078 0 14 4 1181  
**Percentage** 0.59% 6.60% 91.28% 0.00% 1.19% 0.34%

**AM Peak** 9:30 AM 10:15 AM 11:00 AM 12:00 AM 10:45 AM 10:30 AM 10:45 AM  
**Volume** 3 36 266 0 5 2 301

**PM Total** 3 117 1691 0 12 2 1825  
**Percentage** 0.16% 6.41% 92.66% 0.00% 0.66% 0.11%

**PM Peak** 12:45 PM 12:30 PM 12:00 PM 12:00 PM 12:45 PM 3:30 PM 12:00 PM  
**Volume** 2 26 270 0 5 1 293

**Day Total** 10 195 2769 0 26 6 3006  
**Percentage** 0.33% 6.49% 92.12% 0.00% 0.86% 0.20%

South Street (Route 13)  
south of Stoneyard Drive  
City, State: Milford, NH  
Client: GPI/R. Bollinger  
Site Code: NEX-2021414



157 Washington Street, Suite 2  
Hudson, MA 01749  
Office: 508-875-0100 Fax: 508-875-0118

PDI File #: 228519 ATR A

Count Date: Thursday, May 12, 2022  
Direction: SB

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	8	0	0	0	8
12:15 AM	0	0	2	0	0	0	2
12:30 AM	0	0	0	0	0	0	0
12:45 AM	0	0	2	0	0	0	2
1:00 AM	0	0	0	0	0	0	0
1:15 AM	0	0	1	0	0	0	1
1:30 AM	0	0	2	0	0	0	2
1:45 AM	0	0	0	0	0	0	0
2:00 AM	0	0	2	0	0	0	2
2:15 AM	0	0	0	0	0	0	0
2:30 AM	0	0	1	0	0	0	1
2:45 AM	0	0	2	0	0	0	2
3:00 AM	0	0	0	0	0	0	0
3:15 AM	0	0	3	0	0	0	3
3:30 AM	0	0	3	0	0	1	4
3:45 AM	0	0	3	0	0	0	3
4:00 AM	0	0	0	0	0	1	1
4:15 AM	0	0	2	0	1	0	3
4:30 AM	0	0	5	0	0	0	5
4:45 AM	1	0	9	0	0	0	10
5:00 AM	0	0	13	0	1	0	14
5:15 AM	0	1	11	0	2	0	14
5:30 AM	0	0	22	0	0	0	22
5:45 AM	0	0	20	0	2	0	22
6:00 AM	0	0	21	0	1	0	22
6:15 AM	0	0	25	0	0	1	26
6:30 AM	0	1	31	2	0	1	35
6:45 AM	0	1	31	0	1	0	33
7:00 AM	0	1	45	0	0	0	46
7:15 AM	0	0	40	0	1	1	42
7:30 AM	1	0	45	0	1	0	47
7:45 AM	0	0	51	0	0	0	51
8:00 AM	0	2	37	1	0	0	40
8:15 AM	0	1	44	1	2	0	48
8:30 AM	0	0	43	0	3	1	47
8:45 AM	0	0	40	0	1	1	42
9:00 AM	0	0	34	0	1	0	35
9:15 AM	0	1	37	0	3	0	41
9:30 AM	0	2	38	0	2	0	42
9:45 AM	0	0	26	0	3	3	32
10:00 AM	0	2	29	0	0	0	31
10:15 AM	0	0	42	0	2	0	44
10:30 AM	0	0	48	0	7	0	55
10:45 AM	0	1	36	0	2	1	40
11:00 AM	0	0	34	0	2	0	36
11:15 AM	0	0	34	0	0	1	35
11:30 AM	0	1	49	0	3	2	55
11:45 AM	0	0	42	0	2	2	46

<b>AM Total</b>	<b>2</b>	<b>14</b>	<b>1013</b>	<b>4</b>	<b>43</b>	<b>16</b>	<b>1092</b>
<b>Percentage</b>	<b>0.18%</b>	<b>1.28%</b>	<b>92.77%</b>	<b>0.37%</b>	<b>3.94%</b>	<b>1.47%</b>	
<b>AM Peak</b>	<b>4:00 AM</b>	<b>9:15 AM</b>	<b>7:00 AM</b>	<b>5:45 AM</b>	<b>10:15 AM</b>	<b>11:00 AM</b>	<b>7:00 AM</b>
<b>Volume</b>	<b>1</b>	<b>5</b>	<b>181</b>	<b>2</b>	<b>13</b>	<b>5</b>	<b>186</b>

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	1	34	0	6	0	41
12:15 PM	0	1	48	1	4	1	55
12:30 PM	0	3	51	0	4	1	59
12:45 PM	0	2	47	0	2	0	51
1:00 PM	0	1	38	0	1	0	40
1:15 PM	0	4	47	0	3	1	55
1:30 PM	0	3	48	0	2	1	54
1:45 PM	0	3	34	0	4	2	43
2:00 PM	1	1	56	1	4	0	63
2:15 PM	0	0	36	0	1	0	37
2:30 PM	1	3	46	0	3	0	53
2:45 PM	0	0	51	0	2	0	53
3:00 PM	0	0	43	0	2	0	45
3:15 PM	0	0	48	0	2	0	50
3:30 PM	0	1	55	1	1	0	58
3:45 PM	0	4	38	1	2	0	45
4:00 PM	1	0	49	0	1	0	51
4:15 PM	0	2	46	0	1	0	49
4:30 PM	0	2	50	0	1	0	53
4:45 PM	0	1	75	0	2	0	78
5:00 PM	0	1	66	0	0	0	67
5:15 PM	0	1	48	0	0	0	49
5:30 PM	0	0	54	0	1	0	55
5:45 PM	0	1	56	0	1	0	58
6:00 PM	0	3	44	0	1	0	48
6:15 PM	0	3	41	0	0	0	44
6:30 PM	0	3	35	0	0	0	38
6:45 PM	0	0	42	0	0	0	42
7:00 PM	0	0	25	0	0	0	25
7:15 PM	0	2	40	0	0	0	42
7:30 PM	0	3	29	0	0	0	32
7:45 PM	1	0	24	0	0	0	25
8:00 PM	0	0	32	0	0	0	32
8:15 PM	0	0	29	0	0	1	30
8:30 PM	0	1	24	0	0	0	25
8:45 PM	0	0	22	0	0	0	22
9:00 PM	0	0	14	0	0	0	14
9:15 PM	0	0	17	0	1	0	18
9:30 PM	0	0	18	0	1	0	19
9:45 PM	0	0	8	0	0	0	8
10:00 PM	0	0	13	0	0	0	13
10:15 PM	0	0	11	0	0	0	11
10:30 PM	0	0	9	0	0	0	9
10:45 PM	0	0	5	0	0	0	5
11:00 PM	0	0	3	0	0	0	3
11:15 PM	0	0	3	0	0	0	3
11:30 PM	0	0	5	0	0	0	5
11:45 PM	0	0	4	0	0	0	4

<b>PM Total</b>	<b>4</b>	<b>50</b>	<b>1661</b>	<b>4</b>	<b>53</b>	<b>7</b>	<b>1779</b>
<b>Percentage</b>	<b>0.22%</b>	<b>2.81%</b>	<b>93.37%</b>	<b>0.22%</b>	<b>2.98%</b>	<b>0.39%</b>	
<b>PM Peak</b>	<b>1:45 PM</b>	<b>1:00 PM</b>	<b>4:45 PM</b>	<b>3:00 PM</b>	<b>12:00 PM</b>	<b>1:00 PM</b>	<b>4:45 PM</b>
<b>Volume</b>	<b>2</b>	<b>11</b>	<b>243</b>	<b>2</b>	<b>16</b>	<b>4</b>	<b>249</b>

<b>Day Total</b>	<b>6</b>	<b>64</b>	<b>2674</b>	<b>8</b>	<b>96</b>	<b>23</b>	<b>2871</b>
<b>Percentage</b>	<b>0.21%</b>	<b>2.23%</b>	<b>93.14%</b>	<b>0.28%</b>	<b>3.34%</b>	<b>0.80%</b>	

South Street (Route 13)  
south of Stoneyard Drive  
City, State: Milford, NH  
Client: GPI/R. Bollinger  
Site Code: NEX-2021414



157 Washington Street, Suite 2  
Hudson, MA 01749  
Office: 508-875-0100 Fax: 508-875-0118

PDI File #: 228519 ATR A

Count Date: **Friday, May 13, 2022**  
Direction: **SB**

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	7	0	0	0	7
12:15 AM	0	0	3	0	0	0	3
12:30 AM	0	0	0	0	0	0	0
12:45 AM	0	0	1	0	0	0	1
1:00 AM	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0
1:30 AM	0	0	1	0	0	0	1
1:45 AM	0	0	2	0	0	0	2
2:00 AM	0	0	4	0	0	0	4
2:15 AM	0	0	0	0	0	0	0
2:30 AM	0	0	1	0	0	0	1
2:45 AM	0	0	0	0	0	0	0
3:00 AM	0	0	1	0	0	0	1
3:15 AM	0	0	2	0	0	2	4
3:30 AM	0	0	5	0	0	0	5
3:45 AM	0	0	3	0	0	0	3
4:00 AM	0	0	2	0	0	0	2
4:15 AM	0	0	0	0	0	0	0
4:30 AM	0	0	5	0	1	0	6
4:45 AM	1	0	8	0	0	0	9
5:00 AM	0	0	12	0	1	1	14
5:15 AM	0	0	10	0	1	0	11
5:30 AM	0	2	24	0	1	0	27
5:45 AM	0	0	23	0	0	0	23
6:00 AM	0	0	20	0	1	0	21
6:15 AM	0	0	18	0	1	0	19
6:30 AM	0	1	29	2	3	1	36
6:45 AM	0	0	38	0	1	0	39
7:00 AM	0	1	31	0	0	0	32
7:15 AM	0	0	43	0	1	1	45
7:30 AM	0	1	55	0	2	0	58
7:45 AM	0	1	57	0	1	0	59
8:00 AM	0	0	47	1	1	0	49
8:15 AM	2	0	46	1	2	0	51
8:30 AM	0	0	42	0	2	0	44
8:45 AM	0	0	40	0	4	2	46
9:00 AM	0	2	36	0	1	0	39
9:15 AM	0	0	36	0	5	0	41
9:30 AM	0	0	39	0	2	1	42
9:45 AM	1	2	34	0	3	0	40
10:00 AM	0	1	51	0	1	0	53
10:15 AM	0	0	60	0	5	0	65
10:30 AM	0	0	45	0	3	0	48
10:45 AM	0	2	41	0	2	0	45
11:00 AM	1	0	57	0	5	0	63
11:15 AM	0	2	52	0	0	0	54
11:30 AM	0	0	59	1	3	0	63
11:45 AM	0	1	57	0	2	1	61

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	0	42	1	1	0	44
12:15 PM	0	1	57	0	3	0	61
12:30 PM	0	1	47	0	4	2	54
12:45 PM	0	3	54	0	1	1	59
1:00 PM	0	2	55	0	3	0	60
1:15 PM	0	3	43	0	1	1	48
1:30 PM	0	2	42	0	4	0	48
1:45 PM	0	2	53	0	3	4	62
2:00 PM	0	0	56	0	2	0	58
2:15 PM	0	4	52	1	1	1	59
2:30 PM	0	0	32	0	4	0	36
2:45 PM	0	5	62	0	1	0	68
3:00 PM	0	5	54	0	1	0	60
3:15 PM	0	5	46	0	2	0	53
3:30 PM	0	2	49	0	3	0	54
3:45 PM	0	3	51	1	1	0	56
4:00 PM	0	2	48	0	0	0	50
4:15 PM	0	1	61	0	0	1	63
4:30 PM	0	5	57	0	2	0	64
4:45 PM	0	1	64	0	3	0	68
5:00 PM	0	2	60	0	1	0	63
5:15 PM	0	3	35	0	1	0	39
5:30 PM	0	0	46	0	1	0	47
5:45 PM	0	2	38	0	1	0	41
6:00 PM	0	2	55	0	1	0	58
6:15 PM	1	1	63	0	1	0	66
6:30 PM	0	1	36	0	0	0	37
6:45 PM	0	6	42	0	0	0	48
7:00 PM	0	1	34	0	0	0	35
7:15 PM	0	5	38	0	0	0	43
7:30 PM	0	5	34	0	0	1	40
7:45 PM	0	0	34	0	1	0	35
8:00 PM	0	5	29	0	1	0	35
8:15 PM	0	0	43	0	0	0	43
8:30 PM	0	1	10	0	0	0	11
8:45 PM	0	0	19	0	0	0	19
9:00 PM	0	1	16	0	0	0	17
9:15 PM	0	0	18	0	0	0	18
9:30 PM	0	0	15	0	1	0	16
9:45 PM	0	0	12	0	0	0	12
10:00 PM	0	0	13	0	0	0	13
10:15 PM	0	0	18	0	0	0	18
10:30 PM	0	0	11	0	0	0	11
10:45 PM	0	0	10	0	0	0	10
11:00 PM	0	0	2	0	0	0	2
11:15 PM	0	0	7	0	0	1	8
11:30 PM	0	0	8	0	0	0	8
11:45 PM	0	0	8	0	0	0	8

**AM Total** 5 16 1147 5 55 9 1237  
**Percentage** 0.40% 1.29% 92.72% 0.40% 4.45% 0.73%

**AM Peak** 7:30 AM 9:00 AM 11:00 AM 5:45 AM 10:15 AM 8:45 AM 11:00 AM  
**Volume** 2 4 225 2 15 3 241

**PM Total** 1 82 1779 3 49 12 1926  
**Percentage** 0.05% 4.26% 92.37% 0.16% 2.54% 0.62%

**PM Peak** 5:30 PM 2:45 PM 4:15 PM 12:00 PM 12:15 PM 1:00 PM 4:15 PM  
**Volume** 1 17 242 1 11 5 258

**Day Total** 6 98 2926 8 104 21 3163  
**Percentage** 0.19% 3.10% 92.51% 0.25% 3.29% 0.66%



South Street (Route 13)  
south of Stoneyard Drive  
City, State: Milford, NH  
Client: GPI/R. Bollinger  
Site Code: NEX-2021414



157 Washington Street, Suite 2  
Hudson, MA 01749  
Office: 508-875-0100 Fax: 508-875-0118

PDI File #: 228519 ATR A

Count Date: **Saturday, May 14, 2022**  
Direction: **SB**

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	15	0	0	0	15
12:15 AM	0	0	5	0	0	0	5
12:30 AM	0	0	5	0	0	0	5
12:45 AM	0	0	2	0	0	0	2
1:00 AM	0	0	4	0	0	0	4
1:15 AM	0	0	1	0	0	0	1
1:30 AM	0	0	2	0	0	0	2
1:45 AM	0	0	1	0	0	0	1
2:00 AM	0	0	1	0	0	0	1
2:15 AM	0	0	1	0	0	0	1
2:30 AM	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0
3:15 AM	0	0	1	0	0	0	1
3:30 AM	0	0	1	0	0	0	1
3:45 AM	0	0	4	0	0	0	4
4:00 AM	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0
4:30 AM	0	0	5	0	0	0	5
4:45 AM	0	0	1	0	0	0	1
5:00 AM	0	0	6	0	0	0	6
5:15 AM	0	0	2	0	0	0	2
5:30 AM	0	0	4	0	0	0	4
5:45 AM	0	0	5	0	0	0	5
6:00 AM	0	0	8	0	1	0	9
6:15 AM	0	0	9	0	0	0	9
6:30 AM	0	0	10	0	0	0	10
6:45 AM	0	0	5	0	2	0	7
7:00 AM	0	0	20	0	0	0	20
7:15 AM	1	0	25	0	1	0	27
7:30 AM	1	0	31	0	1	0	33
7:45 AM	0	2	31	0	1	0	34
8:00 AM	0	1	22	0	0	0	23
8:15 AM	0	0	43	0	0	0	43
8:30 AM	0	0	32	0	0	0	32
8:45 AM	0	1	56	0	1	0	58
9:00 AM	0	0	33	0	2	0	35
9:15 AM	1	1	42	0	0	0	44
9:30 AM	0	0	52	0	0	0	52
9:45 AM	1	6	55	0	0	0	62
10:00 AM	1	1	49	0	0	0	51
10:15 AM	1	6	44	0	1	0	52
10:30 AM	1	1	45	0	1	0	48
10:45 AM	0	1	47	0	1	0	49
11:00 AM	1	1	48	0	0	0	50
11:15 AM	0	2	55	0	0	0	57
11:30 AM	0	5	68	0	1	0	74
11:45 AM	0	6	56	0	2	0	64

<b>AM Total</b>	<b>8</b>	<b>34</b>	<b>952</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>1009</b>
<b>Percentage</b>	<b>0.79%</b>	<b>3.37%</b>	<b>94.35%</b>	<b>0.00%</b>	<b>1.49%</b>	<b>0.00%</b>	
<b>AM Peak</b>	<b>9:45 AM</b>	<b>9:45 AM</b>	<b>11:00 AM</b>	<b>12:00 AM</b>	<b>6:45 AM</b>	<b>12:00 AM</b>	<b>11:00 AM</b>
<b>Volume</b>	<b>4</b>	<b>14</b>	<b>227</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>245</b>

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	1	63	0	0	0	64
12:15 PM	0	1	62	0	1	1	65
12:30 PM	0	3	49	0	1	0	53
12:45 PM	0	4	43	0	0	0	47
1:00 PM	0	5	57	0	0	0	62
1:15 PM	1	5	43	0	0	0	49
1:30 PM	0	5	56	0	0	1	62
1:45 PM	2	8	51	0	0	0	61
2:00 PM	0	1	45	0	0	0	46
2:15 PM	0	13	74	0	1	0	88
2:30 PM	0	8	52	0	0	0	60
2:45 PM	0	4	40	0	0	0	44
3:00 PM	0	6	48	0	0	0	54
3:15 PM	0	5	50	0	1	0	56
3:30 PM	0	5	45	0	1	0	51
3:45 PM	0	3	28	0	0	0	31
4:00 PM	0	6	36	0	0	0	42
4:15 PM	0	7	54	0	0	0	61
4:30 PM	0	5	38	0	0	0	43
4:45 PM	0	8	38	0	0	0	46
5:00 PM	0	4	60	0	0	0	64
5:15 PM	0	6	39	0	0	0	45
5:30 PM	0	5	35	0	0	0	40
5:45 PM	0	2	37	0	0	0	39
6:00 PM	0	1	33	0	0	0	34
6:15 PM	0	8	29	0	0	0	37
6:30 PM	0	4	24	0	0	0	28
6:45 PM	0	4	25	0	0	0	29
7:00 PM	0	0	18	0	0	0	18
7:15 PM	0	1	22	0	0	0	23
7:30 PM	0	1	34	0	0	0	35
7:45 PM	0	1	22	0	1	0	24
8:00 PM	0	1	27	0	0	0	28
8:15 PM	0	0	17	0	0	0	17
8:30 PM	0	3	18	0	0	0	21
8:45 PM	0	1	22	0	1	0	24
9:00 PM	0	0	14	0	0	0	14
9:15 PM	0	0	20	0	0	0	20
9:30 PM	0	0	7	0	0	0	7
9:45 PM	0	0	16	0	1	0	17
10:00 PM	0	0	7	0	0	0	7
10:15 PM	0	0	8	0	0	0	8
10:30 PM	0	0	12	0	0	0	12
10:45 PM	0	0	8	0	0	0	8
11:00 PM	0	0	2	0	0	0	2
11:15 PM	0	0	7	0	0	0	7
11:30 PM	0	0	6	0	0	0	6
11:45 PM	0	0	2	0	0	0	2

<b>PM Total</b>	<b>3</b>	<b>145</b>	<b>1543</b>	<b>0</b>	<b>8</b>	<b>2</b>	<b>1701</b>
<b>Percentage</b>	<b>0.18%</b>	<b>8.52%</b>	<b>90.71%</b>	<b>0.00%</b>	<b>0.47%</b>	<b>0.12%</b>	
<b>PM Peak</b>	<b>1:00 PM</b>	<b>2:15 PM</b>	<b>1:30 PM</b>	<b>12:00 PM</b>	<b>12:00 PM</b>	<b>12:00 PM</b>	<b>1:30 PM</b>
<b>Volume</b>	<b>3</b>	<b>31</b>	<b>226</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>257</b>

<b>Day Total</b>	<b>11</b>	<b>179</b>	<b>2495</b>	<b>0</b>	<b>23</b>	<b>2</b>	<b>2710</b>
<b>Percentage</b>	<b>0.41%</b>	<b>6.61%</b>	<b>92.07%</b>	<b>0.00%</b>	<b>0.85%</b>	<b>0.07%</b>	

South Street (Route 13)  
south of Stoneyard Drive  
City, State: Milford, NH  
Client: GPI/R. Bollinger  
Site Code: NEX-2021414



157 Washington Street, Suite 2  
Hudson, MA 01749  
Office: 508-875-0100 Fax: 508-875-0118

PDI File # 228519 ATR A

Direction: NB

Weekly Report

Day Date	Thursday 05/12/22		Friday 05/13/22		Saturday 05/14/22										Week Ave	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
12:00	3	66	1	64	3	92	0	0	0	0	0	0	0	0	2	74
12:15	0	49	3	54	1	64	0	0	0	0	0	0	0	0	1	56
12:30	0	39	5	64	2	76	0	0	0	0	0	0	0	0	2	60
12:45	0	46	1	68	6	61	0	0	0	0	0	0	0	0	2	58
1:00	0	53	2	36	4	57	0	0	0	0	0	0	0	0	2	49
1:15	0	49	0	44	2	66	0	0	0	0	0	0	0	0	1	53
1:30	0	50	1	53	0	65	0	0	0	0	0	0	0	0	0	56
1:45	2	47	1	59	3	51	0	0	0	0	0	0	0	0	2	52
2:00	1	57	2	57	1	61	0	0	0	0	0	0	0	0	1	58
2:15	0	48	0	54	1	45	0	0	0	0	0	0	0	0	0	49
2:30	1	57	0	68	1	51	0	0	0	0	0	0	0	0	1	59
2:45	0	56	0	53	0	79	0	0	0	0	0	0	0	0	0	63
3:00	0	65	0	61	1	43	0	0	0	0	0	0	0	0	0	56
3:15	2	64	0	70	2	44	0	0	0	0	0	0	0	0	1	59
3:30	0	75	2	81	0	44	0	0	0	0	0	0	0	0	1	67
3:45	1	62	1	96	2	56	0	0	0	0	0	0	0	0	1	71
4:00	1	81	0	92	0	40	0	0	0	0	0	0	0	0	0	71
4:15	1	67	0	89	4	40	0	0	0	0	0	0	0	0	2	65
4:30	2	71	1	57	0	50	0	0	0	0	0	0	0	0	1	59
4:45	3	62	2	69	1	33	0	0	0	0	0	0	0	0	2	55
5:00	3	98	3	90	4	39	0	0	0	0	0	0	0	0	3	76
5:15	6	71	13	75	0	40	0	0	0	0	0	0	0	0	6	62
5:30	7	74	8	75	6	46	0	0	0	0	0	0	0	0	7	65
5:45	11	61	21	72	2	49	0	0	0	0	0	0	0	0	11	61
6:00	17	54	13	66	9	35	0	0	0	0	0	0	0	0	13	52
6:15	15	49	20	66	5	50	0	0	0	0	0	0	0	0	13	55
6:30	13	56	16	44	10	55	0	0	0	0	0	0	0	0	13	52
6:45	29	54	35	53	7	36	0	0	0	0	0	0	0	0	24	48
7:00	26	41	19	56	21	31	0	0	0	0	0	0	0	0	22	43
7:15	22	30	43	42	28	33	0	0	0	0	0	0	0	0	31	35
7:30	43	43	44	41	21	37	0	0	0	0	0	0	0	0	36	40
7:45	39	43	51	26	34	19	0	0	0	0	0	0	0	0	41	29
8:00	45	24	53	41	33	32	0	0	0	0	0	0	0	0	44	32
8:15	43	23	41	25	55	27	0	0	0	0	0	0	0	0	46	25
8:30	53	24	37	23	53	25	0	0	0	0	0	0	0	0	48	24
8:45	55	15	39	35	73	25	0	0	0	0	0	0	0	0	56	25
9:00	41	13	44	18	50	17	0	0	0	0	0	0	0	0	45	16
9:15	49	9	43	29	43	17	0	0	0	0	0	0	0	0	45	18
9:30	48	21	45	13	57	16	0	0	0	0	0	0	0	0	50	17
9:45	61	7	59	14	67	11	0	0	0	0	0	0	0	0	62	11
10:00	50	12	58	12	53	12	0	0	0	0	0	0	0	0	54	12
10:15	50	7	42	11	70	9	0	0	0	0	0	0	0	0	54	9
10:30	33	5	54	10	68	9	0	0	0	0	0	0	0	0	52	8
10:45	58	11	64	10	86	7	0	0	0	0	0	0	0	0	69	9
11:00	48	7	68	13	76	8	0	0	0	0	0	0	0	0	64	9
11:15	61	5	88	4	67	7	0	0	0	0	0	0	0	0	72	5
11:30	49	3	59	5	72	12	0	0	0	0	0	0	0	0	60	7
11:45	57	1	63	8	77	3	0	0	0	0	0	0	0	0	66	4
<b>Total</b>	<b>1049</b>	<b>2025</b>	<b>1165</b>	<b>2266</b>	<b>1181</b>	<b>1825</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1132</b>	<b>2039</b>
<b>Day Total</b>	<b>3074</b>		<b>3431</b>		<b>3006</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3170</b>		
<b>Peak HR</b>	<b>10:45 AM</b>	<b>4:45 PM</b>	<b>10:45 AM</b>	<b>3:30 PM</b>	<b>10:45 AM</b>	<b>12:00 PM</b>								<b>10:45 AM</b>	<b>3:30 PM</b>	
<b>Volume</b>	<b>216</b>	<b>305</b>	<b>279</b>	<b>358</b>	<b>301</b>	<b>293</b>								<b>265</b>	<b>274</b>	

South Street (Route 13)  
south of Stoneyard Drive  
City, State: Milford, NH  
Client: GPI/R. Bollinger  
Site Code: NEX-2021414



157 Washington Street, Suite 2  
Hudson, MA 01749  
Office: 508-875-0100 Fax: 508-875-0118

PDI File # 228519 ATR A

Direction: SB

Weekly Report

Day Date	Thursday 05/12/22		Friday 05/13/22		Saturday 05/14/22										Week Ave	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
12:00	8	41	7	44	15	64	0	0	0	0	0	0	0	0	10	50
12:15	2	55	3	61	5	65	0	0	0	0	0	0	0	0	3	60
12:30	0	59	0	54	5	53	0	0	0	0	0	0	0	0	2	55
12:45	2	51	1	59	2	47	0	0	0	0	0	0	0	0	2	52
1:00	0	40	0	60	4	62	0	0	0	0	0	0	0	0	1	54
1:15	1	55	0	48	1	49	0	0	0	0	0	0	0	0	1	51
1:30	2	54	1	48	2	62	0	0	0	0	0	0	0	0	2	55
1:45	0	43	2	62	1	61	0	0	0	0	0	0	0	0	1	55
2:00	2	63	4	58	1	46	0	0	0	0	0	0	0	0	2	56
2:15	0	37	0	59	1	88	0	0	0	0	0	0	0	0	0	61
2:30	1	53	1	36	0	60	0	0	0	0	0	0	0	0	1	50
2:45	2	53	0	68	0	44	0	0	0	0	0	0	0	0	1	55
3:00	0	45	1	60	0	54	0	0	0	0	0	0	0	0	0	53
3:15	3	50	4	53	1	56	0	0	0	0	0	0	0	0	3	53
3:30	4	58	5	54	1	51	0	0	0	0	0	0	0	0	3	54
3:45	3	45	3	56	4	31	0	0	0	0	0	0	0	0	3	44
4:00	1	51	2	50	0	42	0	0	0	0	0	0	0	0	1	48
4:15	3	49	0	63	0	61	0	0	0	0	0	0	0	0	1	58
4:30	5	53	6	64	5	43	0	0	0	0	0	0	0	0	5	53
4:45	10	78	9	68	1	46	0	0	0	0	0	0	0	0	7	64
5:00	14	67	14	63	6	64	0	0	0	0	0	0	0	0	11	65
5:15	14	49	11	39	2	45	0	0	0	0	0	0	0	0	9	44
5:30	22	55	27	47	4	40	0	0	0	0	0	0	0	0	18	47
5:45	22	58	23	41	5	39	0	0	0	0	0	0	0	0	17	46
6:00	22	48	21	58	9	34	0	0	0	0	0	0	0	0	17	47
6:15	26	44	19	66	9	37	0	0	0	0	0	0	0	0	18	49
6:30	35	38	36	37	10	28	0	0	0	0	0	0	0	0	27	34
6:45	33	42	39	48	7	29	0	0	0	0	0	0	0	0	26	40
7:00	46	25	32	35	20	18	0	0	0	0	0	0	0	0	33	26
7:15	42	42	45	43	27	23	0	0	0	0	0	0	0	0	38	36
7:30	47	32	58	40	33	35	0	0	0	0	0	0	0	0	46	36
7:45	51	25	59	35	34	24	0	0	0	0	0	0	0	0	48	28
8:00	40	32	49	35	23	28	0	0	0	0	0	0	0	0	37	32
8:15	48	30	51	43	43	17	0	0	0	0	0	0	0	0	47	30
8:30	47	25	44	11	32	21	0	0	0	0	0	0	0	0	41	19
8:45	42	22	46	19	58	24	0	0	0	0	0	0	0	0	49	22
9:00	35	14	39	17	35	14	0	0	0	0	0	0	0	0	36	15
9:15	41	18	41	18	44	20	0	0	0	0	0	0	0	0	42	19
9:30	42	19	42	16	52	7	0	0	0	0	0	0	0	0	45	14
9:45	32	8	40	12	62	17	0	0	0	0	0	0	0	0	45	12
10:00	31	13	53	13	51	7	0	0	0	0	0	0	0	0	45	11
10:15	44	11	65	18	52	8	0	0	0	0	0	0	0	0	54	12
10:30	55	9	48	11	48	12	0	0	0	0	0	0	0	0	50	11
10:45	40	5	45	10	49	8	0	0	0	0	0	0	0	0	45	8
11:00	36	3	63	2	50	2	0	0	0	0	0	0	0	0	50	2
11:15	35	3	54	8	57	7	0	0	0	0	0	0	0	0	49	6
11:30	55	5	63	8	74	6	0	0	0	0	0	0	0	0	64	6
11:45	46	4	61	8	64	2	0	0	0	0	0	0	0	0	57	5
<b>Total</b>	<b>1092</b>	<b>1779</b>	<b>1237</b>	<b>1926</b>	<b>1009</b>	<b>1701</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1113</b>	<b>1802</b>
<b>Day Total</b>	<b>2871</b>		<b>3163</b>		<b>2710</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2915</b>	
<b>Peak HR</b>	<b>7:00 AM</b>	<b>4:45 PM</b>	<b>11:00 AM</b>	<b>4:15 PM</b>	<b>11:00 AM</b>	<b>1:30 PM</b>									<b>11:00 AM</b>	<b>4:15 PM</b>
<b>Volume</b>	<b>186</b>	<b>249</b>	<b>241</b>	<b>258</b>	<b>245</b>	<b>257</b>									<b>219</b>	<b>240</b>

South Street  
 south of Stoneyard Drive  
 City, State: Milford, NH  
 Client: GPI/R. Bollinger  
 Site Code: NEX-2021414



PDI File #: 228519 ATR A

Count Date  
 Thursday, May 12, 2022

Speed (60-minute)

SB																
Start Time:	1 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70+	Total	85th %ile	Ave Speed
12:00 AM	0	0	0	0	3	6	3	0	0	0	0	0	0	12	42.0	37.3
1:00 AM	0	0	0	0	0	1	1	1	0	0	0	0	0	3	46.6	42.0
2:00 AM	0	0	0	0	1	2	1	0	0	1	0	0	0	5	47.6	41.0
3:00 AM	0	0	0	0	0	2	3	6	0	0	0	0	0	11	47.0	43.9
4:00 AM	0	1	0	0	0	3	8	5	2	0	0	0	0	19	47.3	42.0
5:00 AM	0	0	1	0	2	24	34	12	4	0	0	0	0	77	46.0	41.0
6:00 AM	0	0	0	1	5	36	47	20	5	2	1	0	0	117	47.0	41.8
7:00 AM	0	0	0	3	8	42	104	26	3	0	0	0	0	186	45.0	40.9
8:00 AM	0	0	0	3	9	70	82	20	0	0	0	0	0	184	43.0	40.1
9:00 AM	0	0	0	7	8	65	54	18	0	0	0	0	0	152	44.0	39.4
10:00 AM	0	0	0	1	15	55	70	25	2	0	0	0	0	168	45.0	40.2
11:00 AM	1	1	1	1	19	68	60	26	3	0	0	0	0	180	45.0	39.5
12:00 PM	0	0	0	0	11	65	98	27	4	0	0	0	0	205	44.4	40.7
1:00 PM	0	0	1	0	17	79	75	24	0	0	0	0	0	196	44.0	39.6
2:00 PM	1	1	2	3	8	60	87	30	5	0	0	0	0	197	45.0	40.4
3:00 PM	0	0	1	0	14	85	77	22	2	0	0	0	0	201	44.0	39.8
4:00 PM	0	0	0	2	13	72	105	39	1	0	0	0	0	232	45.0	40.6
5:00 PM	0	0	0	3	19	66	102	42	4	0	0	0	0	236	45.0	40.6
6:00 PM	0	0	0	2	10	55	74	27	3	0	0	0	0	171	45.0	40.9
7:00 PM	0	0	0	1	8	46	46	21	2	1	0	0	0	125	45.0	40.4
8:00 PM	0	0	0	0	17	52	35	9	0	0	0	0	0	113	43.0	38.7
9:00 PM	0	0	0	5	2	21	27	3	2	0	0	0	0	60	43.2	39.4
10:00 PM	0	0	0	0	5	16	14	3	0	0	0	0	0	38	43.5	38.8
11:00 PM	0	0	0	0	3	3	7	1	0	0	0	0	0	14	42.0	39.1
Total	2	3	6	32	197	994	1214	407	42	4	1	0	0	2902	45.0	40.3
Percent	0.07%	0.10%	0.21%	1.10%	6.79%	34.25%	41.83%	14.02%	1.45%	0.14%	0.03%	0.00%	0.00%			

AM Peak	11:00 AM	4:00 AM	5:00 AM	9:00 AM	11:00 AM	8:00 AM	7:00 AM	7:00 AM	6:00 AM	6:00 AM	6:00 AM			7:00 AM		
Volume	1	1	1	7	19	70	104	26	5	2	1	0	0	186		
PM Peak	2:00 PM	2:00 PM	2:00 PM	9:00 PM	5:00 PM	3:00 PM	4:00 PM	5:00 PM	2:00 PM	7:00 PM				5:00 PM		
Volume	1	1	2	5	19	85	105	42	5	1	0	0	0	236		

15th Percentile:	36.0 MPH	Average Speed:	40.3 MPH	Posted Speed Limit:	40 MPH
50th Percentile:	40.0 MPH	10 MPH Pace:	35 to 44 MPH	Number of Vehicles > 40 MPH:	1382
85th Percentile:	45.0 MPH	Number in Pace:	2208	Percent of Vehicles > 40 MPH:	47.6%
95th Percentile:	48.0 MPH	Percent in Pace:	76.1%		

South Street  
 south of Stoneyard Drive  
 City, State: Milford, NH  
 Client: GPI/R. Bollinger  
 Site Code: NEX-2021414



PDI File #: 228519 ATR A

Count Date  
 Thursday, May 12, 2022

Speed (60-minute)

NB																
Start Time:	1 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70+	Total	85th %ile	Ave Speed
12:00 AM	0	0	0	0	1	1	0	0	1	0	0	0	0	3	46.8	40.0
1:00 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	2	45.3	43.5
2:00 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	2	38.6	37.5
3:00 AM	0	0	0	1	0	3	0	0	0	0	0	0	0	4	38.0	35.8
4:00 AM	0	0	0	1	1	2	3	0	0	0	0	0	0	7	40.3	36.1
5:00 AM	0	0	0	0	4	12	8	6	0	0	0	0	0	30	45.0	40.0
6:00 AM	0	0	0	1	8	22	31	11	3	0	1	0	0	77	46.0	40.7
7:00 AM	0	0	0	0	16	51	49	12	3	0	0	0	0	131	44.0	39.8
8:00 AM	0	0	1	0	27	82	82	13	0	1	0	0	0	206	43.0	38.9
9:00 AM	0	0	1	10	28	66	78	17	2	0	0	0	0	202	43.0	38.4
10:00 AM	0	1	0	0	13	73	75	30	0	1	0	0	0	193	45.0	40.2
11:00 AM	0	0	1	3	19	78	76	33	5	0	0	0	0	215	45.0	39.9
12:00 PM	0	0	0	2	14	80	62	30	8	0	0	0	0	196	46.0	40.3
1:00 PM	0	0	1	4	16	75	63	31	4	1	0	0	2	197	45.6	40.4
2:00 PM	0	0	0	1	9	87	94	24	5	1	1	0	0	222	44.0	40.5
3:00 PM	0	0	0	2	27	76	105	45	10	0	0	0	0	265	45.0	40.5
4:00 PM	0	0	0	3	13	90	134	37	6	0	0	0	0	283	44.7	40.6
5:00 PM	0	0	0	1	18	91	133	53	9	0	0	0	0	305	46.0	41.1
6:00 PM	0	0	0	1	9	82	77	38	4	0	0	0	0	211	45.0	40.6
7:00 PM	0	0	0	1	9	65	75	12	0	0	0	0	0	162	43.0	39.6
8:00 PM	0	0	1	0	10	40	23	11	3	0	0	0	0	88	45.0	39.2
9:00 PM	0	0	0	0	6	24	16	4	1	0	0	0	0	51	43.0	39.0
10:00 PM	0	0	0	0	5	11	13	4	1	0	0	0	0	34	44.1	40.1
11:00 PM	0	0	1	1	3	6	5	1	1	0	0	0	0	18	41.0	37.3
Total	0	1	6	32	256	1119	1203	413	66	4	2	0	2	3104	45.0	40.1
Percent	0.00%	0.03%	0.19%	1.03%	8.25%	36.05%	38.76%	13.31%	2.13%	0.13%	0.06%	0.00%	0.06%			

AM Peak		10:00 AM	8:00 AM	9:00 AM	9:00 AM	8:00 AM	8:00 AM	11:00 AM	11:00 AM	8:00 AM	6:00 AM			11:00 AM
Volume	0	1	1	10	28	82	82	33	5	1	1	0	0	215
PM Peak			1:00 PM	1:00 PM	3:00 PM	5:00 PM	4:00 PM	5:00 PM	3:00 PM	1:00 PM	2:00 PM		1:00 PM	5:00 PM
Volume	0	0	1	4	27	91	134	53	10	1	1	0	2	305

15th Percentile:	36.0 MPH	Average Speed:	40.1 MPH	Posted Speed Limit:	40 MPH
50th Percentile:	40.0 MPH	10 MPH Pace:	35 to 44 MPH	Number of Vehicles > 40 MPH:	1389
85th Percentile:	45.0 MPH	Number in Pace:	2322	Percent of Vehicles > 40 MPH:	44.7%
95th Percentile:	48.0 MPH	Percent in Pace:	74.8%		

South Street  
 south of Stoneyard Drive  
 City, State: Milford, NH  
 Client: GPI/R. Bollinger  
 Site Code: NEX-2021414



PDI File #: 228519 ATR A

Count Date  
 Thursday, May 12, 2022

**Speed (60-minute)**  
**Combined SB and NB**

Start Time:	1 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70+	Total	85th %ile	Ave Speed
12:00 AM	0	0	0	0	4	7	3	0	1	0	0	0	0	15	42.0	37.8
1:00 AM	0	0	0	0	0	1	2	2	0	0	0	0	0	5	47.2	42.6
2:00 AM	0	0	0	0	1	4	1	0	0	1	0	0	0	7	43.4	40.0
3:00 AM	0	0	0	1	0	5	3	6	0	0	0	0	0	15	45.9	41.7
4:00 AM	0	1	0	1	1	5	11	5	2	0	0	0	0	26	46.3	40.4
5:00 AM	0	0	1	0	6	36	42	18	4	0	0	0	0	107	46.0	40.7
6:00 AM	0	0	0	2	13	58	78	31	8	2	2	0	0	194	47.0	41.4
7:00 AM	0	0	0	3	24	93	153	38	6	0	0	0	0	317	44.0	40.5
8:00 AM	0	0	1	3	36	152	164	33	0	1	0	0	0	390	43.0	39.5
9:00 AM	0	0	1	17	36	131	132	35	2	0	0	0	0	354	43.1	38.8
10:00 AM	0	1	0	1	28	128	145	55	2	1	0	0	0	361	45.0	40.2
11:00 AM	1	1	2	4	38	146	136	59	8	0	0	0	0	395	45.0	39.7
12:00 PM	0	0	0	2	25	145	160	57	12	0	0	0	0	401	45.0	40.5
1:00 PM	0	0	2	4	33	154	138	55	4	1	0	0	2	393	45.0	40.0
2:00 PM	1	1	2	4	17	147	181	54	10	1	1	0	0	419	45.0	40.5
3:00 PM	0	0	1	2	41	161	182	67	12	0	0	0	0	466	45.0	40.2
4:00 PM	0	0	0	5	26	162	239	76	7	0	0	0	0	515	45.0	40.6
5:00 PM	0	0	0	4	37	157	235	95	13	0	0	0	0	541	46.0	40.9
6:00 PM	0	0	0	3	19	137	151	65	7	0	0	0	0	382	45.0	40.8
7:00 PM	0	0	0	2	17	111	121	33	2	1	0	0	0	287	44.0	40.0
8:00 PM	0	0	1	0	27	92	58	20	3	0	0	0	0	201	44.0	38.9
9:00 PM	0	0	0	5	8	45	43	7	3	0	0	0	0	111	43.0	39.2
10:00 PM	0	0	0	0	10	27	27	7	1	0	0	0	0	72	44.0	39.4
11:00 PM	0	0	1	1	6	9	12	2	1	0	0	0	0	32	42.0	38.1
<b>Total</b>	<b>2</b>	<b>4</b>	<b>12</b>	<b>64</b>	<b>453</b>	<b>2113</b>	<b>2417</b>	<b>820</b>	<b>108</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>6006</b>	<b>45.0</b>	<b>40.2</b>
<b>Percent</b>	<b>0.03%</b>	<b>0.07%</b>	<b>0.20%</b>	<b>1.07%</b>	<b>7.54%</b>	<b>35.18%</b>	<b>40.24%</b>	<b>13.65%</b>	<b>1.80%</b>	<b>0.13%</b>	<b>0.05%</b>	<b>0.00%</b>	<b>0.03%</b>			

AM Peak	11:00 AM	4:00 AM	11:00 AM	9:00 AM	11:00 AM	8:00 AM	8:00 AM	11:00 AM	6:00 AM	6:00 AM	6:00 AM			11:00 AM		
Volume	1	1	2	17	38	152	164	59	8	2	2	0	0	395		
PM Peak	2:00 PM	2:00 PM	1:00 PM	4:00 PM	3:00 PM	4:00 PM	4:00 PM	5:00 PM	5:00 PM	1:00 PM	2:00 PM			1:00 PM	5:00 PM	
Volume	1	1	2	5	41	162	239	95	13	1	1	0	2	541		

15th Percentile:	36.0 MPH	Average Speed:	40.2 MPH	Posted Speed Limit:	40 MPH
50th Percentile:	40.0 MPH	10 MPH Pace:	35 to 44 MPH	Number of Vehicles > 40 MPH:	2771
85th Percentile:	45.0 MPH	Number in Pace:	4530	Percent of Vehicles > 40 MPH:	46.1%
95th Percentile:	48.0 MPH	Percent in Pace:	75.4%		

South Street  
 south of Stoneyard Drive  
 City, State: Milford, NH  
 Client: GPI/R. Bollinger  
 Site Code: NEX-2021414



PDI File #: 228519 ATR A

Count Date  
 Friday, May 13, 2022

Speed (60-minute)

SB																
Start Time:	1 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70+	Total	85th %ile	Ave Speed
12:00 AM	0	0	0	0	1	8	3	0	0	0	0	0	0	12	40.0	37.8
1:00 AM	0	0	0	0	1	2	0	0	0	0	0	0	0	3	35.7	35.0
2:00 AM	0	0	0	0	0	1	2	1	1	0	0	0	0	5	48.8	43.8
3:00 AM	0	0	0	0	0	4	7	2	0	0	0	0	0	13	44.4	41.2
4:00 AM	0	1	0	0	0	4	11	1	0	0	0	0	0	17	43.0	39.6
5:00 AM	0	0	0	0	4	21	29	17	4	1	0	0	1	77	47.0	42.6
6:00 AM	0	0	0	2	3	28	46	31	3	2	0	0	0	115	46.9	42.0
7:00 AM	0	0	0	1	5	65	94	20	7	0	0	0	0	192	44.0	40.9
8:00 AM	0	0	2	0	14	64	87	27	1	0	0	0	1	196	44.0	40.3
9:00 AM	0	0	0	3	12	65	62	18	0	3	0	0	0	163	44.0	39.9
10:00 AM	0	0	0	2	5	82	83	31	5	1	0	0	0	209	45.0	40.8
11:00 AM	0	1	2	2	28	92	92	25	5	0	0	0	0	247	44.0	39.3
12:00 PM	0	2	1	2	16	69	93	31	6	0	0	0	0	220	45.0	40.2
1:00 PM	0	0	0	2	26	72	79	28	9	0	0	0	0	216	45.0	40.1
2:00 PM	0	0	0	3	17	82	88	25	4	1	0	0	0	220	44.0	39.9
3:00 PM	0	1	0	1	11	56	120	24	8	1	0	0	0	222	44.0	41.1
4:00 PM	0	0	0	1	14	68	107	52	6	1	0	0	0	249	46.0	41.3
5:00 PM	1	0	0	3	11	57	84	40	9	0	0	0	0	205	46.0	41.0
6:00 PM	0	1	0	2	13	65	88	33	6	0	0	0	0	208	45.0	40.7
7:00 PM	0	0	0	5	14	58	56	16	0	3	0	0	0	152	44.0	39.6
8:00 PM	0	0	0	0	9	53	36	8	0	0	0	0	0	106	43.0	39.2
9:00 PM	0	0	0	0	7	33	17	7	0	0	0	0	0	64	43.6	38.7
10:00 PM	0	0	0	0	4	19	20	8	1	0	0	0	0	52	45.0	40.4
11:00 PM	0	0	0	0	2	8	15	2	1	0	0	0	0	28	43.0	40.3
Total	1	6	5	29	217	1076	1319	447	76	13	0	0	2	3191	45.0	40.4
Percent	0.03%	0.19%	0.16%	0.91%	6.80%	33.72%	41.34%	14.01%	2.38%	0.41%	0.00%	0.00%	0.06%			

AM Peak		4:00 AM	8:00 AM	9:00 AM	11:00 AM	11:00 AM	7:00 AM	6:00 AM	7:00 AM	9:00 AM			5:00 AM	11:00 AM
Volume	0	1	2	3	28	92	94	31	7	3	0	0	1	247
PM Peak	5:00 PM	12:00 PM	12:00 PM	7:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	1:00 PM	7:00 PM				4:00 PM
Volume	1	2	1	5	26	82	120	52	9	3	0	0	0	249

15th Percentile:	36.0 MPH	Average Speed:	40.4 MPH	Posted Speed Limit:	40 MPH
50th Percentile:	40.0 MPH	10 MPH Pace:	36 to 45 MPH	Number of Vehicles > 40 MPH:	1553
85th Percentile:	45.0 MPH	Number in Pace:	2413	Percent of Vehicles > 40 MPH:	48.7%
95th Percentile:	48.0 MPH	Percent in Pace:	75.6%		

South Street  
south of Stoneyard Drive  
City, State: Milford, NH  
Client: GPI/R. Bollinger  
Site Code: NEX-2021414



PDI File #: 228519 ATR A

Count Date  
Friday, May 13, 2022

Speed (60-minute)

NB																
Start Time:	1 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70+	Total	85th %ile	Ave Speed
12:00 AM	0	0	0	0	5	3	2	0	0	0	0	0	0	10	39.0	34.8
1:00 AM	0	0	0	0	1	2	0	1	0	0	0	0	0	4	42.1	38.3
2:00 AM	0	0	0	0	1	0	0	0	0	1	0	0	0	2	51.7	44.0
3:00 AM	0	0	0	0	0	0	1	1	0	1	0	0	0	3	52.6	48.0
4:00 AM	0	0	0	0	0	2	1	0	0	0	0	0	0	3	42.5	40.7
5:00 AM	0	0	0	1	5	14	16	6	3	0	0	0	1	46	45.0	41.2
6:00 AM	0	0	1	2	13	26	33	7	3	0	0	0	0	85	44.0	39.1
7:00 AM	0	0	0	1	20	63	59	15	1	0	0	0	0	159	43.3	39.3
8:00 AM	0	0	0	2	17	78	51	21	0	0	0	0	0	169	44.0	39.0
9:00 AM	0	0	2	1	24	80	65	18	3	1	0	0	0	194	43.0	39.1
10:00 AM	0	0	0	2	17	97	60	30	9	1	0	0	0	216	45.0	40.1
11:00 AM	0	1	0	1	29	80	105	51	6	1	1	0	0	275	45.0	40.5
12:00 PM	0	0	0	2	22	76	106	29	10	1	0	0	0	246	45.0	40.5
1:00 PM	0	2	0	2	19	55	76	21	10	2	1	0	0	188	46.0	40.5
2:00 PM	0	0	1	4	11	73	85	50	4	1	0	0	0	229	45.0	40.9
3:00 PM	0	1	0	3	17	95	112	55	17	2	1	1	0	304	47.0	41.3
4:00 PM	0	0	0	1	10	80	123	67	16	2	0	0	0	299	46.0	41.9
5:00 PM	0	0	2	2	14	92	144	53	10	0	0	0	0	317	45.0	40.9
6:00 PM	0	0	1	1	13	86	82	41	6	1	0	0	0	231	45.0	40.4
7:00 PM	0	0	0	4	20	47	73	19	5	0	0	0	0	168	44.0	39.9
8:00 PM	0	0	0	8	14	53	38	7	0	0	0	0	0	120	43.0	38.2
9:00 PM	0	0	0	2	5	34	25	6	2	1	0	0	0	75	43.9	39.4
10:00 PM	0	0	0	1	7	13	17	4	0	0	0	0	0	42	43.9	38.4
11:00 PM	0	0	1	1	4	10	10	2	1	0	0	0	0	29	43.8	38.7
Total	0	4	8	41	288	1159	1284	504	106	15	3	1	1	3414	45.0	40.3
Percent	0.00%	0.12%	0.23%	1.20%	8.44%	33.95%	37.61%	14.76%	3.10%	0.44%	0.09%	0.03%	0.03%			

AM Peak		11:00 AM	9:00 AM	6:00 AM	11:00 AM	10:00 AM	11:00 AM	11:00 AM	10:00 AM	2:00 AM	11:00 AM		5:00 AM	11:00 AM		
Volume	0	1	2	2	29	97	105	51	9	1	1	0	1	275		
PM Peak		1:00 PM	5:00 PM	8:00 PM	12:00 PM	3:00 PM	5:00 PM	4:00 PM	3:00 PM	1:00 PM	1:00 PM	3:00 PM		5:00 PM		
Volume	0	2	2	8	22	95	144	67	17	2	1	1	0	317		

15th Percentile:	36.0 MPH	Average Speed:	40.3 MPH	Posted Speed Limit:	40 MPH
50th Percentile:	40.0 MPH	10 MPH Pace:	36 to 45 MPH	Number of Vehicles > 40 MPH:	1599
85th Percentile:	45.0 MPH	Number in Pace:	2492	Percent of Vehicles > 40 MPH:	46.8%
95th Percentile:	49.0 MPH	Percent in Pace:	73.0%		



South Street  
 south of Stoneyard Drive  
 City, State: Milford, NH  
 Client: GPI/R. Bollinger  
 Site Code: NEX-2021414



PDI File #: 228519 ATR A

Count Date  
 Friday, May 13, 2022

**Speed (60-minute)**

**Combined SB and NB**

Start Time:	1 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70+	Total	85th %ile	Ave Speed
12:00 AM	0	0	0	0	6	11	5	0	0	0	0	0	0	22	40.0	36.4
1:00 AM	0	0	0	0	2	4	0	1	0	0	0	0	0	7	37.1	36.9
2:00 AM	0	0	0	0	1	1	2	1	1	1	0	0	0	7	50.5	43.9
3:00 AM	0	0	0	0	0	4	8	3	0	1	0	0	0	16	46.8	42.5
4:00 AM	0	1	0	0	0	6	12	1	0	0	0	0	0	20	43.2	39.8
5:00 AM	0	0	0	1	9	35	45	23	7	1	0	0	2	123	47.0	42.0
6:00 AM	0	0	1	4	16	54	79	38	6	2	0	0	0	200	46.0	40.8
7:00 AM	0	0	0	2	25	128	153	35	8	0	0	0	0	351	44.0	40.2
8:00 AM	0	0	2	2	31	142	138	48	1	0	0	0	1	365	44.0	39.7
9:00 AM	0	0	2	4	36	145	127	36	3	4	0	0	0	357	44.0	39.4
10:00 AM	0	0	0	4	22	179	143	61	14	2	0	0	0	425	45.0	40.4
11:00 AM	0	2	2	3	57	172	197	76	11	1	1	0	0	522	45.0	39.9
12:00 PM	0	2	1	4	38	145	199	60	16	1	0	0	0	466	45.0	40.4
1:00 PM	0	2	0	4	45	127	155	49	19	2	1	0	0	404	45.0	40.3
2:00 PM	0	0	1	7	28	155	173	75	8	2	0	0	0	449	45.0	40.4
3:00 PM	0	2	0	4	28	151	232	79	25	3	1	1	0	526	46.0	41.2
4:00 PM	0	0	0	2	24	148	230	119	22	3	0	0	0	548	46.0	41.6
5:00 PM	1	0	2	5	25	149	228	93	19	0	0	0	0	522	45.0	41.0
6:00 PM	0	1	1	3	26	151	170	74	12	1	0	0	0	439	45.0	40.6
7:00 PM	0	0	0	9	34	105	129	35	5	3	0	0	0	320	44.0	39.8
8:00 PM	0	0	0	8	23	106	74	15	0	0	0	0	0	226	43.0	38.7
9:00 PM	0	0	0	2	12	67	42	13	2	1	0	0	0	139	44.0	39.1
10:00 PM	0	0	0	1	11	32	37	12	1	0	0	0	0	94	44.0	39.5
11:00 PM	0	0	1	1	6	18	25	4	2	0	0	0	0	57	43.6	39.5
<b>Total</b>	<b>1</b>	<b>10</b>	<b>13</b>	<b>70</b>	<b>505</b>	<b>2235</b>	<b>2603</b>	<b>951</b>	<b>182</b>	<b>28</b>	<b>3</b>	<b>1</b>	<b>3</b>	<b>6605</b>	<b>45.0</b>	<b>40.4</b>
<b>Percent</b>	<b>0.02%</b>	<b>0.15%</b>	<b>0.20%</b>	<b>1.06%</b>	<b>7.65%</b>	<b>33.84%</b>	<b>39.41%</b>	<b>14.40%</b>	<b>2.76%</b>	<b>0.42%</b>	<b>0.05%</b>	<b>0.02%</b>	<b>0.05%</b>			

AM Peak		11:00 AM	8:00 AM	6:00 AM	11:00 AM	10:00 AM	11:00 AM	11:00 AM	10:00 AM	9:00 AM	11:00 AM		5:00 AM	11:00 AM	
Volume	0	2	2	4	57	179	197	76	14	4	1	0	2	522	
PM Peak	5:00 PM	12:00 PM	5:00 PM	7:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	3:00 PM	3:00 PM	1:00 PM	3:00 PM		4:00 PM	
Volume	1	2	2	9	45	155	232	119	25	3	1	1	0	548	

15th Percentile:	36.0 MPH	Average Speed:	40.4 MPH	Posted Speed Limit:	40 MPH
50th Percentile:	40.0 MPH	10 MPH Pace:	36 to 45 MPH	Number of Vehicles > 40 MPH:	3152
85th Percentile:	45.0 MPH	Number in Pace:	4905	Percent of Vehicles > 40 MPH:	47.7%
95th Percentile:	48.0 MPH	Percent in Pace:	74.3%		

South Street  
 south of Stoneyard Drive  
 City, State: Milford, NH  
 Client: GPI/R. Bollinger  
 Site Code: NEX-2021414



PDI File #: 228519 ATR A

Count Date  
 Saturday, May 14, 2022

Speed (60-minute)

SB																
Start Time:	1 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70+	Total	85th %ile	Ave Speed
12:00 AM	0	0	0	0	4	12	7	1	3	0	0	0	0	27	43.5	39.8
1:00 AM	0	0	0	0	0	5	3	0	0	0	0	0	0	8	41.0	38.5
2:00 AM	0	0	0	0	0	0	2	0	0	0	0	0	0	2	43.6	42.5
3:00 AM	0	0	0	0	0	1	1	3	1	0	0	0	0	6	50.3	46.0
4:00 AM	0	0	0	0	1	0	3	2	0	0	0	0	0	6	46.0	41.7
5:00 AM	0	0	0	0	0	4	5	5	1	1	0	0	0	16	48.8	44.1
6:00 AM	0	0	0	0	1	8	14	12	0	0	0	0	0	35	47.0	42.5
7:00 AM	1	0	0	0	2	33	53	17	7	0	0	0	0	113	46.0	41.6
8:00 AM	0	0	0	3	5	43	70	25	6	2	0	0	0	154	46.0	41.3
9:00 AM	0	1	1	0	5	51	95	35	1	2	0	0	0	191	45.0	41.4
10:00 AM	0	1	0	1	5	49	92	41	2	0	0	0	0	191	46.0	41.4
11:00 AM	1	1	0	1	5	85	116	34	2	1	1	0	1	248	45.0	40.9
12:00 PM	0	0	0	0	9	62	121	32	5	0	0	0	0	229	45.0	41.3
1:00 PM	0	0	0	0	6	65	116	33	4	2	0	0	0	226	45.0	41.4
2:00 PM	0	0	0	0	5	50	126	44	8	2	0	0	0	235	46.0	42.2
3:00 PM	0	0	0	0	1	37	89	43	12	2	0	0	0	184	47.0	42.9
4:00 PM	0	0	0	0	2	56	97	25	6	0	0	0	0	186	45.0	41.3
5:00 PM	0	0	0	0	2	61	80	36	9	1	0	0	0	189	46.0	41.8
6:00 PM	0	0	0	0	1	38	59	25	4	0	0	0	0	127	46.0	41.8
7:00 PM	0	0	0	1	6	35	35	15	3	1	0	0	0	96	46.0	40.8
8:00 PM	0	0	0	0	7	43	30	6	3	0	0	0	0	89	43.0	39.4
9:00 PM	0	1	0	0	6	23	23	2	0	1	0	0	0	56	43.0	39.1
10:00 PM	0	0	0	0	6	20	5	4	1	0	0	0	0	36	44.0	38.7
11:00 PM	0	0	0	1	0	7	8	0	2	0	0	0	0	18	43.5	39.9
Total	2	4	1	7	79	788	1250	440	80	15	1	0	1	2668	46.0	41.4
Percent	0.07%	0.15%	0.04%	0.26%	2.96%	29.54%	46.85%	16.49%	3.00%	0.56%	0.04%	0.00%	0.04%			

AM Peak	7:00 AM	9:00 AM	9:00 AM	8:00 AM	8:00 AM	11:00 AM	11:00 AM	10:00 AM	7:00 AM	8:00 AM	11:00 AM		11:00 AM	11:00 AM
Volume	1	1	1	3	5	85	116	41	7	2	1	0	1	248
PM Peak		9:00 PM		7:00 PM	12:00 PM	1:00 PM	2:00 PM	2:00 PM	3:00 PM	1:00 PM				2:00 PM
Volume	0	1	0	1	9	65	126	44	12	2	0	0	0	235

15th Percentile:	37.0 MPH	Average Speed:	41.4 MPH	Posted Speed Limit:	40 MPH
50th Percentile:	41.0 MPH	10 MPH Pace:	36 to 45 MPH	Number of Vehicles > 40 MPH:	1502
85th Percentile:	46.0 MPH	Number in Pace:	2089	Percent of Vehicles > 40 MPH:	56.3%
95th Percentile:	49.0 MPH	Percent in Pace:	78.3%		

South Street  
 south of Stoneyard Drive  
 City, State: Milford, NH  
 Client: GPI/R. Bollinger  
 Site Code: NEX-2021414



PDI File #: 228519 ATR A

Count Date  
 Saturday, May 14, 2022

Speed (60-minute)

NB																
Start Time:	1 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70+	Total	85th %ile	Ave Speed
12:00 AM	0	0	0	0	3	5	1	1	0	0	0	0	0	10	40.3	36.9
1:00 AM	0	0	0	0	0	6	3	1	1	0	0	0	0	11	45.5	40.0
2:00 AM	0	0	0	0	0	1	2	0	0	0	0	0	0	3	40.7	39.3
3:00 AM	0	0	0	0	0	2	2	1	0	0	0	0	0	5	45.6	40.6
4:00 AM	0	0	0	0	0	3	0	2	0	0	0	0	0	5	46.8	40.4
5:00 AM	0	0	0	0	1	4	2	1	2	1	0	0	0	11	50.5	42.7
6:00 AM	0	0	0	0	1	10	13	5	3	0	0	0	0	32	45.4	41.8
7:00 AM	0	0	0	0	5	41	40	9	4	0	0	0	0	99	44.0	40.2
8:00 AM	0	0	3	1	19	87	90	12	2	2	0	0	0	216	43.0	39.4
9:00 AM	0	0	0	1	24	57	105	24	4	0	0	0	0	215	44.0	40.2
10:00 AM	0	1	1	1	10	66	140	43	6	0	0	0	0	268	45.0	41.1
11:00 AM	0	0	1	2	21	97	107	53	5	3	1	0	0	290	46.0	40.8
12:00 PM	0	0	0	3	11	94	119	54	9	1	0	0	0	291	45.0	41.1
1:00 PM	0	0	0	0	8	57	102	45	15	1	0	0	0	228	47.0	42.0
2:00 PM	0	0	0	0	9	71	101	37	10	0	0	0	0	228	46.0	41.5
3:00 PM	0	0	0	0	5	64	76	31	7	4	0	1	0	188	46.0	41.7
4:00 PM	0	0	0	1	1	37	76	40	6	1	0	0	0	162	46.0	42.4
5:00 PM	0	0	0	0	5	41	78	40	9	0	0	0	0	173	46.2	42.2
6:00 PM	0	0	1	2	11	44	72	32	7	2	0	0	0	171	46.5	41.3
7:00 PM	0	0	1	0	5	37	56	19	3	1	1	0	0	123	45.0	41.3
8:00 PM	0	0	0	0	12	47	38	8	2	0	0	0	0	107	44.0	39.4
9:00 PM	0	0	0	3	10	23	21	5	0	0	0	0	0	62	42.9	38.4
10:00 PM	0	0	0	0	1	21	11	4	0	1	0	0	0	38	43.5	39.6
11:00 PM	0	0	0	0	4	10	12	1	2	0	0	0	0	29	44.0	39.7
Total	0	1	7	14	166	925	1267	468	97	17	2	1	0	2965	45.0	41.0
Percent	0.00%	0.03%	0.24%	0.47%	5.60%	31.20%	42.73%	15.78%	3.27%	0.57%	0.07%	0.03%	0.00%			

AM Peak		10:00 AM	8:00 AM	11:00 AM	9:00 AM	11:00 AM	10:00 AM	11:00 AM	10:00 AM	11:00 AM	11:00 AM			11:00 AM		
Volume	0	1	3	2	24	97	140	53	6	3	1	0	0	290		
PM Peak			6:00 PM	12:00 PM	8:00 PM	12:00 PM	12:00 PM	12:00 PM	1:00 PM	3:00 PM	7:00 PM	3:00 PM		12:00 PM		
Volume	0	0	1	3	12	94	119	54	15	4	1	1	0	291		

15th Percentile:	37.0 MPH	Average Speed:	41.0 MPH	Posted Speed Limit:	40 MPH
50th Percentile:	41.0 MPH	10 MPH Pace:	36 to 45 MPH	Number of Vehicles > 40 MPH:	1586
85th Percentile:	45.0 MPH	Number in Pace:	2240	Percent of Vehicles > 40 MPH:	53.5%
95th Percentile:	49.0 MPH	Percent in Pace:	75.5%		

South Street  
 south of Stoneyard Drive  
 City, State: Milford, NH  
 Client: GPI/R. Bollinger  
 Site Code: NEX-2021414



PDI File #: 228519 ATR A

Count Date  
 Saturday, May 14, 2022

**Speed (60-minute)**  
**Combined SB and NB**

Start Time:	1 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70+	Total	85th %ile	Ave Speed
12:00 AM	0	0	0	0	7	17	8	2	3	0	0	0	0	37	42.6	39.0
1:00 AM	0	0	0	0	0	11	6	1	1	0	0	0	0	19	41.9	39.4
2:00 AM	0	0	0	0	0	1	4	0	0	0	0	0	0	5	42.2	40.6
3:00 AM	0	0	0	0	0	3	3	4	1	0	0	0	0	11	48.5	43.5
4:00 AM	0	0	0	0	1	3	3	4	0	0	0	0	0	11	47.0	41.1
5:00 AM	0	0	0	0	1	8	7	6	3	2	0	0	0	27	50.0	43.6
6:00 AM	0	0	0	0	2	18	27	17	3	0	0	0	0	67	47.0	42.2
7:00 AM	1	0	0	0	7	74	93	26	11	0	0	0	0	212	45.4	40.9
8:00 AM	0	0	3	4	24	130	160	37	8	4	0	0	0	370	44.0	40.2
9:00 AM	0	1	1	1	29	108	200	59	5	2	0	0	0	406	45.0	40.7
10:00 AM	0	2	1	2	15	115	232	84	8	0	0	0	0	459	45.3	41.2
11:00 AM	1	1	1	3	26	182	223	87	7	4	2	0	1	538	45.0	40.9
12:00 PM	0	0	0	3	20	156	240	86	14	1	0	0	0	520	45.0	41.2
1:00 PM	0	0	0	0	14	122	218	78	19	3	0	0	0	454	46.0	41.7
2:00 PM	0	0	0	0	14	121	227	81	18	2	0	0	0	463	46.0	41.8
3:00 PM	0	0	0	0	6	101	165	74	19	6	0	1	0	372	46.4	42.3
4:00 PM	0	0	0	1	3	93	173	65	12	1	0	0	0	348	46.0	41.8
5:00 PM	0	0	0	0	7	102	158	76	18	1	0	0	0	362	46.0	42.0
6:00 PM	0	0	1	2	12	82	131	57	11	2	0	0	0	298	46.0	41.5
7:00 PM	0	0	1	1	11	72	91	34	6	2	1	0	0	219	45.0	41.1
8:00 PM	0	0	0	0	19	90	68	14	5	0	0	0	0	196	43.0	39.4
9:00 PM	0	1	0	3	16	46	44	7	0	1	0	0	0	118	43.0	38.7
10:00 PM	0	0	0	0	7	41	16	8	1	1	0	0	0	74	44.0	39.1
11:00 PM	0	0	0	1	4	17	20	1	4	0	0	0	0	47	44.0	39.7
<b>Total</b>	<b>2</b>	<b>5</b>	<b>8</b>	<b>21</b>	<b>245</b>	<b>1713</b>	<b>2517</b>	<b>908</b>	<b>177</b>	<b>32</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>5633</b>	<b>46.0</b>	<b>41.2</b>
<b>Percent</b>	<b>0.04%</b>	<b>0.09%</b>	<b>0.14%</b>	<b>0.37%</b>	<b>4.35%</b>	<b>30.41%</b>	<b>44.68%</b>	<b>16.12%</b>	<b>3.14%</b>	<b>0.57%</b>	<b>0.05%</b>	<b>0.02%</b>	<b>0.02%</b>			

AM Peak	7:00 AM	10:00 AM	8:00 AM	8:00 AM	9:00 AM	11:00 AM	10:00 AM	11:00 AM	7:00 AM	8:00 AM	11:00 AM		11:00 AM	11:00 AM		
Volume	1	2	3	4	29	182	232	87	11	4	2	0	1	538		
PM Peak		9:00 PM	6:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	1:00 PM	3:00 PM	7:00 PM	3:00 PM		12:00 PM		
Volume	0	1	1	3	20	156	240	86	19	6	1	1	0	520		

15th Percentile:	37.0 MPH	Average Speed:	41.2 MPH	Posted Speed Limit:	40 MPH
50th Percentile:	41.0 MPH	10 MPH Pace:	36 to 45 MPH	Number of Vehicles > 40 MPH:	3088
85th Percentile:	46.0 MPH	Number in Pace:	4329	Percent of Vehicles > 40 MPH:	54.8%
95th Percentile:	49.0 MPH	Percent in Pace:	76.9%		

PDI File #: **228519 A**  
 Location: **N: South Street (Route 13) S: South Street (Route 13)**  
 Location: **E: Stoneyard Drive**  
 City, State: **Milford, NH**  
 Client: **GPI/R. Bollinger**  
 Site Code: **NEX-2021414**  
 Count Date: **Thursday, May 12, 2022**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



**Cars and Heavy Vehicles (Combined)**

	South Street (Route 13)				Stoneyard Drive				South Street (Route 13)				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
7:00 AM	43	0	0	43	0	3	0	3	1	24	0	25	71
7:15 AM	39	0	0	39	0	2	0	2	0	23	0	23	64
7:30 AM	46	1	0	47	0	0	0	0	3	40	0	43	90
7:45 AM	51	2	0	53	0	1	0	1	1	38	0	39	93
<b>Total</b>	<b>179</b>	<b>3</b>	<b>0</b>	<b>182</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>6</b>	<b>5</b>	<b>125</b>	<b>0</b>	<b>130</b>	<b>318</b>
8:00 AM	40	0	0	40	0	0	0	0	1	46	0	47	87
8:15 AM	48	0	0	48	0	0	0	0	2	42	0	44	92
8:30 AM	47	1	0	48	1	0	0	1	0	53	0	53	102
8:45 AM	41	0	0	41	0	1	0	1	1	56	0	57	99
<b>Total</b>	<b>176</b>	<b>1</b>	<b>0</b>	<b>177</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>4</b>	<b>197</b>	<b>0</b>	<b>201</b>	<b>380</b>
Grand Total	355	4	0	359	1	7	0	8	9	322	0	331	698
Approach %	98.9	1.1	0.0		12.5	87.5	0.0		2.7	97.3	0.0		
Total %	50.9	0.6	0.0	51.4	0.1	1.0	0.0	1.1	1.3	46.1	0.0	47.4	
Exiting Leg Total				323				13				362	698
Cars	341	4	0	345	1	7	0	8	9	297	0	306	659
% Cars	96.1	100.0	0.0	96.1	100.0	100.0	0.0	100.0	100.0	92.2	0.0	92.4	94.4
Exiting Leg Total				298				13				348	659
Heavy Vehicles	14	0	0	14	0	0	0	0	0	25	0	25	39
% Heavy Vehicles	3.9	0.0	0.0	3.9	0.0	0.0	0.0	0.0	0.0	7.8	0.0	7.6	5.6
Exiting Leg Total				25				0				14	39

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

8:00 AM	South Street (Route 13)				Stoneyard Drive				South Street (Route 13)				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
8:00 AM	40	0	0	40	0	0	0	0	1	46	0	47	87
8:15 AM	48	0	0	48	0	0	0	0	2	42	0	44	92
8:30 AM	47	1	0	48	1	0	0	1	0	53	0	53	102
8:45 AM	41	0	0	41	0	1	0	1	1	56	0	57	99
Total Volume	176	1	0	177	1	1	0	2	4	197	0	201	380
% Approach Total	99.4	0.6	0.0		50.0	50.0	0.0		2.0	98.0	0.0		
PHF	0.917	0.250	0.000	0.922	0.250	0.250	0.000	0.500	0.500	0.879	0.000	0.882	0.931
Cars	166	1	0	167	1	1	0	2	4	183	0	187	356
Cars %	94.3	100.0	0.0	94.4	100.0	100.0	0.0	100.0	100.0	92.9	0.0	93.0	93.7
Heavy Vehicles	10	0	0	10	0	0	0	0	0	14	0	14	24
Heavy Vehicles %	5.7	0.0	0.0	5.6	0.0	0.0	0.0	0.0	0.0	7.1	0.0	7.0	6.3
Cars Enter Leg	166	1	0	167	1	1	0	2	4	183	0	187	356
Heavy Enter Leg	10	0	0	10	0	0	0	0	0	14	0	14	24
Total Entering Leg	176	1	0	177	1	1	0	2	4	197	0	201	380
Cars Exiting Leg				184				5				167	356
Heavy Exiting Leg				14				0				10	24
Total Exiting Leg				198				5				177	380

PDI File #: **228519 A**  
 Location: **N: South Street (Route 13) S: South Street (Route 13)**  
 Location: **E: Stoneyard Drive**  
 City, State: **Milford, NH**  
 Client: **GPI/R. Bollinger**  
 Site Code: **NEX-2021414**  
 Count Date: **Thursday, May 12, 2022**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



**Cars**

	South Street (Route 13)				Stoneyard Drive				South Street (Route 13)				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
7:00 AM	42	0	0	42	0	3	0	3	1	21	0	22	67
7:15 AM	37	0	0	37	0	2	0	2	0	19	0	19	58
7:30 AM	45	1	0	46	0	0	0	0	3	37	0	40	86
7:45 AM	51	2	0	53	0	1	0	1	1	37	0	38	92
<b>Total</b>	<b>175</b>	<b>3</b>	<b>0</b>	<b>178</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>6</b>	<b>5</b>	<b>114</b>	<b>0</b>	<b>119</b>	<b>303</b>
8:00 AM	39	0	0	39	0	0	0	0	1	43	0	44	83
8:15 AM	45	0	0	45	0	0	0	0	2	38	0	40	85
8:30 AM	43	1	0	44	1	0	0	1	0	49	0	49	94
8:45 AM	39	0	0	39	0	1	0	1	1	53	0	54	94
<b>Total</b>	<b>166</b>	<b>1</b>	<b>0</b>	<b>167</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>4</b>	<b>183</b>	<b>0</b>	<b>187</b>	<b>356</b>
Grand Total	341	4	0	345	1	7	0	8	9	297	0	306	659
Approach %	98.8	1.2	0.0		12.5	87.5	0.0		2.9	97.1	0.0		
Total %	51.7	0.6	0.0	52.4	0.2	1.1	0.0	1.2	1.4	45.1	0.0	46.4	
Exiting Leg Total				298				13				348	659

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

	South Street (Route 13)				Stoneyard Drive				South Street (Route 13)				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
8:00 AM	39	0	0	39	0	0	0	0	1	43	0	44	83
8:15 AM	45	0	0	45	0	0	0	0	2	38	0	40	85
8:30 AM	43	1	0	44	1	0	0	1	0	49	0	49	94
8:45 AM	39	0	0	39	0	1	0	1	1	53	0	54	94
Total Volume	166	1	0	167	1	1	0	2	4	183	0	187	356
% Approach Total	99.4	0.6	0.0		50.0	50.0	0.0		2.1	97.9	0.0		
PHF	0.922	0.250	0.000	0.928	0.250	0.250	0.000	0.500	0.500	0.863	0.000	0.866	0.947
Entering Leg	166	1	0	167	1	1	0	2	4	183	0	187	356
Exiting Leg				184				5				167	356
<b>Total</b>				<b>351</b>				<b>7</b>				<b>354</b>	<b>712</b>

PDI File #: **228519 A**  
 Location: **N: South Street (Route 13) S: South Street (Route 13)**  
 Location: **E: Stoneyard Drive**  
 City, State: **Milford, NH**  
 Client: **GPI/R. Bollinger**  
 Site Code: **NEX-2021414**  
 Count Date: **Thursday, May 12, 2022**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class: **Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)**



	South Street (Route 13)				Stoneyard Drive				South Street (Route 13)				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
7:00 AM	1	0	0	1	0	0	0	0	0	3	0	3	4
7:15 AM	2	0	0	2	0	0	0	0	0	4	0	4	6
7:30 AM	1	0	0	1	0	0	0	0	0	3	0	3	4
7:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	1
<b>Total</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>11</b>	<b>15</b>
8:00 AM	1	0	0	1	0	0	0	0	0	3	0	3	4
8:15 AM	3	0	0	3	0	0	0	0	0	4	0	4	7
8:30 AM	4	0	0	4	0	0	0	0	0	4	0	4	8
8:45 AM	2	0	0	2	0	0	0	0	0	3	0	3	5
<b>Total</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>14</b>	<b>24</b>
Grand Total	14	0	0	14	0	0	0	0	0	25	0	25	39
Approach %	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
Total %	35.9	0.0	0.0	35.9	0.0	0.0	0.0	0.0	0.0	64.1	0.0	64.1	
Exiting Leg Total				25				0				14	39
Buses	2	0	0	2	0	0	0	0	0	4	0	4	6
% Buses	14.3	0.0	0.0	14.3	0.0	0.0	0.0	0.0	0.0	16.0	0.0	16.0	15.4
Exiting Leg Total				4				0				2	6
Single-Unit Trucks	9	0	0	9	0	0	0	0	0	15	0	15	24
% Single-Unit	64.3	0.0	0.0	64.3	0.0	0.0	0.0	0.0	0.0	60.0	0.0	60.0	61.5
Exiting Leg Total				15				0				9	24
Articulated Trucks	3	0	0	3	0	0	0	0	0	6	0	6	9
% Articulated	21.4	0.0	0.0	21.4	0.0	0.0	0.0	0.0	0.0	24.0	0.0	24.0	23.1
Exiting Leg Total				6				0				3	9

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

8:00 AM	South Street (Route 13)				Stoneyard Drive				South Street (Route 13)				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
8:00 AM	1	0	0	1	0	0	0	0	0	3	0	3	4
8:15 AM	3	0	0	3	0	0	0	0	0	4	0	4	7
8:30 AM	4	0	0	4	0	0	0	0	0	4	0	4	8
8:45 AM	2	0	0	2	0	0	0	0	0	3	0	3	5
<b>Total Volume</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>14</b>	<b>24</b>
% Approach Total	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
PHF	0.625	0.000	0.000	0.625	0.000	0.000	0.000	0.000	0.000	0.875	0.000	0.875	0.750
Buses	2	0	0	2	0	0	0	0	0	2	0	2	4
Buses %	20.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	14.3	0.0	14.3	16.7
Single-Unit Trucks	6	0	0	6	0	0	0	0	0	6	0	6	12
Single-Unit %	60.0	0.0	0.0	60.0	0.0	0.0	0.0	0.0	0.0	42.9	0.0	42.9	50.0
Articulated Trucks	2	0	0	2	0	0	0	0	0	6	0	6	8
Articulated %	20.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	42.9	0.0	42.9	33.3
Buses	2	0	0	2	0	0	0	0	0	2	0	2	4
Single-Unit Trucks	6	0	0	6	0	0	0	0	0	6	0	6	12
Articulated Trucks	2	0	0	2	0	0	0	0	0	6	0	6	8
<b>Total Entering Leg</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>14</b>	<b>24</b>
Buses				2				0				2	4
Single-Unit Trucks				6				0				6	12
Articulated Trucks				6				0				2	8
<b>Total Exiting Leg</b>				<b>14</b>				<b>0</b>				<b>10</b>	<b>24</b>

PDI File #: **228519 A**  
 Location: **N: South Street (Route 13) S: South Street (Route 13)**  
 Location: **E: Stoneyard Drive**  
 City, State: **Milford, NH**  
 Client: **GPI/R. Bollinger**  
 Site Code: **NEX-2021414**  
 Count Date: **Thursday, May 12, 2022**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



**Buses**

	South Street (Route 13)				Stoneyard Drive				South Street (Route 13)				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	1
7:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	1
<b>Total</b>	0	0	0	0	0	0	0	0	0	2	0	2	2
8:00 AM	1	0	0	1	0	0	0	0	0	2	0	2	3
8:15 AM	1	0	0	1	0	0	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	2	0	0	2	0	0	0	0	0	2	0	2	4
<b>Grand Total</b>	2	0	0	2	0	0	0	0	0	4	0	4	6
Approach %	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
Total %	33.3	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	66.7	0.0	66.7	
Exiting Leg Total	4				0				2				6

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

	South Street (Route 13)				Stoneyard Drive				South Street (Route 13)				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
7:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	1
7:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	1
8:00 AM	1	0	0	1	0	0	0	0	0	2	0	2	3
8:15 AM	1	0	0	1	0	0	0	0	0	0	0	0	1
<b>Total Volume</b>	2	0	0	2	0	0	0	0	0	4	0	4	6
<b>% Approach Total</b>	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
PHF	0.500	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.500	0.500
Entering Leg	2				0				4				6
Exiting Leg	4				0				2				6
<b>Total</b>	6				0				6				12



PDI File #: **228519 A**  
 Location: **N: South Street (Route 13) S: South Street (Route 13)**  
 Location: **E: Stoneyard Drive**  
 City, State: **Milford, NH**  
 Client: **GPI/R. Bollinger**  
 Site Code: **NEX-2021414**  
 Count Date: **Thursday, May 12, 2022**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



**Single-Unit Trucks**

	South Street (Route 13)				Stoneyard Drive				South Street (Route 13)				Total	
	from North				from East				from South					
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total		
7:00 AM	1	0	0	1	0	0	0	0	0	0	3	0	3	4
7:15 AM	1	0	0	1	0	0	0	0	0	0	4	0	4	5
7:30 AM	1	0	0	1	0	0	0	0	0	0	2	0	2	3
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>9</b>	<b>12</b>
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	2	0	0	2	0	0	0	0	0	0	3	0	3	5
8:30 AM	3	0	0	3	0	0	0	0	0	0	2	0	2	5
8:45 AM	1	0	0	1	0	0	0	0	0	0	1	0	1	2
<b>Total</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>6</b>	<b>12</b>
<b>Grand Total</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>15</b>	<b>24</b>
Approach %	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0			
Total %	37.5	0.0	0.0	37.5	0.0	0.0	0.0	0.0	0.0	62.5	0.0	62.5		
Exiting Leg Total				15				0					9	24

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

	South Street (Route 13)				Stoneyard Drive				South Street (Route 13)				Total	
	from North				from East				from South					
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total		
7:00 AM	1	0	0	1	0	0	0	0	0	0	3	0	3	4
7:15 AM	1	0	0	1	0	0	0	0	0	0	4	0	4	5
7:30 AM	1	0	0	1	0	0	0	0	0	0	2	0	2	3
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	3	0	0	3	0	0	0	0	0	0	9	0	9	12
% Approach Total	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0			
PHF	0.750	0.000	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.563	0.000	0.563		0.600
Entering Leg	3	0	0	3	0	0	0	0	0	0	9	0	9	12
Exiting Leg				9				0					3	12
<b>Total</b>				<b>12</b>				<b>0</b>					<b>12</b>	<b>24</b>

PDI File #: **228519 A**  
 Location: **N: South Street (Route 13) S: South Street (Route 13)**  
 Location: **E: Stoneyard Drive**  
 City, State: **Milford, NH**  
 Client: **GPI/R. Bollinger**  
 Site Code: **NEX-2021414**  
 Count Date: **Thursday, May 12, 2022**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



**Articulated Trucks**

	South Street (Route 13)				Stoneyard Drive				South Street (Route 13)				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	1	0	0	1	0	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>
8:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	1
8:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	1
8:30 AM	1	0	0	1	0	0	0	0	0	2	0	2	3
8:45 AM	1	0	0	1	0	0	0	0	0	2	0	2	3
<b>Total</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>6</b>	<b>8</b>
Grand Total	3	0	0	3	0	0	0	0	0	6	0	6	9
Approach %	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
Total %	33.3	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	66.7	0.0	66.7	
Exiting Leg Total				6				0				3	9

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

	South Street (Route 13)				Stoneyard Drive				South Street (Route 13)				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
8:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	1
8:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	1
8:30 AM	1	0	0	1	0	0	0	0	0	2	0	2	3
8:45 AM	1	0	0	1	0	0	0	0	0	2	0	2	3
Total Volume	2	0	0	2	0	0	0	0	0	6	0	6	8
% Approach Total	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
PHF	0.500	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.750	0.000	0.750	0.667
Entering Leg	2	0	0	2	0	0	0	0	0	6	0	6	8
Exiting Leg				6				0				2	8
Total				8				0				8	16

PDI File #: **228519 A**  
 Location: **N: South Street (Route 13) S: South Street (Route 13)**  
 Location: **E: Stoneyard Drive**  
 City, State: **Milford, NH**  
 Client: **GPI/R. Bollinger**  
 Site Code: **NEX-2021414**  
 Count Date: **Thursday, May 12, 2022**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**



**Bicycles (on Roadway and Crosswalks)**

	South Street (Route 13)						Stoneyard Drive						South Street (Route 13)						Total
	from North						from East						from South						
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Grand Total</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>
Approach %	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
Total %	100.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	0						0						0						1

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

7:00 AM	South Street (Route 13)						Stoneyard Drive						South Street (Route 13)						Total
	from North						from East						from South						
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Volume</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>
<b>% Approach Total</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>		<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>		<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>		
PHF	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250
Entering Leg	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Exiting Leg	0						0						0						1
<b>Total</b>	<b>1</b>						<b>0</b>						<b>0</b>						<b>2</b>

PDI File #: **228519 A**  
 Location: **N: South Street (Route 13) S: South Street (Route 13)**  
 Location: **E: Stoneyard Drive**  
 City, State: **Milford, NH**  
 Client: **GPI/R. Bollinger**  
 Site Code: **NEX-2021414**  
 Count Date: **Thursday, May 12, 2022**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



**Pedestrians**

	South Street (Route 13)						Stoneyard Drive						South Street (Route 13)						Total
	from North						from East						from South						
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Approach %	0	0	0	0	100		0	0	0	0	0		0	0	0	0	0		
Total %	0	0	0	0	100	100	0	0	0	0	0		0	0	0	0	0		
Exiting Leg Total							1						0						1

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

7:30 AM	South Street (Route 13)						Stoneyard Drive						South Street (Route 13)						Total
	from North						from East						from South						
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
% Approach Total	0.0	0.0	0.0	0.0	100.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250
Entering Leg	0						0						0						1
Exiting Leg	1						0						0						1
Total	2						0						0						2

PDI File #: **228519 A**  
 Location: **N: South Street (Route 13) S: South Street (Route 13)**  
 Location: **E: Stoneyard Drive**  
 City, State: **Milford, NH**  
 Client: **GPI/R. Bollinger**  
 Site Code: **NEX-2021414**  
 Count Date: **Thursday, May 12, 2022**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



**Cars and Heavy Vehicles (Combined)**

	South Street (Route 13)				Stoneyard Drive				South Street (Route 13)				Total	
	from North				from East				from South					
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total		
4:00 PM	49	0	0	49	0	0	0	0	0	1	81	0	82	131
4:15 PM	46	0	0	46	0	3	0	3	0	1	65	0	66	115
4:30 PM	51	0	0	51	1	1	0	2	0	0	71	0	71	124
4:45 PM	78	1	0	79	0	0	0	0	0	1	61	0	62	141
<b>Total</b>	<b>224</b>	<b>1</b>	<b>0</b>	<b>225</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>3</b>	<b>278</b>	<b>0</b>	<b>281</b>	<b>511</b>
5:00 PM	61	0	0	61	2	4	0	6	0	1	94	0	95	162
5:15 PM	47	0	0	47	0	2	0	2	0	0	71	0	71	120
5:30 PM	55	2	0	57	3	0	0	3	0	1	74	0	75	135
5:45 PM	57	0	0	57	1	1	0	2	0	1	60	0	61	120
<b>Total</b>	<b>220</b>	<b>2</b>	<b>0</b>	<b>222</b>	<b>6</b>	<b>7</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>3</b>	<b>299</b>	<b>0</b>	<b>302</b>	<b>537</b>
Grand Total	444	3	0	447	7	11	0	18	0	6	577	0	583	1048
Approach %	99.3	0.7	0.0		38.9	61.1	0.0			1.0	99.0	0.0		
Total %	42.4	0.3	0.0	42.7	0.7	1.0	0.0	1.7		0.6	55.1	0.0	55.6	
Exiting Leg Total				584				9					455	1048
Cars	438	3	0	441	7	11	0	18	0	6	561	0	567	1026
% Cars	98.6	100.0	0.0	98.7	100.0	100.0	0.0	100.0	0.0	100.0	97.2	0.0	97.3	97.9
Exiting Leg Total				568				9					449	1026
Heavy Vehicles	6	0	0	6	0	0	0	0	0	0	16	0	16	22
% Heavy Vehicles	1.4	0.0	0.0	1.3	0.0	0.0	0.0	0.0	0.0	0.0	2.8	0.0	2.7	2.1
Exiting Leg Total				16				0					6	22

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

4:45 PM	South Street (Route 13)				Stoneyard Drive				South Street (Route 13)				Total	
	from North				from East				from South					
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total		
4:45 PM	78	1	0	79	0	0	0	0	0	1	61	0	62	141
5:00 PM	61	0	0	61	2	4	0	6	0	1	94	0	95	162
5:15 PM	47	0	0	47	0	2	0	2	0	0	71	0	71	120
5:30 PM	55	2	0	57	3	0	0	3	0	1	74	0	75	135
Total Volume	241	3	0	244	5	6	0	11	0	3	300	0	303	558
% Approach Total	98.8	1.2	0.0		45.5	54.5	0.0			1.0	99.0	0.0		
PHF	0.772	0.375	0.000	0.772	0.417	0.375	0.000	0.458		0.750	0.798	0.000	0.797	0.861
Cars	238	3	0	241	5	6	0	11	0	3	297	0	300	552
Cars %	98.8	100.0	0.0	98.8	100.0	100.0	0.0	100.0	0.0	100.0	99.0	0.0	99.0	98.9
Heavy Vehicles	3	0	0	3	0	0	0	0	0	0	3	0	3	6
Heavy Vehicles %	1.2	0.0	0.0	1.2	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	1.0	1.1
Cars Enter Leg	238	3	0	241	5	6	0	11	0	3	297	0	300	552
Heavy Enter Leg	3	0	0	3	0	0	0	0	0	0	3	0	3	6
Total Entering Leg	241	3	0	244	5	6	0	11	0	3	300	0	303	558
Cars Exiting Leg				302				6					244	552
Heavy Exiting Leg				3				0					3	6
Total Exiting Leg				305				6					247	558

PDI File #: **228519 A**  
 Location: **N: South Street (Route 13) S: South Street (Route 13)**  
 Location: **E: Stoneyard Drive**  
 City, State: **Milford, NH**  
 Client: **GPI/R. Bollinger**  
 Site Code: **NEX-2021414**  
 Count Date: **Thursday, May 12, 2022**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**



Class: **Cars**

	South Street (Route 13)				Stoneyard Drive				South Street (Route 13)				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:00 PM	49	0	0	49	0	0	0	0	1	74	0	75	124
4:15 PM	46	0	0	46	0	3	0	3	1	61	0	62	111
4:30 PM	50	0	0	50	1	1	0	2	0	71	0	71	123
4:45 PM	76	1	0	77	0	0	0	0	1	60	0	61	138
<b>Total</b>	<b>221</b>	<b>1</b>	<b>0</b>	<b>222</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>5</b>	<b>3</b>	<b>266</b>	<b>0</b>	<b>269</b>	<b>496</b>
5:00 PM	61	0	0	61	2	4	0	6	1	94	0	95	162
5:15 PM	47	0	0	47	0	2	0	2	0	70	0	70	119
5:30 PM	54	2	0	56	3	0	0	3	1	73	0	74	133
5:45 PM	55	0	0	55	1	1	0	2	1	58	0	59	116
<b>Total</b>	<b>217</b>	<b>2</b>	<b>0</b>	<b>219</b>	<b>6</b>	<b>7</b>	<b>0</b>	<b>13</b>	<b>3</b>	<b>295</b>	<b>0</b>	<b>298</b>	<b>530</b>
Grand Total	438	3	0	441	7	11	0	18	6	561	0	567	1026
Approach %	99.3	0.7	0.0		38.9	61.1	0.0		1.1	98.9	0.0		
Total %	42.7	0.3	0.0	43.0	0.7	1.1	0.0	1.8	0.6	54.7	0.0	55.3	
Exiting Leg Total				568				9				449	1026

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

	South Street (Route 13)				Stoneyard Drive				South Street (Route 13)				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:45 PM	76	1	0	77	0	0	0	0	1	60	0	61	138
5:00 PM	61	0	0	61	2	4	0	6	1	94	0	95	162
5:15 PM	47	0	0	47	0	2	0	2	0	70	0	70	119
5:30 PM	54	2	0	56	3	0	0	3	1	73	0	74	133
Total Volume	238	3	0	241	5	6	0	11	3	297	0	300	552
% Approach Total	98.8	1.2	0.0		45.5	54.5	0.0		1.0	99.0	0.0		
PHF	0.783	0.375	0.000	0.782	0.417	0.375	0.000	0.458	0.750	0.790	0.000	0.789	0.852
Entering Leg	238	3	0	241	5	6	0	11	3	297	0	300	552
Exiting Leg				302				6				244	552
<b>Total</b>				<b>543</b>				<b>17</b>				<b>544</b>	<b>1104</b>

PDI File #: **228519 A**  
 Location: **N: South Street (Route 13) S: South Street (Route 13)**  
 Location: **E: Stoneyard Drive**  
 City, State: **Milford, NH**  
 Client: **GPI/R. Bollinger**  
 Site Code: **NEX-2021414**  
 Count Date: **Thursday, May 12, 2022**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



**Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)**

	South Street (Route 13)				Stoneyard Drive				South Street (Route 13)				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	7	0	7	7
4:15 PM	0	0	0	0	0	0	0	0	0	4	0	4	4
4:30 PM	1	0	0	1	0	0	0	0	0	0	0	0	1
4:45 PM	2	0	0	2	0	0	0	0	0	1	0	1	3
<b>Total</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>12</b>	<b>15</b>
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
5:30 PM	1	0	0	1	0	0	0	0	0	1	0	1	2
5:45 PM	2	0	0	2	0	0	0	0	0	2	0	2	4
<b>Total</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>7</b>
Grand Total	6	0	0	6	0	0	0	0	0	16	0	16	22
Approach %	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
Total %	27.3	0.0	0.0	27.3	0.0	0.0	0.0	0.0	0.0	72.7	0.0	72.7	
Exiting Leg Total				16				0				6	22
Buses	0	0	0	0	0	0	0	0	0	2	0	2	2
% Buses	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12.5	0.0	12.5	9.1
Exiting Leg Total				2				0				0	2
Single-Unit Trucks	6	0	0	6	0	0	0	0	0	12	0	12	18
% Single-Unit	100.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	75.0	0.0	75.0	81.8
Exiting Leg Total				12				0				6	18
Articulated Trucks	0	0	0	0	0	0	0	0	0	2	0	2	2
% Articulated	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12.5	0.0	12.5	9.1
Exiting Leg Total				2				0				0	2

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

4:00 PM	South Street (Route 13)				Stoneyard Drive				South Street (Route 13)				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	7	0	7	7
4:15 PM	0	0	0	0	0	0	0	0	0	4	0	4	4
4:30 PM	1	0	0	1	0	0	0	0	0	0	0	0	1
4:45 PM	2	0	0	2	0	0	0	0	0	1	0	1	3
Total Volume	3	0	0	3	0	0	0	0	0	12	0	12	15
% Approach Total	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
PHF	0.375	0.000	0.000	0.375	0.000	0.000	0.000	0.000	0.000	0.429	0.000	0.429	0.536
Buses	0	0	0	0	0	0	0	0	0	2	0	2	2
Buses %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16.7	0.0	16.7	13.3
Single-Unit Trucks	3	0	0	3	0	0	0	0	0	9	0	9	12
Single-Unit %	100.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	75.0	0.0	75.0	80.0
Articulated Trucks	0	0	0	0	0	0	0	0	0	1	0	1	1
Articulated %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8.3	0.0	8.3	6.7
Buses	0	0	0	0	0	0	0	0	0	2	0	2	2
Single-Unit Trucks	3	0	0	3	0	0	0	0	0	9	0	9	12
Articulated Trucks	0	0	0	0	0	0	0	0	0	1	0	1	1
Total Entering Leg	3	0	0	3	0	0	0	0	0	12	0	12	15
Buses				2				0				0	2
Single-Unit Trucks				9				0				3	12
Articulated Trucks				1				0				0	1
Total Exiting Leg				12				0				3	15

PDI File #: **228519 A**  
 Location: **N: South Street (Route 13) S: South Street (Route 13)**  
 Location: **E: Stoneyard Drive**  
 City, State: **Milford, NH**  
 Client: **GPI/R. Bollinger**  
 Site Code: **NEX-2021414**  
 Count Date: **Thursday, May 12, 2022**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**



Class: **Buses**

	South Street (Route 13)				Stoneyard Drive				South Street (Route 13)				Total	
	from North				from East				from South					
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total		
4:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	2	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	2	0	2	2
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Grand Total</b>	0	0	0	0	0	0	0	0	0	0	2	0	2	2
Approach %	0.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0			
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	100.0		
Exiting Leg Total					2				0				2	

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

4:00 PM	South Street (Route 13)				Stoneyard Drive				South Street (Route 13)				Total	
	from North				from East				from South					
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total		
4:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	2	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Volume</b>	0	0	0	0	0	0	0	0	0	0	2	0	2	2
<b>% Approach Total</b>	0.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0			
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250		0.250
Entering Leg	0				0				0				2	
Exiting Leg	2				0				0				2	
<b>Total</b>	2				0				2				4	



PDI File #: **228519 A**  
 Location: **N: South Street (Route 13) S: South Street (Route 13)**  
 Location: **E: Stoneyard Drive**  
 City, State: **Milford, NH**  
 Client: **GPI/R. Bollinger**  
 Site Code: **NEX-2021414**  
 Count Date: **Thursday, May 12, 2022**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



**Single-Unit Trucks**

	South Street (Route 13)				Stoneyard Drive				South Street (Route 13)				Total	
	from North				from East				from South					
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total		
4:00 PM	0	0	0	0	0	0	0	0	0	0	5	0	5	5
4:15 PM	0	0	0	0	0	0	0	0	0	0	3	0	3	3
4:30 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	1
4:45 PM	2	0	0	2	0	0	0	0	0	0	1	0	1	3
<b>Total</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>9</b>	<b>12</b>
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	1
5:30 PM	1	0	0	1	0	0	0	0	0	0	1	0	1	2
5:45 PM	2	0	0	2	0	0	0	0	0	0	1	0	1	3
<b>Total</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>6</b>
<b>Grand Total</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>12</b>	<b>18</b>
Approach %	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0			
Total %	33.3	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	66.7	0.0	66.7		
Exiting Leg Total				12				0					6	18

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

4:00 PM	South Street (Route 13)				Stoneyard Drive				South Street (Route 13)				Total	
	from North				from East				from South					
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total		
4:00 PM	0	0	0	0	0	0	0	0	0	0	5	0	5	5
4:15 PM	0	0	0	0	0	0	0	0	0	0	3	0	3	3
4:30 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	1
4:45 PM	2	0	0	2	0	0	0	0	0	0	1	0	1	3
<b>Total Volume</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>9</b>	<b>12</b>
<b>% Approach Total</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>		<b>0.0</b>	<b>0.0</b>	<b>0.0</b>		<b>0.0</b>	<b>100.0</b>	<b>0.0</b>			
PHF	0.375	0.000	0.000	0.375	0.000	0.000	0.000	0.000	0.000	0.000	0.450	0.000	0.450	0.600
Entering Leg	3	0	0	3	0	0	0	0	0	0	9	0	9	12
Exiting Leg				9				0					3	12
<b>Total</b>				<b>12</b>				<b>0</b>					<b>12</b>	<b>24</b>

PDI File #: **228519 A**  
 Location: **N: South Street (Route 13) S: South Street (Route 13)**  
 Location: **E: Stoneyard Drive**  
 City, State: **Milford, NH**  
 Client: **GPI/R. Bollinger**  
 Site Code: **NEX-2021414**  
 Count Date: **Thursday, May 12, 2022**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**



**Articulated Trucks**

	South Street (Route 13)				Stoneyard Drive				South Street (Route 13)				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	0	0	0	0	1	0	1	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
<b>Total</b>	0	0	0	0	0	0	0	0	0	1	0	1	1
<b>Grand Total</b>	0	0	0	0	0	0	0	0	0	2	0	2	2
<b>Approach %</b>	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	100.0	100.0
<b>Total %</b>	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	100.0	100.0
<b>Exiting Leg Total</b>													2

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

4:00 PM	South Street (Route 13)				Stoneyard Drive				South Street (Route 13)				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Volume</b>	0	0	0	0	0	0	0	0	0	1	0	1	1
<b>% Approach Total</b>	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	100.0	100.0
<b>PHF</b>	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.250
<b>Entering Leg</b>	0	0	0	0	0	0	0	0	0	1	0	1	1
<b>Exiting Leg</b>													1
<b>Total</b>													2

PDI File #: **228519 A**  
 Location: **N: South Street (Route 13) S: South Street (Route 13)**  
 Location: **E: Stoneyard Drive**  
 City, State: **Milford, NH**  
 Client: **GPI/R. Bollinger**  
 Site Code: **NEX-2021414**  
 Count Date: **Thursday, May 12, 2022**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**



**Bicycles (on Roadway and Crosswalks)**

	South Street (Route 13)						Stoneyard Drive						South Street (Route 13)						Total
	from North						from East						from South						
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total	0						0						0						0

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

4:00 PM	South Street (Route 13)						Stoneyard Drive						South Street (Route 13)						Total
	from North						from East						from South						
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg	0						0						0						0
Total	0						0						0						0

PDI File #: **228519 A**  
 Location: **N: South Street (Route 13) S: South Street (Route 13)**  
 Location: **E: Stoneyard Drive**  
 City, State: **Milford, NH**  
 Client: **GPI/R. Bollinger**  
 Site Code: **NEX-2021414**  
 Count Date: **Thursday, May 12, 2022**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



**Pedestrians**

	South Street (Route 13)						Stoneyard Drive						South Street (Route 13)						Total
	from North						from East						from South						
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg Total	0						0						0						0

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

4:00 PM	South Street (Route 13)						Stoneyard Drive						South Street (Route 13)						Total
	from North						from East						from South						
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.000
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg	0						0						0						0
Total	0						0						0						0

PDI File #: **228519 A**  
 Location: **N: South Street (Route 13) S: South Street (Route 13)**  
 Location: **E: Stoneyard Drive**  
 City, State: **Milford, NH**  
 Client: **GPI/R. Bollinger**  
 Site Code: **NEX-2021414**  
 Count Date: **Saturday, May 14, 2022**  
 Start Time: **10:00 AM**  
 End Time: **1:00 PM**  
 Class:



**Cars and Heavy Vehicles (Combined)**

	South Street (Route 13)				Stoneyard Drive				South Street (Route 13)				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
10:00 AM	50	0	0	50	0	0	0	0	0	53	0	53	103
10:15 AM	51	0	0	51	0	0	0	0	0	70	0	70	121
10:30 AM	46	0	0	46	0	0	0	0	0	67	1	68	114
10:45 AM	49	0	0	49	1	0	0	1	1	87	0	88	138
<b>Total</b>	<b>196</b>	<b>0</b>	<b>0</b>	<b>196</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>277</b>	<b>1</b>	<b>279</b>	<b>476</b>
11:00 AM	49	0	0	49	0	0	0	0	1	75	0	76	125
11:15 AM	57	0	0	57	0	0	0	0	0	66	0	66	123
11:30 AM	74	0	0	74	1	0	0	1	0	72	0	72	147
11:45 AM	65	0	0	65	1	0	0	1	1	75	0	76	142
<b>Total</b>	<b>245</b>	<b>0</b>	<b>0</b>	<b>245</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>288</b>	<b>0</b>	<b>290</b>	<b>537</b>
12:00 PM	64	0	0	64	1	0	0	1	1	90	0	91	156
12:15 PM	65	0	0	65	0	0	0	0	0	64	0	64	129
12:30 PM	55	0	0	55	0	0	0	0	0	76	0	76	131
12:45 PM	47	0	0	47	0	0	0	0	0	61	0	61	108
<b>Total</b>	<b>231</b>	<b>0</b>	<b>0</b>	<b>231</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>291</b>	<b>0</b>	<b>292</b>	<b>524</b>
<b>Grand Total</b>	<b>672</b>	<b>0</b>	<b>0</b>	<b>672</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>4</b>	<b>856</b>	<b>1</b>	<b>861</b>	<b>1537</b>
Approach %	100.0	0.0	0.0		100.0	0.0	0.0		0.5	99.4	0.1		
Total %	43.7	0.0	0.0	43.7	0.3	0.0	0.0	0.3	0.3	55.7	0.1	56.0	
Exiting Leg Total				860				4				673	1537
Cars	658	0	0	658	4	0	0	4	4	844	1	849	1511
% Cars	97.9	0.0	0.0	97.9	100.0	0.0	0.0	100.0	100.0	98.6	100.0	98.6	98.3
Exiting Leg Total				848				4				659	1511
Heavy Vehicles	14	0	0	14	0	0	0	0	0	12	0	12	26
% Heavy Vehicles	2.1	0.0	0.0	2.1	0.0	0.0	0.0	0.0	0.0	1.4	0.0	1.4	1.7
Exiting Leg Total				12				0				14	26

Peak Hour Analysis from 10:00 AM to 01:00 PM begins at:

11:30 AM	South Street (Route 13)				Stoneyard Drive				South Street (Route 13)				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
11:30 AM	74	0	0	74	1	0	0	1	0	72	0	72	147
11:45 AM	65	0	0	65	1	0	0	1	1	75	0	76	142
12:00 PM	64	0	0	64	1	0	0	1	1	90	0	91	156
12:15 PM	65	0	0	65	0	0	0	0	0	64	0	64	129
<b>Total Volume</b>	<b>268</b>	<b>0</b>	<b>0</b>	<b>268</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>2</b>	<b>301</b>	<b>0</b>	<b>303</b>	<b>574</b>
% Approach Total	100.0	0.0	0.0		100.0	0.0	0.0		0.7	99.3	0.0		
PHF	0.905	0.000	0.000	0.905	0.750	0.000	0.000	0.750	0.500	0.836	0.000	0.832	0.920
Cars	260	0	0	260	3	0	0	3	2	297	0	299	562
Cars %	97.0	0.0	0.0	97.0	100.0	0.0	0.0	100.0	100.0	98.7	0.0	98.7	97.9
Heavy Vehicles	8	0	0	8	0	0	0	0	0	4	0	4	12
Heavy Vehicles %	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	1.3	0.0	1.3	2.1
Cars Enter Leg	260	0	0	260	3	0	0	3	2	297	0	299	562
Heavy Enter Leg	8	0	0	8	0	0	0	0	0	4	0	4	12
<b>Total Entering Leg</b>	<b>268</b>	<b>0</b>	<b>0</b>	<b>268</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>2</b>	<b>301</b>	<b>0</b>	<b>303</b>	<b>574</b>
Cars Exiting Leg				300				2				260	562
Heavy Exiting Leg				4				0				8	12
<b>Total Exiting Leg</b>				<b>304</b>				<b>2</b>				<b>268</b>	<b>574</b>

PDI File #: **228519 A**  
 Location: **N: South Street (Route 13) S: South Street (Route 13)**  
 Location: **E: Stoneyard Drive**  
 City, State: **Milford, NH**  
 Client: **GPI/R. Bollinger**  
 Site Code: **NEX-2021414**  
 Count Date: **Saturday, May 14, 2022**  
 Start Time: **10:00 AM**  
 End Time: **1:00 PM**  
 Class:



**Cars**

	South Street (Route 13)				Stoneyard Drive				South Street (Route 13)				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
10:00 AM	50	0	0	50	0	0	0	0	0	52	0	52	102
10:15 AM	50	0	0	50	0	0	0	0	0	70	0	70	120
10:30 AM	45	0	0	45	0	0	0	0	0	66	1	67	112
10:45 AM	48	0	0	48	1	0	0	1	1	84	0	85	134
Total	193	0	0	193	1	0	0	1	1	272	1	274	468
11:00 AM	48	0	0	48	0	0	0	0	1	75	0	76	124
11:15 AM	56	0	0	56	0	0	0	0	0	66	0	66	122
11:30 AM	70	0	0	70	1	0	0	1	0	70	0	70	141
11:45 AM	63	0	0	63	1	0	0	1	1	74	0	75	139
Total	237	0	0	237	2	0	0	2	2	285	0	287	526
12:00 PM	64	0	0	64	1	0	0	1	1	90	0	91	156
12:15 PM	63	0	0	63	0	0	0	0	0	63	0	63	126
12:30 PM	54	0	0	54	0	0	0	0	0	75	0	75	129
12:45 PM	47	0	0	47	0	0	0	0	0	59	0	59	106
Total	228	0	0	228	1	0	0	1	1	287	0	288	517
Grand Total	658	0	0	658	4	0	0	4	4	844	1	849	1511
Approach %	100.0	0.0	0.0		100.0	0.0	0.0		0.5	99.4	0.1		
Total %	43.5	0.0	0.0	43.5	0.3	0.0	0.0	0.3	0.3	55.9	0.1	56.2	
Exiting Leg Total				848				4				659	1511

Peak Hour Analysis from 10:00 AM to 01:00 PM begins at:

11:30 AM	South Street (Route 13)				Stoneyard Drive				South Street (Route 13)				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
11:30 AM	70	0	0	70	1	0	0	1	0	70	0	70	141
11:45 AM	63	0	0	63	1	0	0	1	1	74	0	75	139
12:00 PM	64	0	0	64	1	0	0	1	1	90	0	91	156
12:15 PM	63	0	0	63	0	0	0	0	0	63	0	63	126
Total Volume	260	0	0	260	3	0	0	3	2	297	0	299	562
% Approach Total	100.0	0.0	0.0		100.0	0.0	0.0		0.7	99.3	0.0		
PHF	0.929	0.000	0.000	0.929	0.750	0.000	0.000	0.750	0.500	0.825	0.000	0.821	0.901
Entering Leg	260	0	0	260	3	0	0	3	2	297	0	299	562
Exiting Leg				300				2				260	562
Total				560				5				559	1124

PDI File #: **228519 A**  
 Location: **N: South Street (Route 13) S: South Street (Route 13)**  
 Location: **E: Stoneyard Drive**  
 City, State: **Milford, NH**  
 Client: **GPI/R. Bollinger**  
 Site Code: **NEX-2021414**  
 Count Date: **Saturday, May 14, 2022**  
 Start Time: **10:00 AM**  
 End Time: **1:00 PM**  
 Class:



**Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)**

	South Street (Route 13)				Stoneyard Drive				South Street (Route 13)				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
10:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	1
10:15 AM	1	0	0	1	0	0	0	0	0	0	0	0	1
10:30 AM	1	0	0	1	0	0	0	0	0	1	0	1	2
10:45 AM	1	0	0	1	0	0	0	0	0	3	0	3	4
Total	3	0	0	3	0	0	0	0	0	5	0	5	8
11:00 AM	1	0	0	1	0	0	0	0	0	0	0	0	1
11:15 AM	1	0	0	1	0	0	0	0	0	0	0	0	1
11:30 AM	4	0	0	4	0	0	0	0	0	2	0	2	6
11:45 AM	2	0	0	2	0	0	0	0	0	1	0	1	3
Total	8	0	0	8	0	0	0	0	0	3	0	3	11
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	2	0	0	2	0	0	0	0	0	1	0	1	3
12:30 PM	1	0	0	1	0	0	0	0	0	1	0	1	2
12:45 PM	0	0	0	0	0	0	0	0	0	2	0	2	2
Total	3	0	0	3	0	0	0	0	0	4	0	4	7
Grand Total	14	0	0	14	0	0	0	0	0	12	0	12	26
Approach %	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
Total %	53.8	0.0	0.0	53.8	0.0	0.0	0.0	0.0	0.0	46.2	0.0	46.2	
Exiting Leg Total	12				0				14				26
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total	0				0				0				0
Single-Unit Trucks	12	0	0	12	0	0	0	0	0	11	0	11	23
% Single-Unit	85.7	0.0	0.0	85.7	0.0	0.0	0.0	0.0	0.0	91.7	0.0	91.7	88.5
Exiting Leg Total	11				0				12				23
Articulated Trucks	2	0	0	2	0	0	0	0	0	1	0	1	3
% Articulated	14.3	0.0	0.0	14.3	0.0	0.0	0.0	0.0	0.0	8.3	0.0	8.3	11.5
Exiting Leg Total	1				0				2				3

Peak Hour Analysis from 10:00 AM to 01:00 PM begins at:

	South Street (Route 13)				Stoneyard Drive				South Street (Route 13)				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
10:45 AM	1	0	0	1	0	0	0	0	0	3	0	3	4
11:00 AM	1	0	0	1	0	0	0	0	0	0	0	0	1
11:15 AM	1	0	0	1	0	0	0	0	0	0	0	0	1
11:30 AM	4	0	0	4	0	0	0	0	0	2	0	2	6
Total Volume	7	0	0	7	0	0	0	0	0	5	0	5	12
% Approach Total	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
PHF	0.438	0.000	0.000	0.438	0.000	0.000	0.000	0.000	0.000	0.417	0.000	0.417	0.500
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Buses %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Single-Unit Trucks	6	0	0	6	0	0	0	0	0	5	0	5	11
Single-Unit %	85.7	0.0	0.0	85.7	0.0	0.0	0.0	0.0	0.0	100.0	0.0	100.0	91.7
Articulated Trucks	1	0	0	1	0	0	0	0	0	0	0	0	1
Articulated %	14.3	0.0	0.0	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8.3
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	6	0	0	6	0	0	0	0	0	5	0	5	11
Articulated Trucks	1	0	0	1	0	0	0	0	0	0	0	0	1
Total Entering Leg	7	0	0	7	0	0	0	0	0	5	0	5	12
Buses	0				0				0				0
Single-Unit Trucks	5				0				6				11
Articulated Trucks	0				0				1				1
Total Exiting Leg	5				0				7				12

PDI File #: **228519 A**  
 Location: **N: South Street (Route 13) S: South Street (Route 13)**  
 Location: **E: Stoneyard Drive**  
 City, State: **Milford, NH**  
 Client: **GPI/R. Bollinger**  
 Site Code: **NEX-2021414**  
 Count Date: **Saturday, May 14, 2022**  
 Start Time: **10:00 AM**  
 End Time: **1:00 PM**  
 Class:



**Buses**

	South Street (Route 13)				Stoneyard Drive				South Street (Route 13)				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total				0				0					0

Peak Hour Analysis from 10:00 AM to 01:00 PM begins at:

10:00 AM	South Street (Route 13)				Stoneyard Drive				South Street (Route 13)				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg				0				0					0
Total				0				0					0



PDI File #: **228519 A**  
 Location: **N: South Street (Route 13) S: South Street (Route 13)**  
 Location: **E: Stoneyard Drive**  
 City, State: **Milford, NH**  
 Client: **GPI/R. Bollinger**  
 Site Code: **NEX-2021414**  
 Count Date: **Saturday, May 14, 2022**  
 Start Time: **10:00 AM**  
 End Time: **1:00 PM**  
 Class:



**Single-Unit Trucks**

	South Street (Route 13)				Stoneyard Drive				South Street (Route 13)				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
10:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	1
10:15 AM	1	0	0	1	0	0	0	0	0	0	0	0	1
10:30 AM	1	0	0	1	0	0	0	0	0	0	0	0	1
10:45 AM	1	0	0	1	0	0	0	0	0	3	0	3	4
<b>Total</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>7</b>
11:00 AM	1	0	0	1	0	0	0	0	0	0	0	0	1
11:15 AM	1	0	0	1	0	0	0	0	0	0	0	0	1
11:30 AM	3	0	0	3	0	0	0	0	0	2	0	2	5
11:45 AM	2	0	0	2	0	0	0	0	0	1	0	1	3
<b>Total</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>10</b>
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	1	0	0	1	0	0	0	0	0	1	0	1	2
12:30 PM	1	0	0	1	0	0	0	0	0	1	0	1	2
12:45 PM	0	0	0	0	0	0	0	0	0	2	0	2	2
<b>Total</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>6</b>
<b>Grand Total</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>11</b>	<b>23</b>
Approach %	100.0	0.0	0.0		0.0	0.0	0.0			100.0	0.0		
Total %	52.2	0.0	0.0	52.2	0.0	0.0	0.0	0.0	0.0	47.8	0.0	47.8	
Exiting Leg Total				11				0				12	23

Peak Hour Analysis from 10:00 AM to 01:00 PM begins at:

	South Street (Route 13)				Stoneyard Drive				South Street (Route 13)				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
10:45 AM													
10:45 AM	1	0	0	1	0	0	0	0	0	3	0	3	4
11:00 AM	1	0	0	1	0	0	0	0	0	0	0	0	1
11:15 AM	1	0	0	1	0	0	0	0	0	0	0	0	1
11:30 AM	3	0	0	3	0	0	0	0	0	2	0	2	5
Total Volume	6	0	0	6	0	0	0	0	0	5	0	5	11
% Approach Total	100.0	0.0	0.0		0.0	0.0	0.0			100.0	0.0		
PHF	0.500	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.417	0.000	0.417	0.550
Entering Leg	6	0	0	6	0	0	0	0	0	5	0	5	11
Exiting Leg				5				0				6	11
<b>Total</b>				<b>11</b>				<b>0</b>				<b>11</b>	<b>22</b>

PDI File #: **228519 A**  
 Location: **N: South Street (Route 13) S: South Street (Route 13)**  
 Location: **E: Stoneyard Drive**  
 City, State: **Milford, NH**  
 Client: **GPI/R. Bollinger**  
 Site Code: **NEX-2021414**  
 Count Date: **Saturday, May 14, 2022**  
 Start Time: **10:00 AM**  
 End Time: **1:00 PM**  
 Class:



**Articulated Trucks**

	South Street (Route 13)				Stoneyard Drive				South Street (Route 13)				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	1
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	1	0	1	1
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	1	0	0	1	0	0	0	0	0	0	0	0	1
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	1	0	0	0	0	0	0	0	0	1
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	1	0	0	1	0	0	0	0	0	0	0	0	1
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	1	0	0	0	0	0	0	0	0	1
Grand Total	2	0	0	2	0	0	0	0	0	1	0	1	3
Approach %	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
Total %	66.7	0.0	0.0	66.7	0.0	0.0	0.0	0.0	0.0	33.3	0.0	33.3	
Exiting Leg Total				1				0				2	3

Peak Hour Analysis from 10:00 AM to 01:00 PM begins at:

	South Street (Route 13)				Stoneyard Drive				South Street (Route 13)				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
11:30 AM	1	0	0	1	0	0	0	0	0	0	0	0	1
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	1	0	0	1	0	0	0	0	0	0	0	0	1
Total Volume	2	0	0	2	0	0	0	0	0	0	0	0	2
% Approach Total	100.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		
PHF	0.500	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500
Entering Leg	2	0	0	2	0	0	0	0	0	0	0	0	2
Exiting Leg				0				0				2	2
Total				2				0				2	4

PDI File #: **228519 A**  
 Location: **N: South Street (Route 13) S: South Street (Route 13)**  
 Location: **E: Stoneyard Drive**  
 City, State: **Milford, NH**  
 Client: **GPI/R. Bollinger**  
 Site Code: **NEX-2021414**  
 Count Date: **Saturday, May 14, 2022**  
 Start Time: **10:00 AM**  
 End Time: **1:00 PM**



**Bicycles (on Roadway and Crosswalks)**

	South Street (Route 13)						Stoneyard Drive						South Street (Route 13)						Total	
	from North						from East						from South							
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total		
10:00 AM	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	
10:15 AM	1	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	2	
10:30 AM	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	3	0	0	0	0	3	0	0	0	0	0	0	0	1	0	0	0	1	4	
11:00 AM	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	1	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	2	
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Grand Total	4	0	0	0	0	4	0	0	0	0	0	0	0	2	0	0	0	2	6	
Approach %	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0			
Total %	66.7	0.0	0.0	0.0	0.0	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	33.3	0.0	0.0	0.0	33.3		
Exiting Leg Total							2						0						4	6

Peak Hour Analysis from 10:00 AM to 01:00 PM begins at:

	South Street (Route 13)						Stoneyard Drive						South Street (Route 13)						Total	
	from North						from East						from South							
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total		
10:00 AM	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	
10:15 AM	1	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	2	
10:30 AM	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Volume	3	0	0	0	0	3	0	0	0	0	0	0	0	1	0	0	0	1	4	
% Approach Total	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0			
PHF	0.750	0.000	0.000	0.000	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.500	
Entering Leg	3						0						0						3	4
Exiting Leg	1						0						0						1	4
Total	4						0						0						4	8

PDI File #: 228519 A  
 Location: N: South Street (Route 13) S: South Street (Route 13)  
 Location: E: Stoneyard Drive  
 City, State: Milford, NH  
 Client: GPI/R. Bollinger  
 Site Code: NEX-2021414  
 Count Date: Saturday, May 14, 2022  
 Start Time: 10:00 AM  
 End Time: 1:00 PM



**Pedestrians**

	South Street (Route 13)						Stoneyard Drive						South Street (Route 13)						Total
	from North						from East						from South						
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total	
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1
Grand Total	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1
Approach %	0	0	0	0	0	0	0	0	0	100	0	0	0	0	0	0	0	0	0
Total %	0	0	0	0	0	0	0	0	0	100	0	100	0	0	0	0	0	0	0
Exiting Leg Total	0						1						0						1

Peak Hour Analysis from 10:00 AM to 01:00 PM begins at:

11:45 AM	South Street (Route 13)						Stoneyard Drive						South Street (Route 13)						Total
	from North						from East						from South						
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total	
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg	0						0						0						0
Total	0						0						0						0

PDI File #: **228519 B**  
 Location: **N: South Street (Route 13) S: South Street (Route 13)**  
 Location: **W: Union Street**  
 City, State: **Milford, NH**  
 Client: **GPI/R. Bollinger**  
 Site Code: **NEX-2021414**  
 Count Date: **Thursday, May 12, 2022**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



**Cars and Heavy Vehicles (Combined)**

	South Street (Route 13)				South Street (Route 13)				Union Street				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
7:00 AM	1	48	0	49	33	46	1	80	27	1	0	28	157
7:15 AM	4	43	0	47	36	45	0	81	23	3	0	26	154
7:30 AM	0	47	0	47	49	27	0	76	35	4	0	39	162
7:45 AM	1	50	0	51	45	8	1	54	22	3	0	25	130
<b>Total</b>	<b>6</b>	<b>188</b>	<b>0</b>	<b>194</b>	<b>163</b>	<b>126</b>	<b>2</b>	<b>291</b>	<b>107</b>	<b>11</b>	<b>0</b>	<b>118</b>	<b>603</b>
8:00 AM	2	43	0	45	54	11	0	65	24	2	0	26	136
8:15 AM	2	51	0	53	45	9	0	54	22	0	0	22	129
8:30 AM	0	45	0	45	59	14	1	74	14	0	0	14	133
8:45 AM	0	44	0	44	59	12	1	72	20	0	0	20	136
<b>Total</b>	<b>4</b>	<b>183</b>	<b>0</b>	<b>187</b>	<b>217</b>	<b>46</b>	<b>2</b>	<b>265</b>	<b>80</b>	<b>2</b>	<b>0</b>	<b>82</b>	<b>534</b>
Grand Total	10	371	0	381	380	172	4	556	187	13	0	200	1137
Approach %	2.6	97.4	0.0		68.3	30.9	0.7		93.5	6.5	0.0		
Total %	0.9	32.6	0.0	33.5	33.4	15.1	0.4	48.9	16.4	1.1	0.0	17.6	
Exiting Leg Total				393				562				182	1137
Cars	8	359	0	367	356	167	4	527	186	10	0	196	1090
% Cars	80.0	96.8	0.0	96.3	93.7	97.1	100.0	94.8	99.5	76.9	0.0	98.0	95.9
Exiting Leg Total				366				549				175	1090
Heavy Vehicles	2	12	0	14	24	5	0	29	1	3	0	4	47
% Heavy Vehicles	20.0	3.2	0.0	3.7	6.3	2.9	0.0	5.2	0.5	23.1	0.0	2.0	4.1
Exiting Leg Total				27				13				7	47

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

	South Street (Route 13)				South Street (Route 13)				Union Street				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
7:00 AM	1	48	0	49	33	46	1	80	27	1	0	28	157
7:15 AM	4	43	0	47	36	45	0	81	23	3	0	26	154
7:30 AM	0	47	0	47	49	27	0	76	35	4	0	39	162
7:45 AM	1	50	0	51	45	8	1	54	22	3	0	25	130
Total Volume	6	188	0	194	163	126	2	291	107	11	0	118	603
% Approach Total	3.1	96.9	0.0		56.0	43.3	0.7		90.7	9.3	0.0		
PHF	0.375	0.940	0.000	0.951	0.832	0.685	0.500	0.898	0.764	0.688	0.000	0.756	0.931
Cars	6	183	0	189	153	121	2	276	107	9	0	116	581
Cars %	100.0	97.3	0.0	97.4	93.9	96.0	100.0	94.8	100.0	81.8	0.0	98.3	96.4
Heavy Vehicles	0	5	0	5	10	5	0	15	0	2	0	2	22
Heavy Vehicles %	0.0	2.7	0.0	2.6	6.1	4.0	0.0	5.2	0.0	18.2	0.0	1.7	3.6
Cars Enter Leg	6	183	0	189	153	121	2	276	107	9	0	116	581
Heavy Enter Leg	0	5	0	5	10	5	0	15	0	2	0	2	22
Total Entering Leg	6	188	0	194	163	126	2	291	107	11	0	118	603
Cars Exiting Leg				162				292				127	581
Heavy Exiting Leg				12				5				5	22
Total Exiting Leg				174				297				132	603

PDI File #: **228519 B**  
 Location: **N: South Street (Route 13) S: South Street (Route 13)**  
 Location: **W: Union Street**  
 City, State: **Milford, NH**  
 Client: **GPI/R. Bollinger**  
 Site Code: **NEX-2021414**  
 Count Date: **Thursday, May 12, 2022**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



**Cars**

	South Street (Route 13)				South Street (Route 13)				Union Street				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
7:00 AM	1	46	0	47	29	43	1	73	27	1	0	28	148
7:15 AM	4	41	0	45	32	45	0	77	23	3	0	26	148
7:30 AM	0	46	0	46	47	25	0	72	35	3	0	38	156
7:45 AM	1	50	0	51	45	8	1	54	22	2	0	24	129
<b>Total</b>	<b>6</b>	<b>183</b>	<b>0</b>	<b>189</b>	<b>153</b>	<b>121</b>	<b>2</b>	<b>276</b>	<b>107</b>	<b>9</b>	<b>0</b>	<b>116</b>	<b>581</b>
8:00 AM	1	43	0	44	50	11	0	61	24	1	0	25	130
8:15 AM	1	49	0	50	43	9	0	52	22	0	0	22	124
8:30 AM	0	42	0	42	55	14	1	70	14	0	0	14	126
8:45 AM	0	42	0	42	55	12	1	68	19	0	0	19	129
<b>Total</b>	<b>2</b>	<b>176</b>	<b>0</b>	<b>178</b>	<b>203</b>	<b>46</b>	<b>2</b>	<b>251</b>	<b>79</b>	<b>1</b>	<b>0</b>	<b>80</b>	<b>509</b>
<b>Grand Total</b>	<b>8</b>	<b>359</b>	<b>0</b>	<b>367</b>	<b>356</b>	<b>167</b>	<b>4</b>	<b>527</b>	<b>186</b>	<b>10</b>	<b>0</b>	<b>196</b>	<b>1090</b>
Approach %	2.2	97.8	0.0		67.6	31.7	0.8		94.9	5.1	0.0		
Total %	0.7	32.9	0.0	33.7	32.7	15.3	0.4	48.3	17.1	0.9	0.0	18.0	
Exiting Leg Total				366				549				175	1090

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

	South Street (Route 13)				South Street (Route 13)				Union Street				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
7:00 AM	1	46	0	47	29	43	1	73	27	1	0	28	148
7:15 AM	4	41	0	45	32	45	0	77	23	3	0	26	148
7:30 AM	0	46	0	46	47	25	0	72	35	3	0	38	156
7:45 AM	1	50	0	51	45	8	1	54	22	2	0	24	129
<b>Total Volume</b>	<b>6</b>	<b>183</b>	<b>0</b>	<b>189</b>	<b>153</b>	<b>121</b>	<b>2</b>	<b>276</b>	<b>107</b>	<b>9</b>	<b>0</b>	<b>116</b>	<b>581</b>
<b>% Approach Total</b>	<b>3.2</b>	<b>96.8</b>	<b>0.0</b>		<b>55.4</b>	<b>43.8</b>	<b>0.7</b>		<b>92.2</b>	<b>7.8</b>	<b>0.0</b>		
PHF	0.375	0.915	0.000	0.926	0.814	0.672	0.500	0.896	0.764	0.750	0.000	0.763	0.931
Entering Leg	6	183	0	189	153	121	2	276	107	9	0	116	581
Exiting Leg				162				292				127	581
<b>Total</b>				<b>351</b>				<b>568</b>				<b>243</b>	<b>1162</b>

PDI File #: **228519 B**  
 Location: **N: South Street (Route 13) S: South Street (Route 13)**  
 Location: **W: Union Street**  
 City, State: **Milford, NH**  
 Client: **GPI/R. Bollinger**  
 Site Code: **NEX-2021414**  
 Count Date: **Thursday, May 12, 2022**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



**Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)**

	South Street (Route 13)				South Street (Route 13)				Union Street				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
7:00 AM	0	2	0	2	4	3	0	7	0	0	0	0	9
7:15 AM	0	2	0	2	4	0	0	4	0	0	0	0	6
7:30 AM	0	1	0	1	2	2	0	4	0	1	0	1	6
7:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	1
<b>Total</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>5</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>22</b>
8:00 AM	1	0	0	1	4	0	0	4	0	1	0	1	6
8:15 AM	1	2	0	3	2	0	0	2	0	0	0	0	5
8:30 AM	0	3	0	3	4	0	0	4	0	0	0	0	7
8:45 AM	0	2	0	2	4	0	0	4	1	0	0	1	7
<b>Total</b>	<b>2</b>	<b>7</b>	<b>0</b>	<b>9</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>25</b>
Grand Total	2	12	0	14	24	5	0	29	1	3	0	4	47
Approach %	14.3	85.7	0.0		82.8	17.2	0.0		25.0	75.0	0.0		
Total %	4.3	25.5	0.0	29.8	51.1	10.6	0.0	61.7	2.1	6.4	0.0	8.5	
Exiting Leg Total				27				13				7	47
Buses	2	0	0	2	1	4	0	5	0	3	0	3	10
% Buses	100.0	0.0	0.0	14.3	4.2	80.0	0.0	17.2	0.0	100.0	0.0	75.0	21.3
Exiting Leg Total				4				0				6	10
Single-Unit Trucks	0	9	0	9	15	0	0	15	1	0	0	1	25
% Single-Unit	0.0	75.0	0.0	64.3	62.5	0.0	0.0	51.7	100.0	0.0	0.0	25.0	53.2
Exiting Leg Total				15				10				0	25
Articulated Trucks	0	3	0	3	8	1	0	9	0	0	0	0	12
% Articulated	0.0	25.0	0.0	21.4	33.3	20.0	0.0	31.0	0.0	0.0	0.0	0.0	25.5
Exiting Leg Total				8				3				1	12

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

8:00 AM	South Street (Route 13)				South Street (Route 13)				Union Street				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
8:00 AM	1	0	0	1	4	0	0	4	0	1	0	1	6
8:15 AM	1	2	0	3	2	0	0	2	0	0	0	0	5
8:30 AM	0	3	0	3	4	0	0	4	0	0	0	0	7
8:45 AM	0	2	0	2	4	0	0	4	1	0	0	1	7
<b>Total Volume</b>	<b>2</b>	<b>7</b>	<b>0</b>	<b>9</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>25</b>
% Approach Total	22.2	77.8	0.0		100.0	0.0	0.0		50.0	50.0	0.0		
PHF	0.500	0.583	0.000	0.750	0.875	0.000	0.000	0.875	0.250	0.250	0.000	0.500	0.893
Buses	2	0	0	2	1	0	0	1	0	1	0	1	4
Buses %	100.0	0.0	0.0	22.2	7.1	0.0	0.0	7.1	0.0	100.0	0.0	50.0	16.0
Single-Unit Trucks	0	5	0	5	7	0	0	7	1	0	0	1	13
Single-Unit %	0.0	71.4	0.0	55.6	50.0	0.0	0.0	50.0	100.0	0.0	0.0	50.0	52.0
Articulated Trucks	0	2	0	2	6	0	0	6	0	0	0	0	8
Articulated %	0.0	28.6	0.0	22.2	42.9	0.0	0.0	42.9	0.0	0.0	0.0	0.0	32.0
Buses	2	0	0	2	1	0	0	1	0	1	0	1	4
Single-Unit Trucks	0	5	0	5	7	0	0	7	1	0	0	1	13
Articulated Trucks	0	2	0	2	6	0	0	6	0	0	0	0	8
<b>Total Entering Leg</b>	<b>2</b>	<b>7</b>	<b>0</b>	<b>9</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>25</b>
Buses				2				0				2	4
Single-Unit Trucks				7				6				0	13
Articulated Trucks				6				2				0	8
<b>Total Exiting Leg</b>				<b>15</b>				<b>8</b>				<b>2</b>	<b>25</b>

PDI File #: **228519 B**  
 Location: **N: South Street (Route 13) S: South Street (Route 13)**  
 Location: **W: Union Street**  
 City, State: **Milford, NH**  
 Client: **GPI/R. Bollinger**  
 Site Code: **NEX-2021414**  
 Count Date: **Thursday, May 12, 2022**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



**Buses**

	South Street (Route 13)				South Street (Route 13)				Union Street				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
7:00 AM	0	0	0	0	0	3	0	3	0	0	0	0	3
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	1	0	1	0	1	0	1	2
7:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	1
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>6</b>
8:00 AM	1	0	0	1	1	0	0	1	0	1	0	1	3
8:15 AM	1	0	0	1	0	0	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>4</b>
Grand Total	2	0	0	2	1	4	0	5	0	3	0	3	10
Approach %	100.0	0.0	0.0		20.0	80.0	0.0		0.0	100.0	0.0		
Total %	20.0	0.0	0.0	20.0	10.0	40.0	0.0	50.0	0.0	30.0	0.0	30.0	
Exiting Leg Total				4				0				6	10

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

	South Street (Route 13)				South Street (Route 13)				Union Street				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
7:30 AM	0	0	0	0	0	1	0	1	0	1	0	1	2
7:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	1
8:00 AM	1	0	0	1	1	0	0	1	0	1	0	1	3
8:15 AM	1	0	0	1	0	0	0	0	0	0	0	0	1
Total Volume	2	0	0	2	1	1	0	2	0	3	0	3	7
% Approach Total	100.0	0.0	0.0		50.0	50.0	0.0		0.0	100.0	0.0		
PHF	0.500	0.000	0.000	0.500	0.250	0.250	0.000	0.500	0.000	0.750	0.000	0.750	0.583
Entering Leg	2	0	0	2	1	1	0	2	0	3	0	3	7
Exiting Leg				4				0				3	7
<b>Total</b>				<b>6</b>				<b>2</b>				<b>6</b>	<b>14</b>



PDI File #: **228519 B**  
 Location: **N: South Street (Route 13) S: South Street (Route 13)**  
 Location: **W: Union Street**  
 City, State: **Milford, NH**  
 Client: **GPI/R. Bollinger**  
 Site Code: **NEX-2021414**  
 Count Date: **Thursday, May 12, 2022**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



**Single-Unit Trucks**

	South Street (Route 13)				South Street (Route 13)				Union Street				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
7:00 AM	0	2	0	2	4	0	0	4	0	0	0	0	6
7:15 AM	0	1	0	1	2	0	0	2	0	0	0	0	3
7:30 AM	0	1	0	1	2	0	0	2	0	0	0	0	3
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	4	0	4	8	0	0	8	0	0	0	0	12
8:00 AM	0	0	0	0	2	0	0	2	0	0	0	0	2
8:15 AM	0	2	0	2	1	0	0	1	0	0	0	0	3
8:30 AM	0	2	0	2	2	0	0	2	0	0	0	0	4
8:45 AM	0	1	0	1	2	0	0	2	1	0	0	1	4
<b>Total</b>	0	5	0	5	7	0	0	7	1	0	0	1	13
Grand Total	0	9	0	9	15	0	0	15	1	0	0	1	25
Approach %	0.0	100.0	0.0		100.0	0.0	0.0		100.0	0.0	0.0		
Total %	0.0	36.0	0.0	36.0	60.0	0.0	0.0	60.0	4.0	0.0	0.0	4.0	
Exiting Leg Total				15				10				0	25

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

	South Street (Route 13)				South Street (Route 13)				Union Street				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
8:00 AM	0	0	0	0	2	0	0	2	0	0	0	0	2
8:15 AM	0	2	0	2	1	0	0	1	0	0	0	0	3
8:30 AM	0	2	0	2	2	0	0	2	0	0	0	0	4
8:45 AM	0	1	0	1	2	0	0	2	1	0	0	1	4
Total Volume	0	5	0	5	7	0	0	7	1	0	0	1	13
% Approach Total	0.0	100.0	0.0		100.0	0.0	0.0		100.0	0.0	0.0		
PHF	0.000	0.625	0.000	0.625	0.875	0.000	0.000	0.875	0.250	0.000	0.000	0.250	0.813
Entering Leg	0	5	0	5	7	0	0	7	1	0	0	1	13
Exiting Leg				7				6				0	13
<b>Total</b>				12				13				1	26

PDI File #: **228519 B**  
 Location: **N: South Street (Route 13) S: South Street (Route 13)**  
 Location: **W: Union Street**  
 City, State: **Milford, NH**  
 Client: **GPI/R. Bollinger**  
 Site Code: **NEX-2021414**  
 Count Date: **Thursday, May 12, 2022**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



**Articulated Trucks**

	South Street (Route 13)				South Street (Route 13)				Union Street				Total	
	from North				from South				from West					
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 AM	0	1	0	1	2	0	0	2	0	0	0	0	3	
7:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	1	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
<b>Total</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	
8:00 AM	0	0	0	0	1	0	0	1	0	0	0	0	1	
8:15 AM	0	0	0	0	1	0	0	1	0	0	0	0	1	
8:30 AM	0	1	0	1	2	0	0	2	0	0	0	0	3	
8:45 AM	0	1	0	1	2	0	0	2	0	0	0	0	3	
<b>Total</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	
Grand Total	0	3	0	3	8	1	0	9	0	0	0	0	12	
Approach %	0.0	100.0	0.0		88.9	11.1	0.0		0.0	0.0	0.0			
Total %	0.0	25.0	0.0	25.0	66.7	8.3	0.0	75.0	0.0	0.0	0.0	0.0		
Exiting Leg Total				8				3					1	12

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

	South Street (Route 13)				South Street (Route 13)				Union Street				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
8:00 AM	0	0	0	0	1	0	0	1	0	0	0	0	1
8:15 AM	0	0	0	0	1	0	0	1	0	0	0	0	1
8:30 AM	0	1	0	1	2	0	0	2	0	0	0	0	3
8:45 AM	0	1	0	1	2	0	0	2	0	0	0	0	3
Total Volume	0	2	0	2	6	0	0	6	0	0	0	0	8
% Approach Total	0.0	100.0	0.0		100.0	0.0	0.0		0.0	0.0	0.0		
PHF	0.000	0.500	0.000	0.500	0.750	0.000	0.000	0.750	0.000	0.000	0.000	0.000	0.667
Entering Leg	0	2	0	2	6	0	0	6	0	0	0	0	8
Exiting Leg				6				2					8
Total				8				8				0	16

PDI File #: **228519 B**  
 Location: **N: South Street (Route 13) S: South Street (Route 13)**  
 Location: **W: Union Street**  
 City, State: **Milford, NH**  
 Client: **GPI/R. Bollinger**  
 Site Code: **NEX-2021414**  
 Count Date: **Thursday, May 12, 2022**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**



**Bicycles (on Roadway and Crosswalks)**

	South Street (Route 13)						South Street (Route 13)						Union Street						Total
	from North						from South						from West						
	Right	Thru	U-Turn	CW-EB	CW-WB	Total	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Left	U-Turn	CW-NB	CW-SB	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total	0						0						0						0

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

7:00 AM	South Street (Route 13)						South Street (Route 13)						Union Street						Total
	from North						from South						from West						
	Right	Thru	U-Turn	CW-EB	CW-WB	Total	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Left	U-Turn	CW-NB	CW-SB	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg	0						0						0						0
Total	0						0						0						0

PDI File #: **228519 B**  
 Location: **N: South Street (Route 13) S: South Street (Route 13)**  
 Location: **W: Union Street**  
 City, State: **Milford, NH**  
 Client: **GPI/R. Bollinger**  
 Site Code: **NEX-2021414**  
 Count Date: **Thursday, May 12, 2022**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



**Pedestrians**

	South Street (Route 13)						South Street (Route 13)						Union Street						Total
	from North						from South						from West						
	Right	Thru	U-Turn	CW-EB	CW-WB	Total	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Left	U-Turn	CW-NB	CW-SB	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg Total	0						0						0						0

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

7:00 AM	South Street (Route 13)						South Street (Route 13)						Union Street						Total
	from North						from South						from West						
	Right	Thru	U-Turn	CW-EB	CW-WB	Total	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Left	U-Turn	CW-NB	CW-SB	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg	0						0						0						0
Total	0						0						0						0

PDI File #: **228519 B**  
 Location: **N: South Street (Route 13) S: South Street (Route 13)**  
 Location: **W: Union Street**  
 City, State: **Milford, NH**  
 Client: **GPI/R. Bollinger**  
 Site Code: **NEX-2021414**  
 Count Date: **Thursday, May 12, 2022**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



**Cars and Heavy Vehicles (Combined)**

	South Street (Route 13)				South Street (Route 13)				Union Street				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
4:00 PM	1	49	0	50	93	27	1	121	23	3	0	26	197
4:15 PM	5	50	0	55	73	33	0	106	15	1	0	16	177
4:30 PM	5	51	0	56	71	43	1	115	18	1	0	19	190
4:45 PM	6	83	0	89	66	36	0	102	15	4	0	19	210
<b>Total</b>	<b>17</b>	<b>233</b>	<b>0</b>	<b>250</b>	<b>303</b>	<b>139</b>	<b>2</b>	<b>444</b>	<b>71</b>	<b>9</b>	<b>0</b>	<b>80</b>	<b>774</b>
5:00 PM	8	74	0	82	95	35	3	133	20	3	0	23	238
5:15 PM	3	51	0	54	66	33	3	102	24	1	0	25	181
5:30 PM	5	53	0	58	71	31	5	107	21	2	0	23	188
5:45 PM	7	61	0	68	62	47	3	112	15	3	0	18	198
<b>Total</b>	<b>23</b>	<b>239</b>	<b>0</b>	<b>262</b>	<b>294</b>	<b>146</b>	<b>14</b>	<b>454</b>	<b>80</b>	<b>9</b>	<b>0</b>	<b>89</b>	<b>805</b>
Grand Total	40	472	0	512	597	285	16	898	151	18	0	169	1579
Approach %	7.8	92.2	0.0		66.5	31.7	1.8		89.3	10.7	0.0		
Total %	2.5	29.9	0.0	32.4	37.8	18.0	1.0	56.9	9.6	1.1	0.0	10.7	
Exiting Leg Total				615				639				325	1579
Cars	40	465	0	505	577	280	16	873	149	18	0	167	1545
% Cars	100.0	98.5	0.0	98.6	96.6	98.2	100.0	97.2	98.7	100.0	0.0	98.8	97.8
Exiting Leg Total				595				630				320	1545
Heavy Vehicles	0	7	0	7	20	5	0	25	2	0	0	2	34
% Heavy Vehicles	0.0	1.5	0.0	1.4	3.4	1.8	0.0	2.8	1.3	0.0	0.0	1.2	2.2
Exiting Leg Total				20				9				5	34

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

4:30 PM	South Street (Route 13)				South Street (Route 13)				Union Street				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
4:30 PM	5	51	0	56	71	43	1	115	18	1	0	19	190
4:45 PM	6	83	0	89	66	36	0	102	15	4	0	19	210
5:00 PM	8	74	0	82	95	35	3	133	20	3	0	23	238
5:15 PM	3	51	0	54	66	33	3	102	24	1	0	25	181
Total Volume	22	259	0	281	298	147	7	452	77	9	0	86	819
% Approach Total	7.8	92.2	0.0		65.9	32.5	1.5		89.5	10.5	0.0		
PHF	0.688	0.780	0.000	0.789	0.784	0.855	0.583	0.850	0.802	0.563	0.000	0.860	0.860
Cars	22	255	0	277	294	144	7	445	77	9	0	86	808
Cars %	100.0	98.5	0.0	98.6	98.7	98.0	100.0	98.5	100.0	100.0	0.0	100.0	98.7
Heavy Vehicles	0	4	0	4	4	3	0	7	0	0	0	0	11
Heavy Vehicles %	0.0	1.5	0.0	1.4	1.3	2.0	0.0	1.5	0.0	0.0	0.0	0.0	1.3
Cars Enter Leg	22	255	0	277	294	144	7	445	77	9	0	86	808
Heavy Enter Leg	0	4	0	4	4	3	0	7	0	0	0	0	11
Total Entering Leg	22	259	0	281	298	147	7	452	77	9	0	86	819
Cars Exiting Leg				303				339				166	808
Heavy Exiting Leg				4				4				3	11
Total Exiting Leg				307				343				169	819

PDI File #: **228519 B**  
 Location: **N: South Street (Route 13) S: South Street (Route 13)**  
 Location: **W: Union Street**  
 City, State: **Milford, NH**  
 Client: **GPI/R. Bollinger**  
 Site Code: **NEX-2021414**  
 Count Date: **Thursday, May 12, 2022**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**



Class: **Cars**

	South Street (Route 13)				South Street (Route 13)				Union Street				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
4:00 PM	1	49	0	50	84	27	1	112	22	3	0	25	187
4:15 PM	5	49	0	54	69	32	0	101	14	1	0	15	170
4:30 PM	5	50	0	55	69	43	1	113	18	1	0	19	187
4:45 PM	6	80	0	86	65	35	0	100	15	4	0	19	205
<b>Total</b>	<b>17</b>	<b>228</b>	<b>0</b>	<b>245</b>	<b>287</b>	<b>137</b>	<b>2</b>	<b>426</b>	<b>69</b>	<b>9</b>	<b>0</b>	<b>78</b>	<b>749</b>
5:00 PM	8	74	0	82	95	34	3	132	20	3	0	23	237
5:15 PM	3	51	0	54	65	32	3	100	24	1	0	25	179
5:30 PM	5	52	0	57	70	30	5	105	21	2	0	23	185
5:45 PM	7	60	0	67	60	47	3	110	15	3	0	18	195
<b>Total</b>	<b>23</b>	<b>237</b>	<b>0</b>	<b>260</b>	<b>290</b>	<b>143</b>	<b>14</b>	<b>447</b>	<b>80</b>	<b>9</b>	<b>0</b>	<b>89</b>	<b>796</b>
Grand Total	40	465	0	505	577	280	16	873	149	18	0	167	1545
Approach %	7.9	92.1	0.0		66.1	32.1	1.8		89.2	10.8	0.0		
Total %	2.6	30.1	0.0	32.7	37.3	18.1	1.0	56.5	9.6	1.2	0.0	10.8	
Exiting Leg Total				595				630				320	1545

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

	South Street (Route 13)				South Street (Route 13)				Union Street				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
4:30 PM	5	50	0	55	69	43	1	113	18	1	0	19	187
4:45 PM	6	80	0	86	65	35	0	100	15	4	0	19	205
5:00 PM	8	74	0	82	95	34	3	132	20	3	0	23	237
5:15 PM	3	51	0	54	65	32	3	100	24	1	0	25	179
Total Volume	22	255	0	277	294	144	7	445	77	9	0	86	808
% Approach Total	7.9	92.1	0.0		66.1	32.4	1.6		89.5	10.5	0.0		
PHF	0.688	0.797	0.000	0.805	0.774	0.837	0.583	0.843	0.802	0.563	0.000	0.860	0.852
Entering Leg	22	255	0	277	294	144	7	445	77	9	0	86	808
Exiting Leg				303				339				166	808
Total				580				784				252	1616

PDI File #: **228519 B**  
 Location: **N: South Street (Route 13) S: South Street (Route 13)**  
 Location: **W: Union Street**  
 City, State: **Milford, NH**  
 Client: **GPI/R. Bollinger**  
 Site Code: **NEX-2021414**  
 Count Date: **Thursday, May 12, 2022**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class: **Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)**



	South Street (Route 13)				South Street (Route 13)				Union Street				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
4:00 PM	0	0	0	0	9	0	0	9	1	0	0	1	10
4:15 PM	0	1	0	1	4	1	0	5	1	0	0	1	7
4:30 PM	0	1	0	1	2	0	0	2	0	0	0	0	3
4:45 PM	0	3	0	3	1	1	0	2	0	0	0	0	5
<b>Total</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>5</b>	<b>16</b>	<b>2</b>	<b>0</b>	<b>18</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>25</b>
5:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	1
5:15 PM	0	0	0	0	1	1	0	2	0	0	0	0	2
5:30 PM	0	1	0	1	1	1	0	2	0	0	0	0	3
5:45 PM	0	1	0	1	2	0	0	2	0	0	0	0	3
<b>Total</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>
Grand Total	0	7	0	7	20	5	0	25	2	0	0	2	34
Approach %	0.0	100.0	0.0		80.0	20.0	0.0		100.0	0.0	0.0		
Total %	0.0	20.6	0.0	20.6	58.8	14.7	0.0	73.5	5.9	0.0	0.0	5.9	
Exiting Leg Total				20				9				5	34
Buses	0	0	0	0	2	2	0	4	0	0	0	0	4
% Buses	0.0	0.0	0.0	0.0	10.0	40.0	0.0	16.0	0.0	0.0	0.0	0.0	11.8
Exiting Leg Total				2				0				2	4
Single-Unit Trucks	0	7	0	7	16	3	0	19	2	0	0	2	28
% Single-Unit	0.0	100.0	0.0	100.0	80.0	60.0	0.0	76.0	100.0	0.0	0.0	100.0	82.4
Exiting Leg Total				16				9				3	28
Articulated Trucks	0	0	0	0	2	0	0	2	0	0	0	0	2
% Articulated	0.0	0.0	0.0	0.0	10.0	0.0	0.0	8.0	0.0	0.0	0.0	0.0	5.9
Exiting Leg Total				2				0				0	2

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

4:00 PM	South Street (Route 13)				South Street (Route 13)				Union Street				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
4:00 PM	0	0	0	0	9	0	0	9	1	0	0	1	10
4:15 PM	0	1	0	1	4	1	0	5	1	0	0	1	7
4:30 PM	0	1	0	1	2	0	0	2	0	0	0	0	3
4:45 PM	0	3	0	3	1	1	0	2	0	0	0	0	5
Total Volume	0	5	0	5	16	2	0	18	2	0	0	2	25
% Approach Total	0.0	100.0	0.0		88.9	11.1	0.0		100.0	0.0	0.0		
PHF	0.000	0.417	0.000	0.417	0.444	0.500	0.000	0.500	0.500	0.000	0.000	0.500	0.625
Buses	0	0	0	0	2	0	0	2	0	0	0	0	2
Buses %	0.0	0.0	0.0	0.0	12.5	0.0	0.0	11.1	0.0	0.0	0.0	0.0	8.0
Single-Unit Trucks	0	5	0	5	13	2	0	15	2	0	0	2	22
Single-Unit %	0.0	100.0	0.0	100.0	81.3	100.0	0.0	83.3	100.0	0.0	0.0	100.0	88.0
Articulated Trucks	0	0	0	0	1	0	0	1	0	0	0	0	1
Articulated %	0.0	0.0	0.0	0.0	6.3	0.0	0.0	5.6	0.0	0.0	0.0	0.0	4.0
Buses	0	0	0	0	2	0	0	2	0	0	0	0	2
Single-Unit Trucks	0	5	0	5	13	2	0	15	2	0	0	2	22
Articulated Trucks	0	0	0	0	1	0	0	1	0	0	0	0	1
Total Entering Leg	0	5	0	5	16	2	0	18	2	0	0	2	25
Buses				2				0				0	2
Single-Unit Trucks				13				7				2	22
Articulated Trucks				1				0				0	1
Total Exiting Leg				16				7				2	25

PDI File #: **228519 B**  
 Location: **N: South Street (Route 13) S: South Street (Route 13)**  
 Location: **W: Union Street**  
 City, State: **Milford, NH**  
 Client: **GPI/R. Bollinger**  
 Site Code: **NEX-2021414**  
 Count Date: **Thursday, May 12, 2022**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



**Buses**

	South Street (Route 13)				South Street (Route 13)				Union Street				Total	
	from North				from South				from West					
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total		
4:00 PM	0	0	0	0	2	0	0	2	0	0	0	0	2	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
<b>Total</b>	0	0	0	0	2	0	0	2	0	0	0	0	2	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	1	
5:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	1	
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
<b>Total</b>	0	0	0	0	0	2	0	2	0	0	0	0	2	
<b>Grand Total</b>	0	0	0	0	2	2	0	4	0	0	0	0	4	
Approach %	0.0	0.0	0.0		50.0	50.0	0.0		0.0	0.0	0.0			
Total %	0.0	0.0	0.0	0.0	50.0	50.0	0.0	100.0	0.0	0.0	0.0	0.0		
Exiting Leg Total					2								2	4

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

4:00 PM	South Street (Route 13)				South Street (Route 13)				Union Street				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
4:00 PM	0	0	0	0	2	0	0	2	0	0	0	0	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Volume</b>	0	0	0	0	2	0	0	2	0	0	0	0	2
<b>% Approach Total</b>	0.0	0.0	0.0		100.0	0.0	0.0		0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.250
Entering Leg	0				2				0				2
Exiting Leg	2				0				0				2
<b>Total</b>	2				2				0				4



PDI File #: **228519 B**  
 Location: **N: South Street (Route 13) S: South Street (Route 13)**  
 Location: **W: Union Street**  
 City, State: **Milford, NH**  
 Client: **GPI/R. Bollinger**  
 Site Code: **NEX-2021414**  
 Count Date: **Thursday, May 12, 2022**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**



**Single-Unit Trucks**

	South Street (Route 13)				South Street (Route 13)				Union Street				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
4:00 PM	0	0	0	0	7	0	0	7	1	0	0	1	8
4:15 PM	0	1	0	1	3	1	0	4	1	0	0	1	6
4:30 PM	0	1	0	1	2	0	0	2	0	0	0	0	3
4:45 PM	0	3	0	3	1	1	0	2	0	0	0	0	5
<b>Total</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>5</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>15</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>22</b>
5:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	1
5:15 PM	0	0	0	0	1	0	0	1	0	0	0	0	1
5:30 PM	0	1	0	1	1	0	0	1	0	0	0	0	2
5:45 PM	0	1	0	1	1	0	0	1	0	0	0	0	2
<b>Total</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>
<b>Grand Total</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>7</b>	<b>16</b>	<b>3</b>	<b>0</b>	<b>19</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>28</b>
Approach %	0.0	100.0	0.0		84.2	15.8	0.0		100.0	0.0	0.0		
Total %	0.0	25.0	0.0	25.0	57.1	10.7	0.0	67.9	7.1	0.0	0.0	7.1	
Exiting Leg Total				16				9				3	28

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

4:00 PM	South Street (Route 13)				South Street (Route 13)				Union Street				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
4:00 PM	0	0	0	0	7	0	0	7	1	0	0	1	8
4:15 PM	0	1	0	1	3	1	0	4	1	0	0	1	6
4:30 PM	0	1	0	1	2	0	0	2	0	0	0	0	3
4:45 PM	0	3	0	3	1	1	0	2	0	0	0	0	5
<b>Total Volume</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>5</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>15</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>22</b>
% Approach Total	0.0	100.0	0.0		86.7	13.3	0.0		100.0	0.0	0.0		
PHF	0.000	0.417	0.000	0.417	0.464	0.500	0.000	0.536	0.500	0.000	0.000	0.500	0.688
Entering Leg	0	5	0	5	13	2	0	15	2	0	0	2	22
Exiting Leg				13				7				2	22
<b>Total</b>				<b>18</b>				<b>22</b>				<b>4</b>	<b>44</b>

PDI File #: **228519 B**  
 Location: **N: South Street (Route 13) S: South Street (Route 13)**  
 Location: **W: Union Street**  
 City, State: **Milford, NH**  
 Client: **GPI/R. Bollinger**  
 Site Code: **NEX-2021414**  
 Count Date: **Thursday, May 12, 2022**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



**Articulated Trucks**

	South Street (Route 13)				South Street (Route 13)				Union Street				Total	
	from North				from South				from West					
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:15 PM	0	0	0	0	1	0	0	1	0	0	0	0	1	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
<b>Total</b>	0	0	0	0	1	0	0	1	0	0	0	0	1	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:45 PM	0	0	0	0	1	0	0	1	0	0	0	0	1	
<b>Total</b>	0	0	0	0	1	0	0	1	0	0	0	0	1	
<b>Grand Total</b>	0	0	0	0	2	0	0	2	0	0	0	0	2	
Approach %	0.0	0.0	0.0		100.0	0.0	0.0		0.0	0.0	0.0			
Total %	0.0	0.0	0.0	0.0	100.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0		
Exiting Leg Total					2								0	2

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

4:00 PM	South Street (Route 13)				South Street (Route 13)				Union Street				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	1	0	0	1	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Volume</b>	0	0	0	0	1	0	0	1	0	0	0	0	1
<b>% Approach Total</b>	0.0	0.0	0.0		100.0	0.0	0.0		0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.250
Entering Leg	0				1				0				1
Exiting Leg	1				0				0				1
<b>Total</b>	1				1				0				2

PDI File #: **228519 B**  
 Location: **N: South Street (Route 13) S: South Street (Route 13)**  
 Location: **W: Union Street**  
 City, State: **Milford, NH**  
 Client: **GPI/R. Bollinger**  
 Site Code: **NEX-2021414**  
 Count Date: **Thursday, May 12, 2022**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**



**Bicycles (on Roadway and Crosswalks)**

	South Street (Route 13)							South Street (Route 13)							Union Street							Total
	from North							from South							from West							
	Right	Thru	U-Turn	CW-EB	CW-WB	Total	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Left	U-Turn	CW-NB	CW-SB	Total				
4:00 PM	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1			
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
<b>Total</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>			
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:15 PM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1			
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>			
<b>Grand Total</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>			
Approach %	100.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0					
Total %	50.0	0.0	0.0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0				
Exiting Leg Total							0							0							2	2

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

	South Street (Route 13)							South Street (Route 13)							Union Street							Total
	from North							from South							from West							
	Right	Thru	U-Turn	CW-EB	CW-WB	Total	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Left	U-Turn	CW-NB	CW-SB	Total				
4:00 PM	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1			
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
<b>Total Volume</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>			
% Approach Total	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0					
PHF	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250			
Entering Leg	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1			
Exiting Leg							0							0							1	
<b>Total</b>							<b>1</b>							<b>0</b>							<b>1</b>	<b>2</b>

PDI File #: **228519 B**  
 Location: **N: South Street (Route 13) S: South Street (Route 13)**  
 Location: **W: Union Street**  
 City, State: **Milford, NH**  
 Client: **GPI/R. Bollinger**  
 Site Code: **NEX-2021414**  
 Count Date: **Thursday, May 12, 2022**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



**Pedestrians**

	South Street (Route 13)						South Street (Route 13)						Union Street						Total
	from North						from South						from West						
	Right	Thru	U-Turn	CW-EB	CW-WB	Total	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Left	U-Turn	CW-NB	CW-SB	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg Total	0						0						0						0

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

4:00 PM	South Street (Route 13)						South Street (Route 13)						Union Street						Total
	from North						from South						from West						
	Right	Thru	U-Turn	CW-EB	CW-WB	Total	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Left	U-Turn	CW-NB	CW-SB	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.000
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg	0						0						0						0
Total	0						0						0						0

PDI File #: **228519 B**  
 Location: **N: South Street (Route 13) S: South Street (Route 13)**  
 Location: **W: Union Street**  
 City, State: **Milford, NH**  
 Client: **GPI/R. Bollinger**  
 Site Code: **NEX-2021414**  
 Count Date: **Saturday, May 14, 2022**  
 Start Time: **10:00 AM**  
 End Time: **1:00 PM**  
 Class: **Cars and Heavy Vehicles (Combined)**



	South Street (Route 13)				South Street (Route 13)				Union Street				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
10:00 AM	2	52	0	54	51	12	1	64	25	0	0	25	143
10:15 AM	1	54	0	55	72	18	0	90	30	1	0	31	176
10:30 AM	2	46	0	48	79	14	0	93	23	1	0	24	165
10:45 AM	1	47	0	48	81	16	0	97	11	1	0	12	157
<b>Total</b>	<b>6</b>	<b>199</b>	<b>0</b>	<b>205</b>	<b>283</b>	<b>60</b>	<b>1</b>	<b>344</b>	<b>89</b>	<b>3</b>	<b>0</b>	<b>92</b>	<b>641</b>
11:00 AM	1	49	0	50	77	9	0	86	30	0	0	30	166
11:15 AM	1	60	1	62	63	18	0	81	15	2	0	17	160
11:30 AM	0	75	0	75	77	17	0	94	14	2	0	16	185
11:45 AM	1	71	1	73	73	28	1	102	12	3	0	15	190
<b>Total</b>	<b>3</b>	<b>255</b>	<b>2</b>	<b>260</b>	<b>290</b>	<b>72</b>	<b>1</b>	<b>363</b>	<b>71</b>	<b>7</b>	<b>0</b>	<b>78</b>	<b>701</b>
12:00 PM	2	66	0	68	93	20	0	113	29	1	0	30	211
12:15 PM	5	61	0	66	61	18	0	79	13	0	0	13	158
12:30 PM	0	56	0	56	75	16	0	91	14	0	0	14	161
12:45 PM	1	47	0	48	69	20	1	90	12	1	0	13	151
<b>Total</b>	<b>8</b>	<b>230</b>	<b>0</b>	<b>238</b>	<b>298</b>	<b>74</b>	<b>1</b>	<b>373</b>	<b>68</b>	<b>2</b>	<b>0</b>	<b>70</b>	<b>681</b>
<b>Grand Total</b>	<b>17</b>	<b>684</b>	<b>2</b>	<b>703</b>	<b>871</b>	<b>206</b>	<b>3</b>	<b>1080</b>	<b>228</b>	<b>12</b>	<b>0</b>	<b>240</b>	<b>2023</b>
Approach %	2.4	97.3	0.3		80.6	19.1	0.3		95.0	5.0	0.0		
Total %	0.8	33.8	0.1	34.8	43.1	10.2	0.1	53.4	11.3	0.6	0.0	11.9	
Exiting Leg Total				885				915				223	2023
Cars	17	674	2	693	862	204	3	1069	228	11	0	239	2001
% Cars	100.0	98.5	100.0	98.6	99.0	99.0	100.0	99.0	100.0	91.7	0.0	99.6	98.9
Exiting Leg Total				875				905				221	2001
Heavy Vehicles	0	10	0	10	9	2	0	11	0	1	0	1	22
% Heavy Vehicles	0.0	1.5	0.0	1.4	1.0	1.0	0.0	1.0	0.0	8.3	0.0	0.4	1.1
Exiting Leg Total				10				10				2	22

Peak Hour Analysis from 10:00 AM to 01:00 PM begins at:

11:15 AM	South Street (Route 13)				South Street (Route 13)				Union Street				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
11:15 AM	1	60	1	62	63	18	0	81	15	2	0	17	160
11:30 AM	0	75	0	75	77	17	0	94	14	2	0	16	185
11:45 AM	1	71	1	73	73	28	1	102	12	3	0	15	190
12:00 PM	2	66	0	68	93	20	0	113	29	1	0	30	211
<b>Total Volume</b>	<b>4</b>	<b>272</b>	<b>2</b>	<b>278</b>	<b>306</b>	<b>83</b>	<b>1</b>	<b>390</b>	<b>70</b>	<b>8</b>	<b>0</b>	<b>78</b>	<b>746</b>
% Approach Total	1.4	97.8	0.7		78.5	21.3	0.3		89.7	10.3	0.0		
PHF	0.500	0.907	0.500	0.927	0.823	0.741	0.250	0.863	0.603	0.667	0.000	0.650	0.884
Cars	4	268	2	274	304	82	1	387	70	7	0	77	738
Cars %	100.0	98.5	100.0	98.6	99.3	98.8	100.0	99.2	100.0	87.5	0.0	98.7	98.9
Heavy Vehicles	0	4	0	4	2	1	0	3	0	1	0	1	8
Heavy Vehicles %	0.0	1.5	0.0	1.4	0.7	1.2	0.0	0.8	0.0	12.5	0.0	1.3	1.1
Cars Enter Leg	4	268	2	274	304	82	1	387	70	7	0	77	738
Heavy Enter Leg	0	4	0	4	2	1	0	3	0	1	0	1	8
<b>Total Entering Leg</b>	<b>4</b>	<b>272</b>	<b>2</b>	<b>278</b>	<b>306</b>	<b>83</b>	<b>1</b>	<b>390</b>	<b>70</b>	<b>8</b>	<b>0</b>	<b>78</b>	<b>746</b>
Cars Exiting Leg				313				339				86	738
Heavy Exiting Leg				3				4				1	8
<b>Total Exiting Leg</b>				<b>316</b>				<b>343</b>				<b>87</b>	<b>746</b>

PDI File #: **228519 B**  
 Location: **N: South Street (Route 13) S: South Street (Route 13)**  
 Location: **W: Union Street**  
 City, State: **Milford, NH**  
 Client: **GPI/R. Bollinger**  
 Site Code: **NEX-2021414**  
 Count Date: **Saturday, May 14, 2022**  
 Start Time: **10:00 AM**  
 End Time: **1:00 PM**  
 Class:



**Cars**

	South Street (Route 13)				South Street (Route 13)				Union Street				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
10:00 AM	2	52	0	54	51	12	1	64	25	0	0	25	143
10:15 AM	1	53	0	54	72	18	0	90	30	1	0	31	175
10:30 AM	2	45	0	47	77	14	0	91	23	1	0	24	162
10:45 AM	1	46	0	47	79	16	0	95	11	1	0	12	154
<b>Total</b>	<b>6</b>	<b>196</b>	<b>0</b>	<b>202</b>	<b>279</b>	<b>60</b>	<b>1</b>	<b>340</b>	<b>89</b>	<b>3</b>	<b>0</b>	<b>92</b>	<b>634</b>
11:00 AM	1	48	0	49	77	9	0	86	30	0	0	30	165
11:15 AM	1	60	1	62	63	18	0	81	15	2	0	17	160
11:30 AM	0	73	0	73	76	17	0	93	14	1	0	15	181
11:45 AM	1	69	1	71	72	28	1	101	12	3	0	15	187
<b>Total</b>	<b>3</b>	<b>250</b>	<b>2</b>	<b>255</b>	<b>288</b>	<b>72</b>	<b>1</b>	<b>361</b>	<b>71</b>	<b>6</b>	<b>0</b>	<b>77</b>	<b>693</b>
12:00 PM	2	66	0	68	93	19	0	112	29	1	0	30	210
12:15 PM	5	60	0	65	60	18	0	78	13	0	0	13	156
12:30 PM	0	56	0	56	75	16	0	91	14	0	0	14	161
12:45 PM	1	46	0	47	67	19	1	87	12	1	0	13	147
<b>Total</b>	<b>8</b>	<b>228</b>	<b>0</b>	<b>236</b>	<b>295</b>	<b>72</b>	<b>1</b>	<b>368</b>	<b>68</b>	<b>2</b>	<b>0</b>	<b>70</b>	<b>674</b>
Grand Total	17	674	2	693	862	204	3	1069	228	11	0	239	2001
Approach %	2.5	97.3	0.3		80.6	19.1	0.3		95.4	4.6	0.0		
Total %	0.8	33.7	0.1	34.6	43.1	10.2	0.1	53.4	11.4	0.5	0.0	11.9	
Exiting Leg Total				875				905				221	2001

Peak Hour Analysis from 10:00 AM to 01:00 PM begins at:

11:15 AM	South Street (Route 13)				South Street (Route 13)				Union Street				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
11:15 AM	1	60	1	62	63	18	0	81	15	2	0	17	160
11:30 AM	0	73	0	73	76	17	0	93	14	1	0	15	181
11:45 AM	1	69	1	71	72	28	1	101	12	3	0	15	187
12:00 PM	2	66	0	68	93	19	0	112	29	1	0	30	210
Total Volume	4	268	2	274	304	82	1	387	70	7	0	77	738
% Approach Total	1.5	97.8	0.7		78.6	21.2	0.3		90.9	9.1	0.0		
PHF	0.500	0.918	0.500	0.938	0.817	0.732	0.250	0.864	0.603	0.583	0.000	0.642	0.879
Entering Leg	4	268	2	274	304	82	1	387	70	7	0	77	738
Exiting Leg				313				339				86	738
Total				587				726				163	1476

PDI File #: **228519 B**  
 Location: **N: South Street (Route 13) S: South Street (Route 13)**  
 Location: **W: Union Street**  
 City, State: **Milford, NH**  
 Client: **GPI/R. Bollinger**  
 Site Code: **NEX-2021414**  
 Count Date: **Saturday, May 14, 2022**  
 Start Time: **10:00 AM**  
 End Time: **1:00 PM**  
 Class:



**Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)**

	South Street (Route 13)				South Street (Route 13)				Union Street				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	1	0	1	0	0	0	0	0	0	0	0	1
10:30 AM	0	1	0	1	2	0	0	2	0	0	0	0	3
10:45 AM	0	1	0	1	2	0	0	2	0	0	0	0	3
<b>Total</b>	0	3	0	3	4	0	0	4	0	0	0	0	7
11:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	1
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	2	0	2	1	0	0	1	0	1	0	1	4
11:45 AM	0	2	0	2	1	0	0	1	0	0	0	0	3
<b>Total</b>	0	5	0	5	2	0	0	2	0	1	0	1	8
12:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	1
12:15 PM	0	1	0	1	1	0	0	1	0	0	0	0	2
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	1	0	1	2	1	0	3	0	0	0	0	4
<b>Total</b>	0	2	0	2	3	2	0	5	0	0	0	0	7
<b>Grand Total</b>	0	10	0	10	9	2	0	11	0	1	0	1	22
Approach %	0.0	100.0	0.0		81.8	18.2	0.0		0.0	100.0	0.0		
Total %	0.0	45.5	0.0	45.5	40.9	9.1	0.0	50.0	0.0	4.5	0.0	4.5	
Exiting Leg Total				10				10				2	22
Buses	0	0	0	0	0	1	0	1	0	0	0	0	1
% Buses	0.0	0.0	0.0	0.0	0.0	50.0	0.0	9.1	0.0	0.0	0.0	0.0	4.5
Exiting Leg Total				0				0				1	1
Single-Unit Trucks	0	9	0	9	8	1	0	9	0	1	0	1	19
% Single-Unit	0.0	90.0	0.0	90.0	88.9	50.0	0.0	81.8	0.0	100.0	0.0	100.0	86.4
Exiting Leg Total				9				9				1	19
Articulated Trucks	0	1	0	1	1	0	0	1	0	0	0	0	2
% Articulated	0.0	10.0	0.0	10.0	11.1	0.0	0.0	9.1	0.0	0.0	0.0	0.0	9.1
Exiting Leg Total				1				1				0	2

**Peak Hour Analysis from 10:00 AM to 01:00 PM begins at:**

	South Street (Route 13)				South Street (Route 13)				Union Street				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
11:30 AM	0	2	0	2	1	0	0	1	0	1	0	1	4
11:45 AM	0	2	0	2	1	0	0	1	0	0	0	0	3
12:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	1
12:15 PM	0	1	0	1	1	0	0	1	0	0	0	0	2
<b>Total Volume</b>	0	5	0	5	3	1	0	4	0	1	0	1	10
% Approach Total	0.0	100.0	0.0		75.0	25.0	0.0		0.0	100.0	0.0		
PHF	0.000	0.625	0.000	0.625	0.750	0.250	0.000	1.000	0.000	0.250	0.000	0.250	0.625
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Buses %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Single-Unit Trucks	0	4	0	4	3	1	0	4	0	1	0	1	9
Single-Unit %	0.0	80.0	0.0	80.0	100.0	100.0	0.0	100.0	0.0	100.0	0.0	100.0	90.0
Articulated Trucks	0	1	0	1	0	0	0	0	0	0	0	0	1
Articulated %	0.0	20.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10.0
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	4	0	4	3	1	0	4	0	1	0	1	9
Articulated Trucks	0	1	0	1	0	0	0	0	0	0	0	0	1
<b>Total Entering Leg</b>	0	5	0	5	3	1	0	4	0	1	0	1	10
Buses				0				0				0	0
Single-Unit Trucks				4				4				1	9
Articulated Trucks				0				1				0	1
<b>Total Exiting Leg</b>				4				5				1	10

PDI File #: **228519 B**  
 Location: **N: South Street (Route 13) S: South Street (Route 13)**  
 Location: **W: Union Street**  
 City, State: **Milford, NH**  
 Client: **GPI/R. Bollinger**  
 Site Code: **NEX-2021414**  
 Count Date: **Saturday, May 14, 2022**  
 Start Time: **10:00 AM**  
 End Time: **1:00 PM**  
 Class:



**Buses**

	South Street (Route 13)				South Street (Route 13)				Union Street				Total	
	from North				from South				from West					
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total		
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1
Total	0	0	0	0	0	1	0	1	0	0	0	0	0	1
Grand Total	0	0	0	0	0	1	0	1	0	0	0	0	0	1
Approach %	0.0	0.0	0.0		0.0	100.0	0.0		0.0	0.0	0.0			
Total %	0.0	0.0	0.0	0.0	0.0	100.0	0.0	100.0	0.0	0.0	0.0	0.0		
Exiting Leg Total	0				0				1				1	

Peak Hour Analysis from 10:00 AM to 01:00 PM begins at:

12:00 PM	South Street (Route 13)				South Street (Route 13)				Union Street				Total	
	from North				from South				from West					
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total		
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1
Total Volume	0	0	0	0	0	1	0	1	0	0	0	0	0	1
% Approach Total	0.0	0.0	0.0		0.0	100.0	0.0		0.0	0.0	0.0			
PHF	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.000		0.250
Entering Leg	0	0	0	0	0	1	0	1	0	0	0	0	0	1
Exiting Leg	0				0				1				1	
Total	0				1				1				2	



PDI File #: **228519 B**  
 Location: **N: South Street (Route 13) S: South Street (Route 13)**  
 Location: **W: Union Street**  
 City, State: **Milford, NH**  
 Client: **GPI/R. Bollinger**  
 Site Code: **NEX-2021414**  
 Count Date: **Saturday, May 14, 2022**  
 Start Time: **10:00 AM**  
 End Time: **1:00 PM**  
 Class:



**Single-Unit Trucks**

	South Street (Route 13)				South Street (Route 13)				Union Street				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	1	0	1	0	0	0	0	0	0	0	0	1
10:30 AM	0	1	0	1	1	0	0	1	0	0	0	0	2
10:45 AM	0	1	0	1	2	0	0	2	0	0	0	0	3
Total	0	3	0	3	3	0	0	3	0	0	0	0	6
11:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	1
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	2	0	2	1	0	0	1	0	1	0	1	4
11:45 AM	0	2	0	2	1	0	0	1	0	0	0	0	3
Total	0	5	0	5	2	0	0	2	0	1	0	1	8
12:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	1
12:15 PM	0	0	0	0	1	0	0	1	0	0	0	0	1
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	1	0	1	2	0	0	2	0	0	0	0	3
Total	0	1	0	1	3	1	0	4	0	0	0	0	5
Grand Total	0	9	0	9	8	1	0	9	0	1	0	1	19
Approach %	0.0	100.0	0.0		88.9	11.1	0.0		0.0	100.0	0.0		
Total %	0.0	47.4	0.0	47.4	42.1	5.3	0.0	47.4	0.0	5.3	0.0	5.3	
Exiting Leg Total				9				9				1	19

Peak Hour Analysis from 10:00 AM to 01:00 PM begins at:

	South Street (Route 13)				South Street (Route 13)				Union Street				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
11:30 AM	0	2	0	2	1	0	0	1	0	1	0	1	4
11:45 AM	0	2	0	2	1	0	0	1	0	0	0	0	3
12:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	1
12:15 PM	0	0	0	0	1	0	0	1	0	0	0	0	1
Total Volume	0	4	0	4	3	1	0	4	0	1	0	1	9
% Approach Total	0.0	100.0	0.0		75.0	25.0	0.0		0.0	100.0	0.0		
PHF	0.000	0.500	0.000	0.500	0.750	0.250	0.000	1.000	0.000	0.250	0.000	0.250	0.563
Entering Leg	0	4	0	4	3	1	0	4	0	1	0	1	9
Exiting Leg				4				4				1	9
Total				8				8				2	18

PDI File #: **228519 B**  
 Location: **N: South Street (Route 13) S: South Street (Route 13)**  
 Location: **W: Union Street**  
 City, State: **Milford, NH**  
 Client: **GPI/R. Bollinger**  
 Site Code: **NEX-2021414**  
 Count Date: **Saturday, May 14, 2022**  
 Start Time: **10:00 AM**  
 End Time: **1:00 PM**  
 Class:



**Articulated Trucks**

	South Street (Route 13)				South Street (Route 13)				Union Street				Total	
	from North				from South				from West					
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total		
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	1
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	0	0	1	0	0	0	0	0	1
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	1
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	0	0	0	0	0	0	0	0	0	1
Grand Total	0	1	0	1	1	0	0	1	0	0	0	0	0	2
Approach %	0.0	100.0	0.0		100.0	0.0	0.0		0.0	0.0	0.0			
Total %	0.0	50.0	0.0	50.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total				1				1					0	2

Peak Hour Analysis from 10:00 AM to 01:00 PM begins at:

10:00 AM	South Street (Route 13)				South Street (Route 13)				Union Street				Total	
	from North				from South				from West					
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total		
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	1
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	1	0	0	1	0	0	0	0	0	1
% Approach Total	0.0	0.0	0.0		100.0	0.0	0.0		0.0	0.0	0.0			
PHF	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.250
Entering Leg	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Exiting Leg				1				0					0	1
Total				1				1					0	2

PDI File #: **228519 B**  
 Location: **N: South Street (Route 13) S: South Street (Route 13)**  
 Location: **W: Union Street**  
 City, State: **Milford, NH**  
 Client: **GPI/R. Bollinger**  
 Site Code: **NEX-2021414**  
 Count Date: **Saturday, May 14, 2022**  
 Start Time: **10:00 AM**  
 End Time: **1:00 PM**



**Bicycles (on Roadway and Crosswalks)**

	South Street (Route 13)						South Street (Route 13)						Union Street						Total
	from North						from South						from West						
	Right	Thru	U-Turn	CW-EB	CW-WB	Total	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Left	U-Turn	CW-NB	CW-SB	Total	
10:00 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
10:15 AM	0	1	0	0	0	1	1	0	0	0	0	1	0	0	0	0	0	0	2
10:30 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	3	0	0	0	3	1	0	0	0	0	1	0	0	0	0	0	0	4
11:00 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
11:15 AM	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	1
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	1	0	0	0	1	1	0	0	0	0	1	0	0	0	0	0	0	2
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Grand Total</b>	0	4	0	0	0	4	2	0	0	0	0	2	0	0	0	0	0	0	6
Approach %	0.0	100.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
Total %	0.0	66.7	0.0	0.0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	2						4						0						6

Peak Hour Analysis from 10:00 AM to 01:00 PM begins at:

	South Street (Route 13)						South Street (Route 13)						Union Street						Total
	from North						from South						from West						
	Right	Thru	U-Turn	CW-EB	CW-WB	Total	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Left	U-Turn	CW-NB	CW-SB	Total	
10:00 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
10:15 AM	0	1	0	0	0	1	1	0	0	0	0	1	0	0	0	0	0	0	2
10:30 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Volume</b>	0	3	0	0	0	3	1	0	0	0	0	1	0	0	0	0	0	0	4
<b>% Approach Total</b>	0.0	100.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.750	0.000	0.000	0.000	0.750	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.500
Entering Leg	0	3	0	0	0	3	1	0	0	0	0	1	0	0	0	0	0	0	4
Exiting Leg	1						3						0						4
<b>Total</b>	4						4						0						8

PDI File #: **228519 B**  
 Location: **N: South Street (Route 13) S: South Street (Route 13)**  
 Location: **W: Union Street**  
 City, State: **Milford, NH**  
 Client: **GPI/R. Bollinger**  
 Site Code: **NEX-2021414**  
 Count Date: **Saturday, May 14, 2022**  
 Start Time: **10:00 AM**  
 End Time: **1:00 PM**



**Pedestrians**

	South Street (Route 13)							South Street (Route 13)							Union Street							Total
	from North							from South							from West							
	Right	Thru	U-Turn	CW-EB	CW-WB	Total		Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Left	U-Turn	CW-NB	CW-SB	Total			
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Approach %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Exiting Leg Total	0						0						0						0			

Peak Hour Analysis from 10:00 AM to 01:00 PM begins at:

10:00 AM	South Street (Route 13)							South Street (Route 13)							Union Street							Total
	from North							from South							from West							
	Right	Thru	U-Turn	CW-EB	CW-WB	Total		Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Left	U-Turn	CW-NB	CW-SB	Total			
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Exiting Leg	0						0						0						0			
Total	0						0						0						0			

PDI File #: **228519 C**  
 Location: **N: South Street (Route 13) S: South Street (Route 13)**  
 Location: **E: Route 101 WB Offramp W: Route 101 WB Onramp**  
 City, State: **Milford, NH**  
 Client: **GPI/R. Bollinger**  
 Site Code: **NEX-2021414**  
 Count Date: **Thursday, May 12, 2022**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



**Cars and Heavy Vehicles (Combined)**

	South Street (Route 13)					Route 101 Westbound offramp					South Street (Route 13)					Route 101 Westbound onramp					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	4	73	0	0	77	20	0	36	0	56	0	59	21	0	80	0	0	0	0	0	213
7:15 AM	5	59	0	0	64	21	0	53	0	74	0	59	12	0	71	0	0	0	0	0	209
7:30 AM	5	79	0	0	84	10	0	45	0	55	0	68	21	0	89	0	0	0	0	0	228
7:45 AM	2	71	0	0	73	14	0	71	0	85	0	38	17	0	55	0	0	0	0	0	213
<b>Total</b>	16	282	0	0	298	65	0	205	0	270	0	224	71	0	295	0	0	0	0	0	863
8:00 AM	9	58	0	0	67	13	0	48	0	61	0	52	17	0	69	0	0	0	0	0	197
8:15 AM	6	63	0	0	69	11	0	63	0	74	0	43	21	0	64	0	0	0	0	0	207
8:30 AM	4	58	0	0	62	21	0	50	0	71	0	54	17	0	71	0	0	0	0	0	204
8:45 AM	5	61	0	0	66	17	0	64	0	81	0	55	19	0	74	0	0	0	0	0	221
<b>Total</b>	24	240	0	0	264	62	0	225	0	287	0	204	74	0	278	0	0	0	0	0	829
Grand Total	40	522	0	0	562	127	0	430	0	557	0	428	145	0	573	0	0	0	0	0	1692
Approach %	7.1	92.9	0.0	0.0		22.8	0.0	77.2	0.0		0.0	74.7	25.3	0.0		0.0	0.0	0.0	0.0		
Total %	2.4	30.9	0.0	0.0	33.2	7.5	0.0	25.4	0.0	32.9	0.0	25.3	8.6	0.0	33.9	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	555					0					952					185					1692
Cars	37	508	0	0	545	116	0	394	0	510	0	409	128	0	537	0	0	0	0	0	1592
% Cars	92.5	97.3	0.0	0.0	97.0	91.3	0.0	91.6	0.0	91.6	0.0	95.6	88.3	0.0	93.7	0.0	0.0	0.0	0.0	0.0	94.1
Exiting Leg Total	525					0					902					165					1592
Heavy Vehicles	3	14	0	0	17	11	0	36	0	47	0	19	17	0	36	0	0	0	0	0	100
% Heavy Vehicles	7.5	2.7	0.0	0.0	3.0	8.7	0.0	8.4	0.0	8.4	0.0	4.4	11.7	0.0	6.3	0.0	0.0	0.0	0.0	0.0	5.9
Exiting Leg Total	30					0					50					20					100

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

7:00 AM	South Street (Route 13)					Route 101 Westbound offramp					South Street (Route 13)					Route 101 Westbound onramp					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	4	73	0	0	77	20	0	36	0	56	0	59	21	0	80	0	0	0	0	0	213
7:15 AM	5	59	0	0	64	21	0	53	0	74	0	59	12	0	71	0	0	0	0	0	209
7:30 AM	5	79	0	0	84	10	0	45	0	55	0	68	21	0	89	0	0	0	0	0	228
7:45 AM	2	71	0	0	73	14	0	71	0	85	0	38	17	0	55	0	0	0	0	0	213
Total Volume	16	282	0	0	298	65	0	205	0	270	0	224	71	0	295	0	0	0	0	0	863
% Approach Total	5.4	94.6	0.0	0.0		24.1	0.0	75.9	0.0		0.0	75.9	24.1	0.0		0.0	0.0	0.0	0.0		
PHF	0.800	0.892	0.000	0.000	0.887	0.774	0.000	0.722	0.000	0.794	0.000	0.824	0.845	0.000	0.829	0.000	0.000	0.000	0.000	0.000	0.946
Cars	15	276	0	0	291	60	0	186	0	246	0	213	64	0	277	0	0	0	0	0	814
Cars %	93.8	97.9	0.0	0.0	97.7	92.3	0.0	90.7	0.0	91.1	0.0	95.1	90.1	0.0	93.9	0.0	0.0	0.0	0.0	0.0	94.3
Heavy Vehicles	1	6	0	0	7	5	0	19	0	24	0	11	7	0	18	0	0	0	0	0	49
Heavy Vehicles %	6.3	2.1	0.0	0.0	2.3	7.7	0.0	9.3	0.0	8.9	0.0	4.9	9.9	0.0	6.1	0.0	0.0	0.0	0.0	0.0	5.7
Cars Enter Leg	15	276	0	0	291	60	0	186	0	246	0	213	64	0	277	0	0	0	0	0	814
Heavy Enter Leg	1	6	0	0	7	5	0	19	0	24	0	11	7	0	18	0	0	0	0	0	49
Total Entering Leg	16	282	0	0	298	65	0	205	0	270	0	224	71	0	295	0	0	0	0	0	863
Cars Exiting Leg	273					0					462					79					814
Heavy Exiting Leg	16					0					25					8					49
Total Exiting Leg	289					0					487					87					863

PDI File #: **228519 C**  
 Location: **N: South Street (Route 13) S: South Street (Route 13)**  
 Location: **E: Route 101 WB Offramp W: Route 101 WB Onramp**  
 City, State: **Milford, NH**  
 Client: **GPI/R. Bollinger**  
 Site Code: **NEX-2021414**  
 Count Date: **Thursday, May 12, 2022**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



**Cars**

	South Street (Route 13)					Route 101 Westbound offramp					South Street (Route 13)					Route 101 Westbound onramp					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	3	71	0	0	74	20	0	32	0	52	0	52	18	0	70	0	0	0	0	0	196
7:15 AM	5	57	0	0	62	20	0	47	0	67	0	56	11	0	67	0	0	0	0	0	196
7:30 AM	5	77	0	0	82	6	0	39	0	45	0	67	19	0	86	0	0	0	0	0	213
7:45 AM	2	71	0	0	73	14	0	68	0	82	0	38	16	0	54	0	0	0	0	0	209
<b>Total</b>	<b>15</b>	<b>276</b>	<b>0</b>	<b>0</b>	<b>291</b>	<b>60</b>	<b>0</b>	<b>186</b>	<b>0</b>	<b>246</b>	<b>0</b>	<b>213</b>	<b>64</b>	<b>0</b>	<b>277</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>814</b>
8:00 AM	9	58	0	0	67	12	0	46	0	58	0	50	14	0	64	0	0	0	0	0	189
8:15 AM	5	62	0	0	67	9	0	59	0	68	0	42	19	0	61	0	0	0	0	0	196
8:30 AM	3	55	0	0	58	20	0	48	0	68	0	51	15	0	66	0	0	0	0	0	192
8:45 AM	5	57	0	0	62	15	0	55	0	70	0	53	16	0	69	0	0	0	0	0	201
<b>Total</b>	<b>22</b>	<b>232</b>	<b>0</b>	<b>0</b>	<b>254</b>	<b>56</b>	<b>0</b>	<b>208</b>	<b>0</b>	<b>264</b>	<b>0</b>	<b>196</b>	<b>64</b>	<b>0</b>	<b>260</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>778</b>
Grand Total	37	508	0	0	545	116	0	394	0	510	0	409	128	0	537	0	0	0	0	0	1592
Approach %	6.8	93.2	0.0	0.0		22.7	0.0	77.3	0.0		0.0	76.2	23.8	0.0		0.0	0.0	0.0	0.0	0.0	
Total %	2.3	31.9	0.0	0.0	34.2	7.3	0.0	24.7	0.0	32.0	0.0	25.7	8.0	0.0	33.7	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	525					0					902					165					1592

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

	South Street (Route 13)					Route 101 Westbound offramp					South Street (Route 13)					Route 101 Westbound onramp					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	3	71	0	0	74	20	0	32	0	52	0	52	18	0	70	0	0	0	0	0	196
7:15 AM	5	57	0	0	62	20	0	47	0	67	0	56	11	0	67	0	0	0	0	0	196
7:30 AM	5	77	0	0	82	6	0	39	0	45	0	67	19	0	86	0	0	0	0	0	213
7:45 AM	2	71	0	0	73	14	0	68	0	82	0	38	16	0	54	0	0	0	0	0	209
<b>Total Volume</b>	<b>15</b>	<b>276</b>	<b>0</b>	<b>0</b>	<b>291</b>	<b>60</b>	<b>0</b>	<b>186</b>	<b>0</b>	<b>246</b>	<b>0</b>	<b>213</b>	<b>64</b>	<b>0</b>	<b>277</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>814</b>
% Approach Total	5.2	94.8	0.0	0.0		24.4	0.0	75.6	0.0		0.0	76.9	23.1	0.0		0.0	0.0	0.0	0.0	0.0	
PHF	0.750	0.896	0.000	0.000	0.887	0.750	0.000	0.684	0.000	0.750	0.000	0.795	0.842	0.000	0.805	0.000	0.000	0.000	0.000	0.000	0.955
Entering Leg	15	276	0	0	291	60	0	186	0	246	0	213	64	0	277	0	0	0	0	0	814
Exiting Leg	273					0					462					79					814
<b>Total</b>	<b>564</b>					<b>246</b>					<b>739</b>					<b>79</b>					<b>1628</b>

PDI File #: **228519 C**  
 Location: **N: South Street (Route 13) S: South Street (Route 13)**  
 Location: **E: Route 101 WB Offramp W: Route 101 WB Onramp**  
 City, State: **Milford, NH**  
 Client: **GPI/R. Bollinger**  
 Site Code: **NEX-2021414**  
 Count Date: **Thursday, May 12, 2022**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



**Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)**

	South Street (Route 13)					Route 101 Westbound offramp					South Street (Route 13)					Route 101 Westbound onramp					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	1	2	0	0	3	0	0	4	0	4	0	7	3	0	10	0	0	0	0	0	17
7:15 AM	0	2	0	0	2	1	0	6	0	7	0	3	1	0	4	0	0	0	0	0	13
7:30 AM	0	2	0	0	2	4	0	6	0	10	0	1	2	0	3	0	0	0	0	0	15
7:45 AM	0	0	0	0	0	0	0	3	0	3	0	0	1	0	1	0	0	0	0	0	4
<b>Total</b>	<b>1</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>24</b>	<b>0</b>	<b>11</b>	<b>7</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>49</b>
8:00 AM	0	0	0	0	0	1	0	2	0	3	0	2	3	0	5	0	0	0	0	0	8
8:15 AM	1	1	0	0	2	2	0	4	0	6	0	1	2	0	3	0	0	0	0	0	11
8:30 AM	1	3	0	0	4	1	0	2	0	3	0	3	2	0	5	0	0	0	0	0	12
8:45 AM	0	4	0	0	4	2	0	9	0	11	0	2	3	0	5	0	0	0	0	0	20
<b>Total</b>	<b>2</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>6</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>23</b>	<b>0</b>	<b>8</b>	<b>10</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>51</b>
Grand Total	3	14	0	0	17	11	0	36	0	47	0	19	17	0	36	0	0	0	0	0	100
Approach %	17.6	82.4	0.0	0.0		23.4	0.0	76.6	0.0		0.0	52.8	47.2	0.0		0.0	0.0	0.0	0.0		
Total %	3.0	14.0	0.0	0.0	17.0	11.0	0.0	36.0	0.0	47.0	0.0	19.0	17.0	0.0	36.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	30					0					50					20					100
Buses	0	0	0	0	0	1	0	0	0	1	0	5	0	0	5	0	0	0	0	0	6
% Buses	0.0	0.0	0.0	0.0	0.0	9.1	0.0	0.0	0.0	2.1	0.0	26.3	0.0	0.0	13.9	0.0	0.0	0.0	0.0	0.0	6.0
Exiting Leg Total	6					0					0					6					
Single-Unit Trucks	3	11	0	0	14	6	0	20	0	26	0	12	8	0	20	0	0	0	0	0	60
% Single-Unit	100.0	78.6	0.0	0.0	82.4	54.5	0.0	55.6	0.0	55.3	0.0	63.2	47.1	0.0	55.6	0.0	0.0	0.0	0.0	0.0	60.0
Exiting Leg Total	18					0					31					11					60
Articulated Trucks	0	3	0	0	3	4	0	16	0	20	0	2	9	0	11	0	0	0	0	0	34
% Articulated	0.0	21.4	0.0	0.0	17.6	36.4	0.0	44.4	0.0	42.6	0.0	10.5	52.9	0.0	30.6	0.0	0.0	0.0	0.0	0.0	34.0
Exiting Leg Total	6					0					19					9					34

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

8:00 AM	South Street (Route 13)					Route 101 Westbound offramp					South Street (Route 13)					Route 101 Westbound onramp					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
8:00 AM	0	0	0	0	0	1	0	2	0	3	0	2	3	0	5	0	0	0	0	0	8
8:15 AM	1	1	0	0	2	2	0	4	0	6	0	1	2	0	3	0	0	0	0	0	11
8:30 AM	1	3	0	0	4	1	0	2	0	3	0	3	2	0	5	0	0	0	0	0	12
8:45 AM	0	4	0	0	4	2	0	9	0	11	0	2	3	0	5	0	0	0	0	0	20
<b>Total Volume</b>	<b>2</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>6</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>23</b>	<b>0</b>	<b>8</b>	<b>10</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>51</b>
% Approach Total	20.0	80.0	0.0	0.0		26.1	0.0	73.9	0.0		0.0	44.4	55.6	0.0		0.0	0.0	0.0	0.0		
PHF	0.500	0.500	0.000	0.000	0.625	0.750	0.000	0.472	0.000	0.523	0.000	0.667	0.833	0.000	0.900	0.000	0.000	0.000	0.000	0.000	0.638
Buses	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Buses %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12.5	0.0	0.0	5.6	0.0	0.0	0.0	0.0	0.0	2.0
Single-Unit Trucks	2	6	0	0	8	2	0	8	0	10	0	5	6	0	11	0	0	0	0	0	29
Single-Unit %	100.0	75.0	0.0	0.0	80.0	33.3	0.0	47.1	0.0	43.5	0.0	62.5	60.0	0.0	61.1	0.0	0.0	0.0	0.0	0.0	56.9
Articulated Trucks	0	2	0	0	2	4	0	9	0	13	0	2	4	0	6	0	0	0	0	0	21
Articulated %	0.0	25.0	0.0	0.0	20.0	66.7	0.0	52.9	0.0	56.5	0.0	25.0	40.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	41.2
Buses	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Single-Unit Trucks	2	6	0	0	8	2	0	8	0	10	0	5	6	0	11	0	0	0	0	0	29
Articulated Trucks	0	2	0	0	2	4	0	9	0	13	0	2	4	0	6	0	0	0	0	0	21
<b>Total Entering Leg</b>	<b>2</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>6</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>23</b>	<b>0</b>	<b>8</b>	<b>10</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>51</b>
Buses	1					0					0					0					1
Single-Unit Trucks	7					0					14					8					29
Articulated Trucks	6					0					11					4					21
<b>Total Exiting Leg</b>	<b>14</b>					<b>0</b>					<b>25</b>					<b>12</b>					<b>51</b>

PDI File #: **228519 C**  
 Location: **N: South Street (Route 13) S: South Street (Route 13)**  
 Location: **E: Route 101 WB Offramp W: Route 101 WB Onramp**  
 City, State: **Milford, NH**  
 Client: **GPI/R. Bollinger**  
 Site Code: **NEX-2021414**  
 Count Date: **Thursday, May 12, 2022**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



**Buses**

	South Street (Route 13)					Route 101 Westbound offramp					South Street (Route 13)					Route 101 Westbound onramp					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	4
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	1	0	0	0	1	0	4	0	0	4	0	0	0	0	0	5
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
<b>Grand Total</b>	0	0	0	0	0	1	0	0	0	1	0	5	0	0	5	0	0	0	0	0	6
Approach %	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total %	0.0	0.0	0.0	0.0	0.0	16.7	0.0	0.0	0.0	16.7	0.0	83.3	0.0	0.0	83.3	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	6					0					0					0					6

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

	South Street (Route 13)					Route 101 Westbound offramp					South Street (Route 13)					Route 101 Westbound onramp					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	4
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Volume</b>	0	0	0	0	0	1	0	0	0	1	0	4	0	0	4	0	0	0	0	0	5
<b>% Approach Total</b>	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
PHF	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.313
Entering Leg	0	0	0	0	0	1	0	0	0	1	0	4	0	0	4	0	0	0	0	0	5
Exiting Leg	5					0					0					0					5
<b>Total</b>	5					1					4					0					10



PDI File #: **228519 C**  
 Location: **N: South Street (Route 13) S: South Street (Route 13)**  
 Location: **E: Route 101 WB Offramp W: Route 101 WB Onramp**  
 City, State: **Milford, NH**  
 Client: **GPI/R. Bollinger**  
 Site Code: **NEX-2021414**  
 Count Date: **Thursday, May 12, 2022**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



**Single-Unit Trucks**

	South Street (Route 13)					Route 101 Westbound offramp					South Street (Route 13)					Route 101 Westbound onramp					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	1	2	0	0	3	0	0	2	0	2	0	3	1	0	4	0	0	0	0	0	9
7:15 AM	0	1	0	0	1	1	0	2	0	3	0	3	0	0	3	0	0	0	0	0	7
7:30 AM	0	2	0	0	2	3	0	6	0	9	0	1	1	0	2	0	0	0	0	0	13
7:45 AM	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	2
<b>Total</b>	<b>1</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>31</b>
8:00 AM	0	0	0	0	0	1	0	1	0	2	0	0	2	0	2	0	0	0	0	0	4
8:15 AM	1	1	0	0	2	1	0	2	0	3	0	1	1	0	2	0	0	0	0	0	7
8:30 AM	1	2	0	0	3	0	0	1	0	1	0	2	1	0	3	0	0	0	0	0	7
8:45 AM	0	3	0	0	3	0	0	4	0	4	0	2	2	0	4	0	0	0	0	0	11
<b>Total</b>	<b>2</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>5</b>	<b>6</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>29</b>
Grand Total	3	11	0	0	14	6	0	20	0	26	0	12	8	0	20	0	0	0	0	0	60
Approach %	21.4	78.6	0.0	0.0		23.1	0.0	76.9	0.0		0.0	60.0	40.0	0.0		0.0	0.0	0.0	0.0		
Total %	5.0	18.3	0.0	0.0	23.3	10.0	0.0	33.3	0.0	43.3	0.0	20.0	13.3	0.0	33.3	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	18					0					31					11					60

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

	South Street (Route 13)					Route 101 Westbound offramp					South Street (Route 13)					Route 101 Westbound onramp					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	1	2	0	0	3	0	0	2	0	2	0	3	1	0	4	0	0	0	0	0	9
7:15 AM	0	1	0	0	1	1	0	2	0	3	0	3	0	0	3	0	0	0	0	0	7
7:30 AM	0	2	0	0	2	3	0	6	0	9	0	1	1	0	2	0	0	0	0	0	13
7:45 AM	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	2
<b>Total Volume</b>	<b>1</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>31</b>
% Approach Total	16.7	83.3	0.0	0.0		25.0	0.0	75.0	0.0		0.0	77.8	22.2	0.0		0.0	0.0	0.0	0.0		
PHF	0.250	0.625	0.000	0.000	0.500	0.333	0.000	0.500	0.000	0.444	0.000	0.583	0.500	0.000	0.563	0.000	0.000	0.000	0.000	0.000	0.596
Entering Leg	1	5	0	0	6	4	0	12	0	16	0	7	2	0	9	0	0	0	0	0	31
Exiting Leg	11					0					17					3					31
<b>Total</b>	<b>17</b>					<b>16</b>					<b>26</b>					<b>3</b>					<b>62</b>

PDI File #: **228519 C**  
 Location: **N: South Street (Route 13) S: South Street (Route 13)**  
 Location: **E: Route 101 WB Offramp W: Route 101 WB Onramp**  
 City, State: **Milford, NH**  
 Client: **GPI/R. Bollinger**  
 Site Code: **NEX-2021414**  
 Count Date: **Thursday, May 12, 2022**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



**Articulated Trucks**

	South Street (Route 13)					Route 101 Westbound offramp					South Street (Route 13)					Route 101 Westbound onramp					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	0	0	0	0	0	0	2	0	2	0	0	2	0	2	0	0	0	0	0	4
7:15 AM	0	1	0	0	1	0	0	4	0	4	0	0	1	0	1	0	0	0	0	0	6
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	1	0	1	0	0	1	0	1	0	0	0	0	0	2
<b>Total</b>	0	1	0	0	1	0	0	7	0	7	0	0	5	0	5	0	0	0	0	0	13
8:00 AM	0	0	0	0	0	0	0	1	0	1	0	1	1	0	2	0	0	0	0	0	3
8:15 AM	0	0	0	0	0	1	0	2	0	3	0	0	1	0	1	0	0	0	0	0	4
8:30 AM	0	1	0	0	1	1	0	1	0	2	0	1	1	0	2	0	0	0	0	0	5
8:45 AM	0	1	0	0	1	2	0	5	0	7	0	0	1	0	1	0	0	0	0	0	9
<b>Total</b>	0	2	0	0	2	4	0	9	0	13	0	2	4	0	6	0	0	0	0	0	21
Grand Total	0	3	0	0	3	4	0	16	0	20	0	2	9	0	11	0	0	0	0	0	34
Approach %	0.0	100.0	0.0	0.0		20.0	0.0	80.0	0.0		0.0	18.2	81.8	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	8.8	0.0	0.0	8.8	11.8	0.0	47.1	0.0	58.8	0.0	5.9	26.5	0.0	32.4	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	6					0					19					9					34

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

	South Street (Route 13)					Route 101 Westbound offramp					South Street (Route 13)					Route 101 Westbound onramp					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
8:00 AM	0	0	0	0	0	0	0	1	0	1	0	1	1	0	2	0	0	0	0	0	3
8:15 AM	0	0	0	0	0	1	0	2	0	3	0	0	1	0	1	0	0	0	0	0	4
8:30 AM	0	1	0	0	1	1	0	1	0	2	0	1	1	0	2	0	0	0	0	0	5
8:45 AM	0	1	0	0	1	2	0	5	0	7	0	0	1	0	1	0	0	0	0	0	9
Total Volume	0	2	0	0	2	4	0	9	0	13	0	2	4	0	6	0	0	0	0	0	21
% Approach Total	0.0	100.0	0.0	0.0		30.8	0.0	69.2	0.0		0.0	33.3	66.7	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.500	0.000	0.000	0.500	0.500	0.000	0.450	0.000	0.464	0.000	0.500	1.000	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.583
Entering Leg	0	2	0	0	2	4	0	9	0	13	0	2	4	0	6	0	0	0	0	0	21
Exiting Leg	6					0					11					4					21
Total	8					13					17					4					42

PDI File #: **228519 C**  
 Location: **N: South Street (Route 13) S: South Street (Route 13)**  
 Location: **E: Route 101 WB Offramp W: Route 101 WB Onramp**  
 City, State: **Milford, NH**  
 Client: **GPI/R. Bollinger**  
 Site Code: **NEX-2021414**  
 Count Date: **Thursday, May 12, 2022**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



157 Washington Street, Suite 2  
 Hudson, MA 01749  
 Office: 508-875-0100 Fax: 508-875-0118

**Bicycles (on Roadway and Crosswalks)**

	South Street (Route 13)							Route 101 Westbound offramp							South Street (Route 13)							Route 101 Westbound onramp							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Approach %	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
Exiting Leg Total	0							0							0							0							0

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

7:00 AM	South Street (Route 13)							Route 101 Westbound offramp							South Street (Route 13)							Route 101 Westbound onramp							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
Entering Leg	0							0							0							0							0
Exiting Leg	0							0							0							0							0
Total	0							0							0							0							0

PDI File #: **228519 C**  
 Location: **N: South Street (Route 13) S: South Street (Route 13)**  
 Location: **E: Route 101 WB Offramp W: Route 101 WB Onramp**  
 City, State: **Milford, NH**  
 Client: **GPI/R. Bollinger**  
 Site Code: **NEX-2021414**  
 Count Date: **Thursday, May 12, 2022**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



**Pedestrians**

	South Street (Route 13)							Route 101 Westbound offramp							South Street (Route 13)							Route 101 Westbound onramp							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Approach %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Exiting Leg Total	0							0							0							0							0

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

7:00 AM	South Street (Route 13)							Route 101 Westbound offramp							South Street (Route 13)							Route 101 Westbound onramp							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Exiting Leg	0							0							0							0							0
Total	0							0							0							0							0

PDI File #: **228519 C**  
 Location: **N: South Street (Route 13) S: South Street (Route 13)**  
 Location: **E: Route 101 WB Offramp W: Route 101 WB Onramp**  
 City, State: **Milford, NH**  
 Client: **GPI/R. Bollinger**  
 Site Code: **NEX-2021414**  
 Count Date: **Thursday, May 12, 2022**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



**Cars and Heavy Vehicles (Combined)**

	South Street (Route 13)					Route 101 Westbound offramp					South Street (Route 13)					Route 101 Westbound onramp					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	6	69	0	0	75	26	0	77	0	103	0	96	26	0	122	0	0	0	0	0	300
4:15 PM	6	58	0	0	64	28	0	100	0	128	0	76	18	1	95	0	0	0	0	0	287
4:30 PM	9	61	0	0	70	42	0	97	0	139	0	74	21	1	96	0	0	0	0	0	305
4:45 PM	13	85	0	0	98	32	0	93	0	125	0	69	32	0	101	0	0	0	0	0	324
<b>Total</b>	<b>34</b>	<b>273</b>	<b>0</b>	<b>0</b>	<b>307</b>	<b>128</b>	<b>0</b>	<b>367</b>	<b>0</b>	<b>495</b>	<b>0</b>	<b>315</b>	<b>97</b>	<b>2</b>	<b>414</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1216</b>
5:00 PM	15	79	0	0	94	46	0	77	0	123	0	88	37	1	126	0	0	0	0	0	343
5:15 PM	5	77	0	0	82	35	1	98	0	134	0	69	22	0	91	0	0	0	0	0	307
5:30 PM	8	71	0	0	79	30	0	88	0	118	0	77	26	0	103	0	0	0	0	0	300
5:45 PM	3	77	0	0	80	44	0	115	0	159	0	66	17	0	83	0	0	0	0	0	322
<b>Total</b>	<b>31</b>	<b>304</b>	<b>0</b>	<b>0</b>	<b>335</b>	<b>155</b>	<b>1</b>	<b>378</b>	<b>0</b>	<b>534</b>	<b>0</b>	<b>300</b>	<b>102</b>	<b>1</b>	<b>403</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1272</b>
Grand Total	65	577	0	0	642	283	1	745	0	1029	0	615	199	3	817	0	0	0	0	0	2488
Approach %	10.1	89.9	0.0	0.0		27.5	0.1	72.4	0.0		0.0	75.3	24.4	0.4		0.0	0.0	0.0	0.0		
Total %	2.6	23.2	0.0	0.0	25.8	11.4	0.0	29.9	0.0	41.4	0.0	24.7	8.0	0.1	32.8	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	898					0					1325					265					2488
Cars	65	567	0	0	632	278	1	732	0	1011	0	595	189	3	787	0	0	0	0	0	2430
% Cars	100.0	98.3	0.0	0.0	98.4	98.2	100.0	98.3	0.0	98.3	0.0	96.7	95.0	100.0	96.3	0.0	0.0	0.0	0.0	0.0	97.7
Exiting Leg Total	873					0					1302					255					2430
Heavy Vehicles	0	10	0	0	10	5	0	13	0	18	0	20	10	0	30	0	0	0	0	0	58
% Heavy Vehicles	0.0	1.7	0.0	0.0	1.6	1.8	0.0	1.7	0.0	1.7	0.0	3.3	5.0	0.0	3.7	0.0	0.0	0.0	0.0	0.0	2.3
Exiting Leg Total	25					0					23					10					58

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

4:30 PM	South Street (Route 13)					Route 101 Westbound offramp					South Street (Route 13)					Route 101 Westbound onramp					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:30 PM	9	61	0	0	70	42	0	97	0	139	0	74	21	1	96	0	0	0	0	0	305
4:45 PM	13	85	0	0	98	32	0	93	0	125	0	69	32	0	101	0	0	0	0	0	324
5:00 PM	15	79	0	0	94	46	0	77	0	123	0	88	37	1	126	0	0	0	0	0	343
5:15 PM	5	77	0	0	82	35	1	98	0	134	0	69	22	0	91	0	0	0	0	0	307
Total Volume	42	302	0	0	344	155	1	365	0	521	0	300	112	2	414	0	0	0	0	0	1279
% Approach Total	12.2	87.8	0.0	0.0		29.8	0.2	70.1	0.0		0.0	72.5	27.1	0.5		0.0	0.0	0.0	0.0		
PHF	0.700	0.888	0.000	0.000	0.878	0.842	0.250	0.931	0.000	0.937	0.000	0.852	0.757	0.500	0.821	0.000	0.000	0.000	0.000	0.000	0.932
Cars	42	298	0	0	340	153	1	359	0	513	0	294	108	2	404	0	0	0	0	0	1257
Cars %	100.0	98.7	0.0	0.0	98.8	98.7	100.0	98.4	0.0	98.5	0.0	98.0	96.4	100.0	97.6	0.0	0.0	0.0	0.0	0.0	98.3
Heavy Vehicles	0	4	0	0	4	2	0	6	0	8	0	6	4	0	10	0	0	0	0	0	22
Heavy Vehicles %	0.0	1.3	0.0	0.0	1.2	1.3	0.0	1.6	0.0	1.5	0.0	2.0	3.6	0.0	2.4	0.0	0.0	0.0	0.0	0.0	1.7
Cars Enter Leg	42	298	0	0	340	153	1	359	0	513	0	294	108	2	404	0	0	0	0	0	1257
Heavy Enter Leg	0	4	0	0	4	2	0	6	0	8	0	6	4	0	10	0	0	0	0	0	22
Total Entering Leg	42	302	0	0	344	155	1	365	0	521	0	300	112	2	414	0	0	0	0	0	1279
Cars Exiting Leg	447					0					659					151					1257
Heavy Exiting Leg	8					0					10					4					22
Total Exiting Leg	455					0					669					155					1279

PDI File #: **228519 C**  
 Location: **N: South Street (Route 13) S: South Street (Route 13)**  
 Location: **E: Route 101 WB Offramp W: Route 101 WB Onramp**  
 City, State: **Milford, NH**  
 Client: **GPI/R. Bollinger**  
 Site Code: **NEX-2021414**  
 Count Date: **Thursday, May 12, 2022**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



**Cars**

	South Street (Route 13)					Route 101 Westbound offramp					South Street (Route 13)					Route 101 Westbound onramp					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	6	67	0	0	73	26	0	74	0	100	0	88	24	0	112	0	0	0	0	0	285
4:15 PM	6	56	0	0	62	27	0	97	0	124	0	72	17	1	90	0	0	0	0	0	276
4:30 PM	9	60	0	0	69	42	0	95	0	137	0	72	20	1	93	0	0	0	0	0	299
4:45 PM	13	82	0	0	95	31	0	93	0	124	0	66	30	0	96	0	0	0	0	0	315
<b>Total</b>	<b>34</b>	<b>265</b>	<b>0</b>	<b>0</b>	<b>299</b>	<b>126</b>	<b>0</b>	<b>359</b>	<b>0</b>	<b>485</b>	<b>0</b>	<b>298</b>	<b>91</b>	<b>2</b>	<b>391</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1175</b>
5:00 PM	15	79	0	0	94	45	0	75	0	120	0	88	37	1	126	0	0	0	0	0	340
5:15 PM	5	77	0	0	82	35	1	96	0	132	0	68	21	0	89	0	0	0	0	0	303
5:30 PM	8	70	0	0	78	29	0	87	0	116	0	76	25	0	101	0	0	0	0	0	295
5:45 PM	3	76	0	0	79	43	0	115	0	158	0	65	15	0	80	0	0	0	0	0	317
<b>Total</b>	<b>31</b>	<b>302</b>	<b>0</b>	<b>0</b>	<b>333</b>	<b>152</b>	<b>1</b>	<b>373</b>	<b>0</b>	<b>526</b>	<b>0</b>	<b>297</b>	<b>98</b>	<b>1</b>	<b>396</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1255</b>
Grand Total	65	567	0	0	632	278	1	732	0	1011	0	595	189	3	787	0	0	0	0	0	2430
Approach %	10.3	89.7	0.0	0.0		27.5	0.1	72.4	0.0		0.0	75.6	24.0	0.4		0.0	0.0	0.0	0.0		
Total %	2.7	23.3	0.0	0.0	26.0	11.4	0.0	30.1	0.0	41.6	0.0	24.5	7.8	0.1	32.4	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	873					0					1302					255					2430

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

	South Street (Route 13)					Route 101 Westbound offramp					South Street (Route 13)					Route 101 Westbound onramp					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:30 PM	9	60	0	0	69	42	0	95	0	137	0	72	20	1	93	0	0	0	0	0	299
4:45 PM	13	82	0	0	95	31	0	93	0	124	0	66	30	0	96	0	0	0	0	0	315
5:00 PM	15	79	0	0	94	45	0	75	0	120	0	88	37	1	126	0	0	0	0	0	340
5:15 PM	5	77	0	0	82	35	1	96	0	132	0	68	21	0	89	0	0	0	0	0	303
Total Volume	42	298	0	0	340	153	1	359	0	513	0	294	108	2	404	0	0	0	0	0	1257
% Approach Total	12.4	87.6	0.0	0.0		29.8	0.2	70.0	0.0		0.0	72.8	26.7	0.5		0.0	0.0	0.0	0.0		
PHF	0.700	0.909	0.000	0.000	0.895	0.850	0.250	0.935	0.000	0.936	0.000	0.835	0.730	0.500	0.802	0.000	0.000	0.000	0.000	0.000	0.924
Entering Leg	42	298	0	0	340	153	1	359	0	513	0	294	108	2	404	0	0	0	0	0	1257
Exiting Leg						447					659					151					1257
Total	787					513					1063					151					2514

PDI File #: **228519 C**  
 Location: **N: South Street (Route 13) S: South Street (Route 13)**  
 Location: **E: Route 101 WB Offramp W: Route 101 WB Onramp**  
 City, State: **Milford, NH**  
 Client: **GPI/R. Bollinger**  
 Site Code: **NEX-2021414**  
 Count Date: **Thursday, May 12, 2022**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class: **Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)**



	South Street (Route 13)					Route 101 Westbound offramp					South Street (Route 13)					Route 101 Westbound onramp					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	2	0	0	2	0	0	3	0	3	0	8	2	0	10	0	0	0	0	0	15
4:15 PM	0	2	0	0	2	1	0	3	0	4	0	4	1	0	5	0	0	0	0	0	11
4:30 PM	0	1	0	0	1	0	0	2	0	2	0	2	1	0	3	0	0	0	0	0	6
4:45 PM	0	3	0	0	3	1	0	0	0	1	0	3	2	0	5	0	0	0	0	0	9
<b>Total</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>17</b>	<b>6</b>	<b>0</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>41</b>
5:00 PM	0	0	0	0	0	1	0	2	0	3	0	0	0	0	0	0	0	0	0	0	3
5:15 PM	0	0	0	0	0	0	0	2	0	2	0	1	1	0	2	0	0	0	0	0	4
5:30 PM	0	1	0	0	1	1	0	1	0	2	0	1	1	0	2	0	0	0	0	0	5
5:45 PM	0	1	0	0	1	1	0	0	0	1	0	1	2	0	3	0	0	0	0	0	5
<b>Total</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>
Grand Total	0	10	0	0	10	5	0	13	0	18	0	20	10	0	30	0	0	0	0	0	58
Approach %	0.0	100.0	0.0	0.0		27.8	0.0	72.2	0.0		0.0	66.7	33.3	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	17.2	0.0	0.0	17.2	8.6	0.0	22.4	0.0	31.0	0.0	34.5	17.2	0.0	51.7	0.0	0.0	0.0	0.0		
Exiting Leg Total					25					0					23					10	58
Buses	0	0	0	0	0	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	3
% Buses	0.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	5.6	0.0	10.0	0.0	0.0	6.7	0.0	0.0	0.0	0.0	0.0	5.2
Exiting Leg Total					3					0					0					0	3
Single-Unit Trucks	0	10	0	0	10	3	0	11	0	14	0	17	7	0	24	0	0	0	0	0	48
% Single-Unit	0.0	100.0	0.0	0.0	100.0	60.0	0.0	84.6	0.0	77.8	0.0	85.0	70.0	0.0	80.0	0.0	0.0	0.0	0.0	0.0	82.8
Exiting Leg Total					20					0					21					7	48
Articulated Trucks	0	0	0	0	0	1	0	2	0	3	0	1	3	0	4	0	0	0	0	0	7
% Articulated	0.0	0.0	0.0	0.0	0.0	20.0	0.0	15.4	0.0	16.7	0.0	5.0	30.0	0.0	13.3	0.0	0.0	0.0	0.0	0.0	12.1
Exiting Leg Total					2					0					2					3	7

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

4:00 PM	South Street (Route 13)					Route 101 Westbound offramp					South Street (Route 13)					Route 101 Westbound onramp					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	2	0	0	2	0	0	3	0	3	0	8	2	0	10	0	0	0	0	0	15
4:15 PM	0	2	0	0	2	1	0	3	0	4	0	4	1	0	5	0	0	0	0	0	11
4:30 PM	0	1	0	0	1	0	0	2	0	2	0	2	1	0	3	0	0	0	0	0	6
4:45 PM	0	3	0	0	3	1	0	0	0	1	0	3	2	0	5	0	0	0	0	0	9
Total Volume	0	8	0	0	8	2	0	8	0	10	0	17	6	0	23	0	0	0	0	0	41
% Approach Total	0.0	100.0	0.0	0.0		20.0	0.0	80.0	0.0		0.0	73.9	26.1	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.667	0.000	0.000	0.667	0.500	0.000	0.667	0.000	0.625	0.000	0.531	0.750	0.000	0.575	0.000	0.000	0.000	0.000	0.000	0.683
Buses	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
Buses %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11.8	0.0	0.0	8.7	0.0	0.0	0.0	0.0	0.0	4.9
Single-Unit Trucks	0	8	0	0	8	2	0	6	0	8	0	14	4	0	18	0	0	0	0	0	34
Single-Unit %	0.0	100.0	0.0	0.0	100.0	100.0	0.0	75.0	0.0	80.0	0.0	82.4	66.7	0.0	78.3	0.0	0.0	0.0	0.0	0.0	82.9
Articulated Trucks	0	0	0	0	0	0	0	2	0	2	0	1	2	0	3	0	0	0	0	0	5
Articulated %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	20.0	0.0	5.9	33.3	0.0	13.0	0.0	0.0	0.0	0.0	0.0	12.2
Buses	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
Single-Unit Trucks	0	8	0	0	8	2	0	6	0	8	0	14	4	0	18	0	0	0	0	0	34
Articulated Trucks	0	0	0	0	0	0	0	2	0	2	0	1	2	0	3	0	0	0	0	0	5
Total Entering Leg	0	8	0	0	8	2	0	8	0	10	0	17	6	0	23	0	0	0	0	0	41
Buses					2					0					0					0	2
Single-Unit Trucks					16					0					14					4	34
Articulated Trucks					1					0					2					2	5
Total Exiting Leg					19					0					16					6	41

PDI File #: **228519 C**  
 Location: **N: South Street (Route 13) S: South Street (Route 13)**  
 Location: **E: Route 101 WB Offramp W: Route 101 WB Onramp**  
 City, State: **Milford, NH**  
 Client: **GPI/R. Bollinger**  
 Site Code: **NEX-2021414**  
 Count Date: **Thursday, May 12, 2022**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



**Buses**

	South Street (Route 13)					Route 101 Westbound offramp					South Street (Route 13)					Route 101 Westbound onramp					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
<b>Grand Total</b>	0	0	0	0	0	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	3
Approach %	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total %	0.0	0.0	0.0	0.0	0.0	33.3	0.0	0.0	0.0	33.3	0.0	66.7	0.0	0.0	66.7	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	3					0					0					0					3

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

4:00 PM	South Street (Route 13)					Route 101 Westbound offramp					South Street (Route 13)					Route 101 Westbound onramp					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Volume</b>	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
<b>% Approach Total</b>	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.250
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
Exiting Leg	2					0					0					0					2
<b>Total</b>	2					0					2					0					4



PDI File #: **228519 C**  
 Location: **N: South Street (Route 13) S: South Street (Route 13)**  
 Location: **E: Route 101 WB Offramp W: Route 101 WB Onramp**  
 City, State: **Milford, NH**  
 Client: **GPI/R. Bollinger**  
 Site Code: **NEX-2021414**  
 Count Date: **Thursday, May 12, 2022**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



**Single-Unit Trucks**

	South Street (Route 13)					Route 101 Westbound offramp					South Street (Route 13)					Route 101 Westbound onramp					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	2	0	0	2	0	0	1	0	1	0	6	1	0	7	0	0	0	0	0	10
4:15 PM	0	2	0	0	2	1	0	3	0	4	0	3	1	0	4	0	0	0	0	0	10
4:30 PM	0	1	0	0	1	0	0	2	0	2	0	2	1	0	3	0	0	0	0	0	6
4:45 PM	0	3	0	0	3	1	0	0	0	1	0	3	1	0	4	0	0	0	0	0	8
<b>Total</b>	0	8	0	0	8	2	0	6	0	8	0	14	4	0	18	0	0	0	0	0	34
5:00 PM	0	0	0	0	0	1	0	2	0	3	0	0	0	0	0	0	0	0	0	0	3
5:15 PM	0	0	0	0	0	0	0	2	0	2	0	1	1	0	2	0	0	0	0	0	4
5:30 PM	0	1	0	0	1	0	0	1	0	1	0	1	1	0	2	0	0	0	0	0	4
5:45 PM	0	1	0	0	1	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	3
<b>Total</b>	0	2	0	0	2	1	0	5	0	6	0	3	3	0	6	0	0	0	0	0	14
<b>Grand Total</b>	0	10	0	0	10	3	0	11	0	14	0	17	7	0	24	0	0	0	0	0	48
Approach %	0.0	100.0	0.0	0.0		21.4	0.0	78.6	0.0		0.0	70.8	29.2	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	20.8	0.0	0.0	20.8	6.3	0.0	22.9	0.0	29.2	0.0	35.4	14.6	0.0	50.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	20					0					21					7					48

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

	South Street (Route 13)					Route 101 Westbound offramp					South Street (Route 13)					Route 101 Westbound onramp					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	2	0	0	2	0	0	1	0	1	0	6	1	0	7	0	0	0	0	0	10
4:15 PM	0	2	0	0	2	1	0	3	0	4	0	3	1	0	4	0	0	0	0	0	10
4:30 PM	0	1	0	0	1	0	0	2	0	2	0	2	1	0	3	0	0	0	0	0	6
4:45 PM	0	3	0	0	3	1	0	0	0	1	0	3	1	0	4	0	0	0	0	0	8
<b>Total Volume</b>	0	8	0	0	8	2	0	6	0	8	0	14	4	0	18	0	0	0	0	0	34
<b>% Approach Total</b>	0.0	100.0	0.0	0.0		25.0	0.0	75.0	0.0		0.0	77.8	22.2	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.667	0.000	0.000	0.667	0.500	0.000	0.500	0.000	0.500	0.000	0.583	1.000	0.000	0.643	0.000	0.000	0.000	0.000	0.000	0.850
Entering Leg	0	8	0	0	8	2	0	6	0	8	0	14	4	0	18	0	0	0	0	0	34
Exiting Leg	16					0					14					4					34
<b>Total</b>	24					8					32					4					68

PDI File #: **228519 C**  
 Location: **N: South Street (Route 13) S: South Street (Route 13)**  
 Location: **E: Route 101 WB Offramp W: Route 101 WB Onramp**  
 City, State: **Milford, NH**  
 Client: **GPI/R. Bollinger**  
 Site Code: **NEX-2021414**  
 Count Date: **Thursday, May 12, 2022**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



**Articulated Trucks**

	South Street (Route 13)					Route 101 Westbound offramp					South Street (Route 13)					Route 101 Westbound onramp					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	2	0	2	0	0	1	0	1	0	0	0	0	0	3
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
<b>Total</b>	0	0	0	0	0	0	0	2	0	2	0	1	2	0	3	0	0	0	0	0	5
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	1	0	0	0	1	0	0	1	0	1	0	0	0	0	0	2
<b>Total</b>	0	0	0	0	0	1	0	0	0	1	0	0	1	0	1	0	0	0	0	0	2
<b>Grand Total</b>	0	0	0	0	0	1	0	2	0	3	0	1	3	0	4	0	0	0	0	0	7
Approach %	0.0	0.0	0.0	0.0		33.3	0.0	66.7	0.0		0.0	25.0	75.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	14.3	0.0	28.6	0.0	42.9	0.0	14.3	42.9	0.0	57.1	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total						2						0						2	3	7	

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

4:00 PM	South Street (Route 13)					Route 101 Westbound offramp					South Street (Route 13)					Route 101 Westbound onramp					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	2	0	2	0	0	1	0	1	0	0	0	0	0	3
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
<b>Total Volume</b>	0	0	0	0	0	0	0	2	0	2	0	1	2	0	3	0	0	0	0	0	5
<b>% Approach Total</b>	0.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0		0.0	33.3	66.7	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.250	0.500	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.417
Entering Leg	0	0	0	0	0	0	0	2	0	2	0	1	2	0	3	0	0	0	0	0	5
Exiting Leg						1						0						2	5		
<b>Total</b>						1						2						5	2	10	

PDI File #: **228519 C**  
 Location: **N: South Street (Route 13) S: South Street (Route 13)**  
 Location: **E: Route 101 WB Offramp W: Route 101 WB Onramp**  
 City, State: **Milford, NH**  
 Client: **GPI/R. Bollinger**  
 Site Code: **NEX-2021414**  
 Count Date: **Thursday, May 12, 2022**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



**Bicycles (on Roadway and Crosswalks)**

	South Street (Route 13)							Route 101 Westbound offramp							South Street (Route 13)							Route 101 Westbound onramp							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	1
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	1
Approach %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0			
Exiting Leg Total	1							0							0							1							

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

	South Street (Route 13)							Route 101 Westbound offramp							South Street (Route 13)							Route 101 Westbound onramp							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	1
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000			
Entering Leg	0							0							1							1							
Exiting Leg	1							0							0							1							
Total	1							0							1							2							

PDI File #: **228519 C**  
 Location: **N: South Street (Route 13) S: South Street (Route 13)**  
 Location: **E: Route 101 WB Offramp W: Route 101 WB Onramp**  
 City, State: **Milford, NH**  
 Client: **GPI/R. Bollinger**  
 Site Code: **NEX-2021414**  
 Count Date: **Thursday, May 12, 2022**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



**Pedestrians**

	South Street (Route 13)							Route 101 Westbound offramp							South Street (Route 13)							Route 101 Westbound onramp							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Approach %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Exiting Leg Total	0							0							0							0							0

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

4:00 PM	South Street (Route 13)							Route 101 Westbound offramp							South Street (Route 13)							Route 101 Westbound onramp							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Exiting Leg	0							0							0							0							0
Total	0							0							0							0							0

PDI File #: **228519 C**  
 Location: **N: South Street (Route 13) S: South Street (Route 13)**  
 Location: **E: Route 101 WB Offramp W: Route 101 WB Onramp**  
 City, State: **Milford, NH**  
 Client: **GPI/R. Bollinger**  
 Site Code: **NEX-2021414**  
 Count Date: **Saturday, May 14, 2022**  
 Start Time: **10:00 AM**  
 End Time: **1:00 PM**  
 Class:



PRECISION  
 DATA  
 INDUSTRIES, LLC  
 157 Washington Street, Suite 2  
 Hudson, MA 01749  
 Office: 508-875-0100 Fax: 508-875-0118

**Cars and Heavy Vehicles (Combined)**

	South Street (Route 13)					Route 101 Westbound offramp					South Street (Route 13)					Route 101 Westbound onramp					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
10:00 AM	3	72	0	0	75	9	0	84	0	93	0	59	14	0	73	0	0	0	0	0	241
10:15 AM	7	76	0	0	83	15	0	57	0	72	0	72	11	0	83	0	0	0	0	0	238
10:30 AM	4	68	0	0	72	15	0	57	0	72	0	68	20	0	88	0	0	0	0	0	232
10:45 AM	2	55	0	0	57	17	0	85	0	102	0	86	18	2	106	0	0	0	0	0	265
<b>Total</b>	16	271	0	0	287	56	0	283	0	339	0	285	63	2	350	0	0	0	0	0	976
11:00 AM	2	75	0	0	77	12	0	56	0	68	0	74	26	1	101	0	0	0	0	0	246
11:15 AM	4	69	0	0	73	15	0	57	0	72	0	69	17	0	86	0	0	0	0	0	231
11:30 AM	5	86	0	0	91	17	0	61	0	78	0	74	18	0	92	0	0	0	0	0	261
11:45 AM	6	77	0	0	83	27	0	92	0	119	0	72	23	0	95	0	0	0	0	0	297
<b>Total</b>	17	307	0	0	324	71	0	266	0	337	0	289	84	1	374	0	0	0	0	0	1035
12:00 PM	4	91	0	0	95	20	0	88	0	108	0	95	23	0	118	0	0	0	0	0	321
12:15 PM	6	65	0	0	71	15	0	84	0	99	0	68	18	1	87	0	0	0	0	0	257
12:30 PM	9	64	0	0	73	22	0	101	0	123	0	70	21	0	91	0	0	0	0	0	287
12:45 PM	5	56	0	0	61	20	0	74	0	94	0	68	28	0	96	0	0	0	0	0	251
<b>Total</b>	24	276	0	0	300	77	0	347	0	424	0	301	90	1	392	0	0	0	0	0	1116
Grand Total	57	854	0	0	911	204	0	896	0	1100	0	875	237	4	1116	0	0	0	0	0	3127
Approach %	6.3	93.7	0.0	0.0		18.5	0.0	81.5	0.0		0.0	78.4	21.2	0.4		0.0	0.0	0.0	0.0		
Total %	1.8	27.3	0.0	0.0	29.1	6.5	0.0	28.7	0.0	35.2	0.0	28.0	7.6	0.1	35.7	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	1079					0					1754					294					3127
Cars	57	842	0	0	899	198	0	885	0	1083	0	868	234	4	1106	0	0	0	0	0	3088
% Cars	100.0	98.6	0.0	0.0	98.7	97.1	0.0	98.8	0.0	98.5	0.0	99.2	98.7	100.0	99.1	0.0	0.0	0.0	0.0	0.0	98.8
Exiting Leg Total	1066					0					1731					291					3088
Heavy Vehicles	0	12	0	0	12	6	0	11	0	17	0	7	3	0	10	0	0	0	0	0	39
% Heavy Vehicles	0.0	1.4	0.0	0.0	1.3	2.9	0.0	1.2	0.0	1.5	0.0	0.8	1.3	0.0	0.9	0.0	0.0	0.0	0.0	0.0	1.2
Exiting Leg Total	13					0					23					3					39

Peak Hour Analysis from 10:00 AM to 01:00 PM begins at:

11:45 AM	South Street (Route 13)					Route 101 Westbound offramp					South Street (Route 13)					Route 101 Westbound onramp					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:45 AM	6	77	0	0	83	27	0	92	0	119	0	72	23	0	95	0	0	0	0	0	297
12:00 PM	4	91	0	0	95	20	0	88	0	108	0	95	23	0	118	0	0	0	0	0	321
12:15 PM	6	65	0	0	71	15	0	84	0	99	0	68	18	1	87	0	0	0	0	0	257
12:30 PM	9	64	0	0	73	22	0	101	0	123	0	70	21	0	91	0	0	0	0	0	287
<b>Total Volume</b>	25	297	0	0	322	84	0	365	0	449	0	305	85	1	391	0	0	0	0	0	1162
% Approach Total	7.8	92.2	0.0	0.0		18.7	0.0	81.3	0.0		0.0	78.0	21.7	0.3		0.0	0.0	0.0	0.0		
PHF	0.694	0.816	0.000	0.000	0.847	0.778	0.000	0.903	0.000	0.913	0.000	0.803	0.924	0.250	0.828	0.000	0.000	0.000	0.000	0.000	0.905
Cars	25	293	0	0	318	81	0	362	0	443	0	304	82	1	387	0	0	0	0	0	1148
Cars %	100.0	98.7	0.0	0.0	98.8	96.4	0.0	99.2	0.0	98.7	0.0	99.7	96.5	100.0	99.0	0.0	0.0	0.0	0.0	0.0	98.8
Heavy Vehicles	0	4	0	0	4	3	0	3	0	6	0	1	3	0	4	0	0	0	0	0	14
Heavy Vehicles %	0.0	1.3	0.0	0.0	1.2	3.6	0.0	0.8	0.0	1.3	0.0	0.3	3.5	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.2
Cars Enter Leg	25	293	0	0	318	81	0	362	0	443	0	304	82	1	387	0	0	0	0	0	1148
Heavy Enter Leg	0	4	0	0	4	3	0	3	0	6	0	1	3	0	4	0	0	0	0	0	14
<b>Total Entering Leg</b>	25	297	0	0	322	84	0	365	0	449	0	305	85	1	391	0	0	0	0	0	1162
Cars Exiting Leg	385					0					656					107					1148
Heavy Exiting Leg	4					0					7					3					14
<b>Total Exiting Leg</b>	389					0					663					110					1162

PDI File #: **228519 C**  
 Location: **N: South Street (Route 13) S: South Street (Route 13)**  
 Location: **E: Route 101 WB Offramp W: Route 101 WB Onramp**  
 City, State: **Milford, NH**  
 Client: **GPI/R. Bollinger**  
 Site Code: **NEX-2021414**  
 Count Date: **Saturday, May 14, 2022**  
 Start Time: **10:00 AM**  
 End Time: **1:00 PM**  
 Class:



**Cars**

	South Street (Route 13)					Route 101 Westbound offramp					South Street (Route 13)					Route 101 Westbound onramp					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
10:00 AM	3	72	0	0	75	9	0	83	0	92	0	58	14	0	72	0	0	0	0	0	239
10:15 AM	7	75	0	0	82	15	0	55	0	70	0	72	11	0	83	0	0	0	0	0	235
10:30 AM	4	67	0	0	71	15	0	57	0	72	0	67	20	0	87	0	0	0	0	0	230
10:45 AM	2	54	0	0	56	16	0	83	0	99	0	84	18	2	104	0	0	0	0	0	259
<b>Total</b>	<b>16</b>	<b>268</b>	<b>0</b>	<b>0</b>	<b>284</b>	<b>55</b>	<b>0</b>	<b>278</b>	<b>0</b>	<b>333</b>	<b>0</b>	<b>281</b>	<b>63</b>	<b>2</b>	<b>346</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>963</b>
11:00 AM	2	74	0	0	76	12	0	54	0	66	0	74	26	1	101	0	0	0	0	0	243
11:15 AM	4	69	0	0	73	15	0	57	0	72	0	69	17	0	86	0	0	0	0	0	231
11:30 AM	5	83	0	0	88	16	0	60	0	76	0	74	18	0	92	0	0	0	0	0	256
11:45 AM	6	76	0	0	82	26	0	90	0	116	0	72	23	0	95	0	0	0	0	0	293
<b>Total</b>	<b>17</b>	<b>302</b>	<b>0</b>	<b>0</b>	<b>319</b>	<b>69</b>	<b>0</b>	<b>261</b>	<b>0</b>	<b>330</b>	<b>0</b>	<b>289</b>	<b>84</b>	<b>1</b>	<b>374</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1023</b>
12:00 PM	4	91	0	0	95	19	0	87	0	106	0	94	22	0	116	0	0	0	0	0	317
12:15 PM	6	63	0	0	69	14	0	84	0	98	0	68	16	1	85	0	0	0	0	0	252
12:30 PM	9	63	0	0	72	22	0	101	0	123	0	70	21	0	91	0	0	0	0	0	286
12:45 PM	5	55	0	0	60	19	0	74	0	93	0	66	28	0	94	0	0	0	0	0	247
<b>Total</b>	<b>24</b>	<b>272</b>	<b>0</b>	<b>0</b>	<b>296</b>	<b>74</b>	<b>0</b>	<b>346</b>	<b>0</b>	<b>420</b>	<b>0</b>	<b>298</b>	<b>87</b>	<b>1</b>	<b>386</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1102</b>
Grand Total	57	842	0	0	899	198	0	885	0	1083	0	868	234	4	1106	0	0	0	0	0	3088
Approach %	6.3	93.7	0.0	0.0		18.3	0.0	81.7	0.0		0.0	78.5	21.2	0.4		0.0	0.0	0.0	0.0		
Total %	1.8	27.3	0.0	0.0	29.1	6.4	0.0	28.7	0.0	35.1	0.0	28.1	7.6	0.1	35.8	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	1066					0					1731					291					3088

Peak Hour Analysis from 10:00 AM to 01:00 PM begins at:

11:45 AM	South Street (Route 13)					Route 101 Westbound offramp					South Street (Route 13)					Route 101 Westbound onramp					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:45 AM	6	76	0	0	82	26	0	90	0	116	0	72	23	0	95	0	0	0	0	0	293
12:00 PM	4	91	0	0	95	19	0	87	0	106	0	94	22	0	116	0	0	0	0	0	317
12:15 PM	6	63	0	0	69	14	0	84	0	98	0	68	16	1	85	0	0	0	0	0	252
12:30 PM	9	63	0	0	72	22	0	101	0	123	0	70	21	0	91	0	0	0	0	0	286
Total Volume	25	293	0	0	318	81	0	362	0	443	0	304	82	1	387	0	0	0	0	0	1148
% Approach Total	7.9	92.1	0.0	0.0		18.3	0.0	81.7	0.0		0.0	78.6	21.2	0.3		0.0	0.0	0.0	0.0		
PHF	0.694	0.805	0.000	0.000	0.837	0.779	0.000	0.896	0.000	0.900	0.000	0.809	0.891	0.250	0.834	0.000	0.000	0.000	0.000	0.000	0.905
Entering Leg	25	293	0	0	318	81	0	362	0	443	0	304	82	1	387	0	0	0	0	0	1148
Exiting Leg	385					0					656					107					1148
Total	703					443					1043					107					2296

PDI File #: 228519 C  
 Location: N: South Street (Route 13) S: South Street (Route 13)  
 Location: E: Route 101 WB Offramp W: Route 101 WB Onramp  
 City, State: Milford, NH  
 Client: GPI/R. Bollinger  
 Site Code: NEX-2021414  
 Count Date: Saturday, May 14, 2022  
 Start Time: 10:00 AM  
 End Time: 1:00 PM  
 Class: Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)



	South Street (Route 13)					Route 101 Westbound offramp					South Street (Route 13)					Route 101 Westbound onramp					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
10:00 AM	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	2
10:15 AM	0	1	0	0	1	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	3
10:30 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
10:45 AM	0	1	0	0	1	1	0	2	0	3	0	2	0	0	2	0	0	0	0	0	6
<b>Total</b>	0	3	0	0	3	1	0	5	0	6	0	4	0	0	4	0	0	0	0	0	13
11:00 AM	0	1	0	0	1	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	3
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	3	0	0	3	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	5
11:45 AM	0	1	0	0	1	1	0	2	0	3	0	0	0	0	0	0	0	0	0	0	4
<b>Total</b>	0	5	0	0	5	2	0	5	0	7	0	0	0	0	0	0	0	0	0	0	12
12:00 PM	0	0	0	0	0	1	0	1	0	2	0	1	1	0	2	0	0	0	0	0	4
12:15 PM	0	2	0	0	2	1	0	0	0	1	0	0	2	0	2	0	0	0	0	0	5
12:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:45 PM	0	1	0	0	1	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	4
<b>Total</b>	0	4	0	0	4	3	0	1	0	4	0	3	3	0	6	0	0	0	0	0	14
Grand Total	0	12	0	0	12	6	0	11	0	17	0	7	3	0	10	0	0	0	0	0	39
Approach %	0.0	100.0	0.0	0.0		35.3	0.0	64.7	0.0		0.0	70.0	30.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	30.8	0.0	0.0	30.8	15.4	0.0	28.2	0.0	43.6	0.0	17.9	7.7	0.0	25.6	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	13					0					23					3					39
Buses	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
% Buses	0.0	0.0	0.0	0.0	0.0	16.7	0.0	0.0	0.0	5.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.6
Exiting Leg Total	1					0					0					0					1
Single-Unit Trucks	0	11	0	0	11	5	0	4	0	9	0	6	3	0	9	0	0	0	0	0	29
% Single-Unit	0.0	91.7	0.0	0.0	91.7	83.3	0.0	36.4	0.0	52.9	0.0	85.7	100.0	0.0	90.0	0.0	0.0	0.0	0.0	0.0	74.4
Exiting Leg Total	11					0					15					3					29
Articulated Trucks	0	1	0	0	1	0	0	7	0	7	0	1	0	0	1	0	0	0	0	0	9
% Articulated	0.0	8.3	0.0	0.0	8.3	0.0	0.0	63.6	0.0	41.2	0.0	14.3	0.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	23.1
Exiting Leg Total	1					0					8					0					9

Peak Hour Analysis from 10:00 AM to 01:00 PM begins at:

	South Street (Route 13)					Route 101 Westbound offramp					South Street (Route 13)					Route 101 Westbound onramp					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:30 AM	0	3	0	0	3	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	5
11:45 AM	0	1	0	0	1	1	0	2	0	3	0	0	0	0	0	0	0	0	0	0	4
12:00 PM	0	0	0	0	0	1	0	1	0	2	0	1	1	0	2	0	0	0	0	0	4
12:15 PM	0	2	0	0	2	1	0	0	0	1	0	0	2	0	2	0	0	0	0	0	5
Total Volume	0	6	0	0	6	4	0	4	0	8	0	1	3	0	4	0	0	0	0	0	18
% Approach Total	0.0	100.0	0.0	0.0		50.0	0.0	50.0	0.0		0.0	25.0	75.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.500	0.000	0.000	0.500	1.000	0.000	0.500	0.000	0.667	0.000	0.250	0.375	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.900
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Buses %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Single-Unit Trucks	0	5	0	0	5	4	0	1	0	5	0	1	3	0	4	0	0	0	0	0	14
Single-Unit %	0.0	83.3	0.0	0.0	83.3	100.0	0.0	25.0	0.0	62.5	0.0	100.0	100.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	77.8
Articulated Trucks	0	1	0	0	1	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	4
Articulated %	0.0	16.7	0.0	0.0	16.7	0.0	0.0	75.0	0.0	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	22.2
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	5	0	0	5	4	0	1	0	5	0	1	3	0	4	0	0	0	0	0	14
Articulated Trucks	0	1	0	0	1	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	4
Total Entering Leg	0	6	0	0	6	4	0	4	0	8	0	1	3	0	4	0	0	0	0	0	18
Buses	0					0					0					0					0
Single-Unit Trucks	5					5					6					3					14
Articulated Trucks	0					0					4					0					4
Total Exiting Leg	5					0					10					3					18

PDI File #: **228519 C**  
 Location: **N: South Street (Route 13) S: South Street (Route 13)**  
 Location: **E: Route 101 WB Offramp W: Route 101 WB Onramp**  
 City, State: **Milford, NH**  
 Client: **GPI/R. Bollinger**  
 Site Code: **NEX-2021414**  
 Count Date: **Saturday, May 14, 2022**  
 Start Time: **10:00 AM**  
 End Time: **1:00 PM**  
 Class:



**Buses**

	South Street (Route 13)					Route 101 Westbound offramp					South Street (Route 13)					Route 101 Westbound onramp					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Approach %	0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total					1					0					0						1

Peak Hour Analysis from 10:00 AM to 01:00 PM begins at:

12:00 PM	South Street (Route 13)					Route 101 Westbound offramp					South Street (Route 13)					Route 101 Westbound onramp					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
% Approach Total	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PHF	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250
Entering Leg	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Exiting Leg					1					0					0						1
Total					1					1					0						2



PDI File #: **228519 C**  
 Location: **N: South Street (Route 13) S: South Street (Route 13)**  
 Location: **E: Route 101 WB Offramp W: Route 101 WB Onramp**  
 City, State: **Milford, NH**  
 Client: **GPI/R. Bollinger**  
 Site Code: **NEX-2021414**  
 Count Date: **Saturday, May 14, 2022**  
 Start Time: **10:00 AM**  
 End Time: **1:00 PM**  
 Class:



**Single-Unit Trucks**

	South Street (Route 13)					Route 101 Westbound offramp					South Street (Route 13)					Route 101 Westbound onramp					Total					
	from North					from East					from South					from West										
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total						
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
10:15 AM	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
10:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
10:45 AM	0	1	0	0	1	1	0	1	0	2	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	5
<b>Total</b>	0	3	0	0	3	1	0	2	0	3	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	9
11:00 AM	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	3	0	0	3	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
11:45 AM	0	1	0	0	1	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
<b>Total</b>	0	5	0	0	5	2	0	2	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
12:00 PM	0	0	0	0	0	1	0	0	0	1	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	3
12:15 PM	0	1	0	0	1	1	0	0	0	1	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	4
12:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:45 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	3
<b>Total</b>	0	3	0	0	3	2	0	0	0	2	0	3	3	0	6	0	0	0	0	0	0	0	0	0	0	11
<b>Grand Total</b>	0	11	0	0	11	5	0	4	0	9	0	6	3	0	9	0	0	0	0	0	0	0	0	0	0	29
Approach %	0.0	100.0	0.0	0.0		55.6	0.0	44.4	0.0		0.0	66.7	33.3	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	37.9	0.0	0.0	37.9	17.2	0.0	13.8	0.0	31.0	0.0	20.7	10.3	0.0	31.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	11					0					15					3					29					

Peak Hour Analysis from 10:00 AM to 01:00 PM begins at:

	South Street (Route 13)					Route 101 Westbound offramp					South Street (Route 13)					Route 101 Westbound onramp					Total					
	from North					from East					from South					from West										
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total						
11:30 AM	0	3	0	0	3	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
11:45 AM	0	1	0	0	1	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
12:00 PM	0	0	0	0	0	1	0	0	0	1	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	3
12:15 PM	0	1	0	0	1	1	0	0	0	1	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	4
<b>Total Volume</b>	0	5	0	0	5	4	0	1	0	5	0	1	3	0	4	0	0	0	0	0	0	0	0	0	0	14
<b>% Approach Total</b>	0.0	100.0	0.0	0.0		80.0	0.0	20.0	0.0		0.0	25.0	75.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.417	0.000	0.000	0.417	1.000	0.000	0.250	0.000	0.625	0.000	0.250	0.375	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.875
Entering Leg	0	5	0	0	5	4	0	1	0	5	0	1	3	0	4	0	0	0	0	0	0	0	0	0	0	14
Exiting Leg	5					0					6					3					14					
<b>Total</b>	10					5					10					3					28					

PDI File #: **228519 C**  
 Location: **N: South Street (Route 13) S: South Street (Route 13)**  
 Location: **E: Route 101 WB Offramp W: Route 101 WB Onramp**  
 City, State: **Milford, NH**  
 Client: **GPI/R. Bollinger**  
 Site Code: **NEX-2021414**  
 Count Date: **Saturday, May 14, 2022**  
 Start Time: **10:00 AM**  
 End Time: **1:00 PM**  
 Class:



**Articulated Trucks**

	South Street (Route 13)					Route 101 Westbound offramp					South Street (Route 13)					Route 101 Westbound onramp					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
10:00 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
10:15 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
10:45 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
<b>Total</b>	0	0	0	0	0	0	0	3	0	3	0	1	0	0	1	0	0	0	0	0	4
11:00 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
11:45 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
<b>Total</b>	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	3
12:00 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
12:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
<b>Grand Total</b>	0	1	0	0	1	0	0	7	0	7	0	1	0	0	1	0	0	0	0	0	9
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	100.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	11.1	0.0	0.0	11.1	0.0	0.0	77.8	0.0	77.8	0.0	11.1	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	1					0					8					0					9

Peak Hour Analysis from 10:00 AM to 01:00 PM begins at:

10:00 AM	South Street (Route 13)					Route 101 Westbound offramp					South Street (Route 13)					Route 101 Westbound onramp					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
10:00 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
10:15 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
10:45 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
<b>Total Volume</b>	0	0	0	0	0	0	0	3	0	3	0	1	0	0	1	0	0	0	0	0	4
<b>% Approach Total</b>	0.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.750	0.000	0.750	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	1.000
Entering Leg	0	0	0	0	0	0	0	3	0	3	0	1	0	0	1	0	0	0	0	0	4
Exiting Leg	1					0					3					0					4
<b>Total</b>	1					3					4					0					8

PDI File #: 228519 C  
 Location: N: South Street (Route 13) S: South Street (Route 13)  
 Location: E: Route 101 WB Offramp W: Route 101 WB Onramp  
 City, State: Milford, NH  
 Client: GPI/R. Bollinger  
 Site Code: NEX-2021414  
 Count Date: Saturday, May 14, 2022  
 Start Time: 10:00 AM  
 End Time: 1:00 PM  
 Class:



**Bicycles (on Roadway and Crosswalks)**

	South Street (Route 13)							Route 101 Westbound offramp							South Street (Route 13)							Route 101 Westbound onramp							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
10:00 AM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1		
10:15 AM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2		
10:30 AM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2		
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Total	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	5		
11:00 AM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1		
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2		
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Total	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	3		
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Grand Total	0	4	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	8		
Approach %	0.0	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	50.0	50.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0			
Total %	0.0	50.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	25.0	25.0	0.0	0.0	0.0	50.0		0.0	0.0	0.0	0.0			
Exiting Leg Total	2							0							4							2							8

Peak Hour Analysis from 10:00 AM to 01:00 PM begins at:

	South Street (Route 13)							Route 101 Westbound offramp							South Street (Route 13)							Route 101 Westbound onramp							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
10:00 AM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1		
10:15 AM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2		
10:30 AM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2		
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Total Volume	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	5		
% Approach Total	0.0	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	50.0	50.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0			
PHF	0.000	0.750	0.000	0.000	0.000	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.500		0.000	0.000	0.000	0.000	0.625		
Entering Leg	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	5			
Exiting Leg	1							0							3							1							5
Total	4							0							5							1							10

PDI File #: 228519 C  
 Location: N: South Street (Route 13) S: South Street (Route 13)  
 Location: E: Route 101 WB Offramp W: Route 101 WB Onramp  
 City, State: Milford, NH  
 Client: GPI/R. Bollinger  
 Site Code: NEX-2021414  
 Count Date: Saturday, May 14, 2022  
 Start Time: 10:00 AM  
 End Time: 1:00 PM  
 Class:



**Pedestrians**

	South Street (Route 13)							Route 101 Westbound offramp							South Street (Route 13)							Route 101 Westbound onramp							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
Total	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
Grand Total	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
Approach %	0	0	0	0	0	0	0	0	0	0	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total %	0	0	0	0	0	0	0	0	0	0	100	0	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Exiting Leg Total	0							1							0							0							1

Peak Hour Analysis from 10:00 AM to 01:00 PM begins at:

12:00 PM	South Street (Route 13)							Route 101 Westbound offramp							South Street (Route 13)							Route 101 Westbound onramp							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
Total Volume	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250		
Entering Leg	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
Exiting Leg	0							1							0							0							1
Total	0							2							0							0							2

PDI File #: **228519 D**  
 Location: **N: South Street (Route 13) S: South Street (Route 13)**  
 Location: **E: Route 101 EB Onramp W: Route 101 EB Offramp**  
 City, State: **Milford, NH**  
 Client: **GPI/R. Bollinger**  
 Site Code: **NEX-2021414**  
 Count Date: **Thursday, May 12, 2022**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



**Cars and Heavy Vehicles (Combined)**

	South Street (Route 13)					Route 101 Eastbound Onramp					South Street (Route 13)					Route 101 Eastbound Offramp					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	74	32	0	106	0	0	0	0	0	109	72	0	0	181	10	0	6	0	16	303
7:15 AM	0	86	25	0	111	0	0	0	0	0	137	67	0	0	204	18	0	2	0	20	335
7:30 AM	0	91	34	0	125	0	0	0	0	0	126	81	0	1	208	26	0	1	0	27	360
7:45 AM	0	114	25	0	139	0	0	0	0	0	100	52	0	0	152	36	0	4	0	40	331
<b>Total</b>	0	365	116	0	481	0	0	0	0	0	472	272	0	1	745	90	0	13	0	103	1329
8:00 AM	0	82	25	0	107	0	0	0	0	0	96	64	0	0	160	20	0	4	0	24	291
8:15 AM	0	105	20	0	125	0	0	0	0	0	90	58	0	0	148	19	0	2	0	21	294
8:30 AM	0	98	12	0	110	0	0	0	0	0	96	68	0	0	164	23	0	5	0	28	302
8:45 AM	0	99	23	0	122	0	0	0	0	0	86	66	0	0	152	20	0	2	0	22	296
<b>Total</b>	0	384	80	0	464	0	0	0	0	0	368	256	0	0	624	82	0	13	0	95	1183
Grand Total	0	749	196	0	945	0	0	0	0	0	840	528	0	1	1369	172	0	26	0	198	2512
Approach %	0.0	79.3	20.7	0.0		0.0	0.0	0.0	0.0		61.4	38.6	0.0	0.1		86.9	0.0	13.1	0.0		
Total %	0.0	29.8	7.8	0.0	37.6	0.0	0.0	0.0	0.0	0.0	33.4	21.0	0.0	0.0	54.5	6.8	0.0	1.0	0.0	7.9	
Exiting Leg Total	554					1036					922					0					2512
Cars	0	706	193	0	899	0	0	0	0	0	796	490	0	1	1287	160	0	26	0	186	2372
% Cars	0.0	94.3	98.5	0.0	95.1	0.0	0.0	0.0	0.0	0.0	94.8	92.8	0.0	100.0	94.0	93.0	0.0	100.0	0.0	93.9	94.4
Exiting Leg Total	516					989					867					0					2372
Heavy Vehicles	0	43	3	0	46	0	0	0	0	0	44	38	0	0	82	12	0	0	0	12	140
% Heavy Vehicles	0.0	5.7	1.5	0.0	4.9	0.0	0.0	0.0	0.0	0.0	5.2	7.2	0.0	0.0	6.0	7.0	0.0	0.0	0.0	6.1	5.6
Exiting Leg Total	38					47					55					0					140

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

7:00 AM	South Street (Route 13)					Route 101 Eastbound Onramp					South Street (Route 13)					Route 101 Eastbound Offramp					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	74	32	0	106	0	0	0	0	0	109	72	0	0	181	10	0	6	0	16	303
7:15 AM	0	86	25	0	111	0	0	0	0	0	137	67	0	0	204	18	0	2	0	20	335
7:30 AM	0	91	34	0	125	0	0	0	0	0	126	81	0	1	208	26	0	1	0	27	360
7:45 AM	0	114	25	0	139	0	0	0	0	0	100	52	0	0	152	36	0	4	0	40	331
Total Volume	0	365	116	0	481	0	0	0	0	0	472	272	0	1	745	90	0	13	0	103	1329
% Approach Total	0.0	75.9	24.1	0.0		0.0	0.0	0.0	0.0		63.4	36.5	0.0	0.1		87.4	0.0	12.6	0.0		
PHF	0.000	0.800	0.853	0.000	0.865	0.000	0.000	0.000	0.000	0.000	0.861	0.840	0.000	0.250	0.895	0.625	0.000	0.542	0.000	0.644	0.923
Cars	0	342	115	0	457	0	0	0	0	0	445	253	0	1	699	85	0	13	0	98	1254
Cars %	0.0	93.7	99.1	0.0	95.0	0.0	0.0	0.0	0.0	0.0	94.3	93.0	0.0	100.0	93.8	94.4	0.0	100.0	0.0	95.1	94.4
Heavy Vehicles	0	23	1	0	24	0	0	0	0	0	27	19	0	0	46	5	0	0	0	5	75
Heavy Vehicles %	0.0	6.3	0.9	0.0	5.0	0.0	0.0	0.0	0.0	0.0	5.7	7.0	0.0	0.0	6.2	5.6	0.0	0.0	0.0	4.9	5.6
Cars Enter Leg	0	342	115	0	457	0	0	0	0	0	445	253	0	1	699	85	0	13	0	98	1254
Heavy Enter Leg	0	23	1	0	24	0	0	0	0	0	27	19	0	0	46	5	0	0	0	5	75
Total Entering Leg	0	365	116	0	481	0	0	0	0	0	472	272	0	1	745	90	0	13	0	103	1329
Cars Exiting Leg	266					560					428					0					1254
Heavy Exiting Leg	19					28					28					0					75
Total Exiting Leg	285					588					456					0					1329

PDI File #: **228519 D**  
 Location: **N: South Street (Route 13) S: South Street (Route 13)**  
 Location: **E: Route 101 EB Onramp W: Route 101 EB Offramp**  
 City, State: **Milford, NH**  
 Client: **GPI/R. Bollinger**  
 Site Code: **NEX-2021414**  
 Count Date: **Thursday, May 12, 2022**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



**Cars**

	South Street (Route 13)					Route 101 Eastbound Onramp					South Street (Route 13)					Route 101 Eastbound Offramp					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	70	31	0	101	0	0	0	0	0	109	62	0	0	171	10	0	6	0	16	288
7:15 AM	0	78	25	0	103	0	0	0	0	0	127	63	0	0	190	16	0	2	0	18	311
7:30 AM	0	84	34	0	118	0	0	0	0	0	115	78	0	1	194	25	0	1	0	26	338
7:45 AM	0	110	25	0	135	0	0	0	0	0	94	50	0	0	144	34	0	4	0	38	317
<b>Total</b>	<b>0</b>	<b>342</b>	<b>115</b>	<b>0</b>	<b>457</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>445</b>	<b>253</b>	<b>0</b>	<b>1</b>	<b>699</b>	<b>85</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>98</b>	<b>1254</b>
8:00 AM	0	81	25	0	106	0	0	0	0	0	93	58	0	0	151	17	0	4	0	21	278
8:15 AM	0	101	20	0	121	0	0	0	0	0	86	55	0	0	141	18	0	2	0	20	282
8:30 AM	0	93	12	0	105	0	0	0	0	0	91	63	0	0	154	21	0	5	0	26	285
8:45 AM	0	89	21	0	110	0	0	0	0	0	81	61	0	0	142	19	0	2	0	21	273
<b>Total</b>	<b>0</b>	<b>364</b>	<b>78</b>	<b>0</b>	<b>442</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>351</b>	<b>237</b>	<b>0</b>	<b>0</b>	<b>588</b>	<b>75</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>88</b>	<b>1118</b>
Grand Total	0	706	193	0	899	0	0	0	0	0	796	490	0	1	1287	160	0	26	0	186	2372
Approach %	0.0	78.5	21.5	0.0		0.0	0.0	0.0	0.0		61.8	38.1	0.0	0.1		86.0	0.0	14.0	0.0		
Total %	0.0	29.8	8.1	0.0	37.9	0.0	0.0	0.0	0.0	0.0	33.6	20.7	0.0	0.0	54.3	6.7	0.0	1.1	0.0	7.8	
Exiting Leg Total	516					989					867					0					2372

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

	South Street (Route 13)					Route 101 Eastbound Onramp					South Street (Route 13)					Route 101 Eastbound Offramp					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	70	31	0	101	0	0	0	0	0	109	62	0	0	171	10	0	6	0	16	288
7:15 AM	0	78	25	0	103	0	0	0	0	0	127	63	0	0	190	16	0	2	0	18	311
7:30 AM	0	84	34	0	118	0	0	0	0	0	115	78	0	1	194	25	0	1	0	26	338
7:45 AM	0	110	25	0	135	0	0	0	0	0	94	50	0	0	144	34	0	4	0	38	317
<b>Total Volume</b>	<b>0</b>	<b>342</b>	<b>115</b>	<b>0</b>	<b>457</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>445</b>	<b>253</b>	<b>0</b>	<b>1</b>	<b>699</b>	<b>85</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>98</b>	<b>1254</b>
% Approach Total	0.0	74.8	25.2	0.0		0.0	0.0	0.0	0.0		63.7	36.2	0.0	0.1		86.7	0.0	13.3	0.0		
PHF	0.000	0.777	0.846	0.000	0.846	0.000	0.000	0.000	0.000	0.000	0.876	0.811	0.000	0.250	0.901	0.625	0.000	0.542	0.000	0.645	0.928
Entering Leg	0	342	115	0	457	0	0	0	0	0	445	253	0	1	699	85	0	13	0	98	1254
Exiting Leg	266					560					428					0					1254
<b>Total</b>	<b>723</b>					<b>560</b>					<b>1127</b>					<b>98</b>					<b>2508</b>

PDI File #: **228519 D**  
 Location: **N: South Street (Route 13) S: South Street (Route 13)**  
 Location: **E: Route 101 EB Onramp W: Route 101 EB Offramp**  
 City, State: **Milford, NH**  
 Client: **GPI/R. Bollinger**  
 Site Code: **NEX-2021414**  
 Count Date: **Thursday, May 12, 2022**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



**Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)**

	South Street (Route 13)					Route 101 Eastbound Onramp					South Street (Route 13)					Route 101 Eastbound Offramp					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	4	1	0	5	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	15
7:15 AM	0	8	0	0	8	0	0	0	0	0	10	4	0	0	14	2	0	0	0	2	24
7:30 AM	0	7	0	0	7	0	0	0	0	0	11	3	0	0	14	1	0	0	0	1	22
7:45 AM	0	4	0	0	4	0	0	0	0	0	6	2	0	0	8	2	0	0	0	2	14
<b>Total</b>	0	23	1	0	24	0	0	0	0	0	27	19	0	0	46	5	0	0	0	5	75
8:00 AM	0	1	0	0	1	0	0	0	0	0	3	6	0	0	9	3	0	0	0	3	13
8:15 AM	0	4	0	0	4	0	0	0	0	0	4	3	0	0	7	1	0	0	0	1	12
8:30 AM	0	5	0	0	5	0	0	0	0	0	5	5	0	0	10	2	0	0	0	2	17
8:45 AM	0	10	2	0	12	0	0	0	0	0	5	5	0	0	10	1	0	0	0	1	23
<b>Total</b>	0	20	2	0	22	0	0	0	0	0	17	19	0	0	36	7	0	0	0	7	65
Grand Total	0	43	3	0	46	0	0	0	0	0	44	38	0	0	82	12	0	0	0	12	140
Approach %	0.0	93.5	6.5	0.0		0.0	0.0	0.0	0.0		53.7	46.3	0.0	0.0		100.0	0.0	0.0	0.0		
Total %	0.0	30.7	2.1	0.0	32.9	0.0	0.0	0.0	0.0	0.0	31.4	27.1	0.0	0.0	58.6	8.6	0.0	0.0	0.0	8.6	
Exiting Leg Total	38					47					55					0					140
Buses	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	4
% Buses	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10.5	0.0	0.0	4.9	0.0	0.0	0.0	0.0	0.0	2.9
Exiting Leg Total	4					0					0					0					4
Single-Unit Trucks	0	27	2	0	29	0	0	0	0	0	28	24	0	0	52	8	0	0	0	8	89
% Single-Unit	0.0	62.8	66.7	0.0	63.0	0.0	0.0	0.0	0.0	0.0	63.6	63.2	0.0	0.0	63.4	66.7	0.0	0.0	0.0	66.7	63.6
Exiting Leg Total	24					30					35					0					89
Articulated Trucks	0	16	1	0	17	0	0	0	0	0	16	10	0	0	26	4	0	0	0	4	47
% Articulated	0.0	37.2	33.3	0.0	37.0	0.0	0.0	0.0	0.0	0.0	36.4	26.3	0.0	0.0	31.7	33.3	0.0	0.0	0.0	33.3	33.6
Exiting Leg Total	10					17					20					0					47

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

	South Street (Route 13)					Route 101 Eastbound Onramp					South Street (Route 13)					Route 101 Eastbound Offramp					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	4	1	0	5	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	15
7:15 AM	0	8	0	0	8	0	0	0	0	0	10	4	0	0	14	2	0	0	0	2	24
7:30 AM	0	7	0	0	7	0	0	0	0	0	11	3	0	0	14	1	0	0	0	1	22
7:45 AM	0	4	0	0	4	0	0	0	0	0	6	2	0	0	8	2	0	0	0	2	14
<b>Total Volume</b>	0	23	1	0	24	0	0	0	0	0	27	19	0	0	46	5	0	0	0	5	75
% Approach Total	0.0	95.8	4.2	0.0		0.0	0.0	0.0	0.0		58.7	41.3	0.0	0.0		100.0	0.0	0.0	0.0		
PHF	0.000	0.719	0.250	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.614	0.475	0.000	0.000	0.821	0.625	0.000	0.000	0.000	0.625	0.781
Buses	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
Buses %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15.8	0.0	0.0	6.5	0.0	0.0	0.0	0.0	0.0	4.0
Single-Unit Trucks	0	15	1	0	16	0	0	0	0	0	18	12	0	0	30	4	0	0	0	4	50
Single-Unit %	0.0	65.2	100.0	0.0	66.7	0.0	0.0	0.0	0.0	0.0	66.7	63.2	0.0	0.0	65.2	80.0	0.0	0.0	0.0	80.0	66.7
Articulated Trucks	0	8	0	0	8	0	0	0	0	0	9	4	0	0	13	1	0	0	0	1	22
Articulated %	0.0	34.8	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	33.3	21.1	0.0	0.0	28.3	20.0	0.0	0.0	0.0	20.0	29.3
Buses	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
Single-Unit Trucks	0	15	1	0	16	0	0	0	0	0	18	12	0	0	30	4	0	0	0	4	50
Articulated Trucks	0	8	0	0	8	0	0	0	0	0	9	4	0	0	13	1	0	0	0	1	22
<b>Total Entering Leg</b>	0	23	1	0	24	0	0	0	0	0	27	19	0	0	46	5	0	0	0	5	75
Buses	3					0					0					0					3
Single-Unit Trucks	12					19					19					0					50
Articulated Trucks	4					9					9					0					22
<b>Total Exiting Leg</b>	19					28					28					0					75

PDI File #: **228519 D**  
 Location: **N: South Street (Route 13) S: South Street (Route 13)**  
 Location: **E: Route 101 EB Onramp W: Route 101 EB Offramp**  
 City, State: **Milford, NH**  
 Client: **GPI/R. Bollinger**  
 Site Code: **NEX-2021414**  
 Count Date: **Thursday, May 12, 2022**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



**Buses**

	South Street (Route 13)					Route 101 Eastbound Onramp					South Street (Route 13)					Route 101 Eastbound Offramp					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Grand Total	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	4
Approach %	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total	4					0					0					0					4

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

	South Street (Route 13)					Route 101 Eastbound Onramp					South Street (Route 13)					Route 101 Eastbound Offramp					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
% Approach Total	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.250
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
Exiting Leg	3					0					0					0					3
Total	3					0					3					0					6



PDI File #: **228519 D**  
 Location: **N: South Street (Route 13) S: South Street (Route 13)**  
 Location: **E: Route 101 EB Onramp W: Route 101 EB Offramp**  
 City, State: **Milford, NH**  
 Client: **GPI/R. Bollinger**  
 Site Code: **NEX-2021414**  
 Count Date: **Thursday, May 12, 2022**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



**Single-Unit Trucks**

	South Street (Route 13)					Route 101 Eastbound Onramp					South Street (Route 13)					Route 101 Eastbound Offramp					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	2	1	0	3	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	8
7:15 AM	0	3	0	0	3	0	0	0	0	0	7	3	0	0	10	2	0	0	0	2	15
7:30 AM	0	7	0	0	7	0	0	0	0	0	6	2	0	0	8	1	0	0	0	1	16
7:45 AM	0	3	0	0	3	0	0	0	0	0	5	2	0	0	7	1	0	0	0	1	11
<b>Total</b>	0	15	1	0	16	0	0	0	0	0	18	12	0	0	30	4	0	0	0	4	50
8:00 AM	0	0	0	0	0	0	0	0	0	0	2	3	0	0	5	1	0	0	0	1	6
8:15 AM	0	3	0	0	3	0	0	0	0	0	2	2	0	0	4	1	0	0	0	1	8
8:30 AM	0	3	0	0	3	0	0	0	0	0	3	3	0	0	6	1	0	0	0	1	10
8:45 AM	0	6	1	0	7	0	0	0	0	0	3	4	0	0	7	1	0	0	0	1	15
<b>Total</b>	0	12	1	0	13	0	0	0	0	0	10	12	0	0	22	4	0	0	0	4	39
Grand Total	0	27	2	0	29	0	0	0	0	0	28	24	0	0	52	8	0	0	0	8	89
Approach %	0.0	93.1	6.9	0.0		0.0	0.0	0.0	0.0		53.8	46.2	0.0	0.0		100.0	0.0	0.0	0.0		
Total %	0.0	30.3	2.2	0.0	32.6	0.0	0.0	0.0	0.0	0.0	31.5	27.0	0.0	0.0	58.4	9.0	0.0	0.0	0.0	9.0	
Exiting Leg Total	24					30					35					0					89

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

	South Street (Route 13)					Route 101 Eastbound Onramp					South Street (Route 13)					Route 101 Eastbound Offramp					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	2	1	0	3	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	8
7:15 AM	0	3	0	0	3	0	0	0	0	0	7	3	0	0	10	2	0	0	0	2	15
7:30 AM	0	7	0	0	7	0	0	0	0	0	6	2	0	0	8	1	0	0	0	1	16
7:45 AM	0	3	0	0	3	0	0	0	0	0	5	2	0	0	7	1	0	0	0	1	11
Total Volume	0	15	1	0	16	0	0	0	0	0	18	12	0	0	30	4	0	0	0	4	50
% Approach Total	0.0	93.8	6.3	0.0		0.0	0.0	0.0	0.0		60.0	40.0	0.0	0.0		100.0	0.0	0.0	0.0		
PHF	0.000	0.536	0.250	0.000	0.571	0.000	0.000	0.000	0.000	0.000	0.643	0.600	0.000	0.000	0.750	0.500	0.000	0.000	0.000	0.500	0.781
Entering Leg	0	15	1	0	16	0	0	0	0	0	18	12	0	0	30	4	0	0	0	4	50
Exiting Leg	12					19					19					0					50
Total	28					19					49					4					100

PDI File #: **228519 D**  
 Location: **N: South Street (Route 13) S: South Street (Route 13)**  
 Location: **E: Route 101 EB Onramp W: Route 101 EB Offramp**  
 City, State: **Milford, NH**  
 Client: **GPI/R. Bollinger**  
 Site Code: **NEX-2021414**  
 Count Date: **Thursday, May 12, 2022**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



**Articulated Trucks**

	South Street (Route 13)					Route 101 Eastbound Onramp					South Street (Route 13)					Route 101 Eastbound Offramp					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
7:15 AM	0	5	0	0	5	0	0	0	0	0	3	1	0	0	4	0	0	0	0	0	9
7:30 AM	0	0	0	0	0	0	0	0	0	0	5	1	0	0	6	0	0	0	0	0	6
7:45 AM	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	3
<b>Total</b>	0	8	0	0	8	0	0	0	0	0	9	4	0	0	13	1	0	0	0	1	22
8:00 AM	0	1	0	0	1	0	0	0	0	0	1	2	0	0	3	2	0	0	0	2	6
8:15 AM	0	1	0	0	1	0	0	0	0	0	2	1	0	0	3	0	0	0	0	0	4
8:30 AM	0	2	0	0	2	0	0	0	0	0	2	2	0	0	4	1	0	0	0	1	7
8:45 AM	0	4	1	0	5	0	0	0	0	0	2	1	0	0	3	0	0	0	0	0	8
<b>Total</b>	0	8	1	0	9	0	0	0	0	0	7	6	0	0	13	3	0	0	0	3	25
Grand Total	0	16	1	0	17	0	0	0	0	0	16	10	0	0	26	4	0	0	0	4	47
Approach %	0.0	94.1	5.9	0.0		0.0	0.0	0.0	0.0		61.5	38.5	0.0	0.0		100.0	0.0	0.0	0.0		
Total %	0.0	34.0	2.1	0.0	36.2	0.0	0.0	0.0	0.0	0.0	34.0	21.3	0.0	0.0	55.3	8.5	0.0	0.0	0.0	8.5	
Exiting Leg Total	10					17					20					0					47

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

	South Street (Route 13)					Route 101 Eastbound Onramp					South Street (Route 13)					Route 101 Eastbound Offramp					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
8:00 AM	0	1	0	0	1	0	0	0	0	0	1	2	0	0	3	2	0	0	0	2	6
8:15 AM	0	1	0	0	1	0	0	0	0	0	2	1	0	0	3	0	0	0	0	0	4
8:30 AM	0	2	0	0	2	0	0	0	0	0	2	2	0	0	4	1	0	0	0	1	7
8:45 AM	0	4	1	0	5	0	0	0	0	0	2	1	0	0	3	0	0	0	0	0	8
Total Volume	0	8	1	0	9	0	0	0	0	0	7	6	0	0	13	3	0	0	0	3	25
% Approach Total	0.0	88.9	11.1	0.0		0.0	0.0	0.0	0.0		53.8	46.2	0.0	0.0		100.0	0.0	0.0	0.0		
PHF	0.000	0.500	0.250	0.000	0.450	0.000	0.000	0.000	0.000	0.000	0.875	0.750	0.000	0.000	0.813	0.375	0.000	0.000	0.000	0.375	0.781
Entering Leg	0	8	1	0	9	0	0	0	0	0	7	6	0	0	13	3	0	0	0	3	25
Exiting Leg	6					8					11					0					25
Total	15					8					24					3					50



PDI File #: **228519 D**  
 Location: **N: South Street (Route 13) S: South Street (Route 13)**  
 Location: **E: Route 101 EB Onramp W: Route 101 EB Offramp**  
 City, State: **Milford, NH**  
 Client: **GPI/R. Bollinger**  
 Site Code: **NEX-2021414**  
 Count Date: **Thursday, May 12, 2022**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



**Pedestrians**

	South Street (Route 13)							Route 101 Eastbound Onramp							South Street (Route 13)							Route 101 Eastbound Offramp							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Approach %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Exiting Leg Total	0							0							0							0							0

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

7:00 AM	South Street (Route 13)							Route 101 Eastbound Onramp							South Street (Route 13)							Route 101 Eastbound Offramp							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000		
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Exiting Leg	0							0							0							0							0
Total	0							0							0							0							0

PDI File #: **228519 D**  
 Location: **N: South Street (Route 13) S: South Street (Route 13)**  
 Location: **E: Route 101 EB Onramp W: Route 101 EB Offramp**  
 City, State: **Milford, NH**  
 Client: **GPI/R. Bollinger**  
 Site Code: **NEX-2021414**  
 Count Date: **Thursday, May 12, 2022**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



**Cars and Heavy Vehicles (Combined)**

	South Street (Route 13)					Route 101 Eastbound Onramp					South Street (Route 13)					Route 101 Eastbound Offramp					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	128	22	0	150	0	0	0	0	0	94	108	0	0	202	46	0	14	0	60	412
4:15 PM	0	136	18	1	155	0	0	0	0	0	80	86	0	0	166	20	0	7	0	27	348
4:30 PM	0	148	14	0	162	0	0	0	0	0	99	94	0	1	194	24	0	5	0	29	385
4:45 PM	0	159	20	0	179	0	0	0	0	0	77	89	0	0	166	24	0	9	0	33	378
<b>Total</b>	0	571	74	1	646	0	0	0	0	0	350	377	0	1	728	114	0	35	0	149	1523
5:00 PM	0	123	31	0	154	0	0	0	0	0	102	119	0	0	221	23	1	7	0	31	406
5:15 PM	0	150	28	0	178	0	0	0	0	0	96	87	0	0	183	27	0	4	0	31	392
5:30 PM	0	140	20	0	160	0	0	0	0	0	100	100	0	0	200	37	0	6	0	43	403
5:45 PM	0	171	17	0	188	0	0	0	0	0	77	76	0	0	153	22	0	9	0	31	372
<b>Total</b>	0	584	96	0	680	0	0	0	0	0	375	382	0	0	757	109	1	26	0	136	1573
Grand Total	0	1155	170	1	1326	0	0	0	0	0	725	759	0	1	1485	223	1	61	0	285	3096
Approach %	0.0	87.1	12.8	0.1		0.0	0.0	0.0	0.0		48.8	51.1	0.0	0.1		78.2	0.4	21.4	0.0		
Total %	0.0	37.3	5.5	0.0	42.8	0.0	0.0	0.0	0.0	0.0	23.4	24.5	0.0	0.0	48.0	7.2	0.0	2.0	0.0	9.2	
Exiting Leg Total	821					896					1379					0					3096
Cars	0	1137	167	1	1305	0	0	0	0	0	708	730	0	1	1439	216	1	59	0	276	3020
% Cars	0.0	98.4	98.2	100.0	98.4	0.0	0.0	0.0	0.0	0.0	97.7	96.2	0.0	100.0	96.9	96.9	100.0	96.7	0.0	96.8	97.5
Exiting Leg Total	790					876					1354					0					3020
Heavy Vehicles	0	18	3	0	21	0	0	0	0	0	17	29	0	0	46	7	0	2	0	9	76
% Heavy Vehicles	0.0	1.6	1.8	0.0	1.6	0.0	0.0	0.0	0.0	0.0	2.3	3.8	0.0	0.0	3.1	3.1	0.0	3.3	0.0	3.2	2.5
Exiting Leg Total	31					20					25					0					76

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

	South Street (Route 13)					Route 101 Eastbound Onramp					South Street (Route 13)					Route 101 Eastbound Offramp					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:45 PM	0	159	20	0	179	0	0	0	0	0	77	89	0	0	166	24	0	9	0	33	378
5:00 PM	0	123	31	0	154	0	0	0	0	0	102	119	0	0	221	23	1	7	0	31	406
5:15 PM	0	150	28	0	178	0	0	0	0	0	96	87	0	0	183	27	0	4	0	31	392
5:30 PM	0	140	20	0	160	0	0	0	0	0	100	100	0	0	200	37	0	6	0	43	403
Total Volume	0	572	99	0	671	0	0	0	0	0	375	395	0	0	770	111	1	26	0	138	1579
% Approach Total	0.0	85.2	14.8	0.0		0.0	0.0	0.0	0.0		48.7	51.3	0.0	0.0		80.4	0.7	18.8	0.0		
PHF	0.000	0.899	0.798	0.000	0.937	0.000	0.000	0.000	0.000	0.000	0.919	0.830	0.000	0.000	0.871	0.750	0.250	0.722	0.000	0.802	0.972
Cars	0	564	98	0	662	0	0	0	0	0	371	389	0	0	760	107	1	24	0	132	1554
Cars %	0.0	98.6	99.0	0.0	98.7	0.0	0.0	0.0	0.0	0.0	98.9	98.5	0.0	0.0	98.7	96.4	100.0	92.3	0.0	95.7	98.4
Heavy Vehicles	0	8	1	0	9	0	0	0	0	0	4	6	0	0	10	4	0	2	0	6	25
Heavy Vehicles %	0.0	1.4	1.0	0.0	1.3	0.0	0.0	0.0	0.0	0.0	1.1	1.5	0.0	0.0	1.3	3.6	0.0	7.7	0.0	4.3	1.6
Cars Enter Leg	0	564	98	0	662	0	0	0	0	0	371	389	0	0	760	107	1	24	0	132	1554
Heavy Enter Leg	0	8	1	0	9	0	0	0	0	0	4	6	0	0	10	4	0	2	0	6	25
Total Entering Leg	0	572	99	0	671	0	0	0	0	0	375	395	0	0	770	111	1	26	0	138	1579
Cars Exiting Leg	413					470					671					0					1554
Heavy Exiting Leg	8					5					12					0					25
Total Exiting Leg	421					475					683					0					1579

PDI File #: **228519 D**  
 Location: **N: South Street (Route 13) S: South Street (Route 13)**  
 Location: **E: Route 101 EB Onramp W: Route 101 EB Offramp**  
 City, State: **Milford, NH**  
 Client: **GPI/R. Bollinger**  
 Site Code: **NEX-2021414**  
 Count Date: **Thursday, May 12, 2022**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



**Cars**

	South Street (Route 13)					Route 101 Eastbound Onramp					South Street (Route 13)					Route 101 Eastbound Offramp					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	125	22	0	147	0	0	0	0	0	87	97	0	0	184	46	0	14	0	60	391
4:15 PM	0	132	17	1	150	0	0	0	0	0	78	82	0	0	160	19	0	7	0	26	336
4:30 PM	0	145	14	0	159	0	0	0	0	0	97	89	0	1	187	24	0	5	0	29	375
4:45 PM	0	157	19	0	176	0	0	0	0	0	77	87	0	0	164	24	0	8	0	32	372
<b>Total</b>	0	559	72	1	632	0	0	0	0	0	339	355	0	1	695	113	0	34	0	147	1474
5:00 PM	0	121	31	0	152	0	0	0	0	0	100	119	0	0	219	22	1	7	0	30	401
5:15 PM	0	148	28	0	176	0	0	0	0	0	95	84	0	0	179	25	0	4	0	29	384
5:30 PM	0	138	20	0	158	0	0	0	0	0	99	99	0	0	198	36	0	5	0	41	397
5:45 PM	0	171	16	0	187	0	0	0	0	0	75	73	0	0	148	20	0	9	0	29	364
<b>Total</b>	0	578	95	0	673	0	0	0	0	0	369	375	0	0	744	103	1	25	0	129	1546
Grand Total	0	1137	167	1	1305	0	0	0	0	0	708	730	0	1	1439	216	1	59	0	276	3020
Approach %	0.0	87.1	12.8	0.1		0.0	0.0	0.0	0.0		49.2	50.7	0.0	0.1		78.3	0.4	21.4	0.0		
Total %	0.0	37.6	5.5	0.0	43.2	0.0	0.0	0.0	0.0	0.0	23.4	24.2	0.0	0.0	47.6	7.2	0.0	2.0	0.0	9.1	
Exiting Leg Total	790					876					1354					0					3020

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

	South Street (Route 13)					Route 101 Eastbound Onramp					South Street (Route 13)					Route 101 Eastbound Offramp					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:45 PM	0	157	19	0	176	0	0	0	0	0	77	87	0	0	164	24	0	8	0	32	372
5:00 PM	0	121	31	0	152	0	0	0	0	0	100	119	0	0	219	22	1	7	0	30	401
5:15 PM	0	148	28	0	176	0	0	0	0	0	95	84	0	0	179	25	0	4	0	29	384
5:30 PM	0	138	20	0	158	0	0	0	0	0	99	99	0	0	198	36	0	5	0	41	397
Total Volume	0	564	98	0	662	0	0	0	0	0	371	389	0	0	760	107	1	24	0	132	1554
% Approach Total	0.0	85.2	14.8	0.0		0.0	0.0	0.0	0.0		48.8	51.2	0.0	0.0		81.1	0.8	18.2	0.0		
PHF	0.000	0.898	0.790	0.000	0.940	0.000	0.000	0.000	0.000	0.000	0.928	0.817	0.000	0.000	0.868	0.743	0.250	0.750	0.000	0.805	0.969
Entering Leg	0	564	98	0	662	0	0	0	0	0	371	389	0	0	760	107	1	24	0	132	1554
Exiting Leg	413					470					671					0					1554
<b>Total</b>	1075					470					1431					132					3108

PDI File #: **228519 D**  
 Location: **N: South Street (Route 13) S: South Street (Route 13)**  
 Location: **E: Route 101 EB Onramp W: Route 101 EB Offramp**  
 City, State: **Milford, NH**  
 Client: **GPI/R. Bollinger**  
 Site Code: **NEX-2021414**  
 Count Date: **Thursday, May 12, 2022**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



**Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)**

	South Street (Route 13)					Route 101 Eastbound Onramp					South Street (Route 13)					Route 101 Eastbound Offramp					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	3	0	0	3	0	0	0	0	0	7	11	0	0	18	0	0	0	0	0	21
4:15 PM	0	4	1	0	5	0	0	0	0	0	2	4	0	0	6	1	0	0	0	1	12
4:30 PM	0	3	0	0	3	0	0	0	0	0	2	5	0	0	7	0	0	0	0	0	10
4:45 PM	0	2	1	0	3	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	6
<b>Total</b>	0	12	2	0	14	0	0	0	0	0	11	22	0	0	33	1	0	1	0	2	49
5:00 PM	0	2	0	0	2	0	0	0	0	0	2	0	0	0	2	1	0	0	0	1	5
5:15 PM	0	2	0	0	2	0	0	0	0	0	1	3	0	0	4	2	0	0	0	2	8
5:30 PM	0	2	0	0	2	0	0	0	0	0	1	1	0	0	2	1	0	1	0	2	6
5:45 PM	0	0	1	0	1	0	0	0	0	0	2	3	0	0	5	2	0	0	0	2	8
<b>Total</b>	0	6	1	0	7	0	0	0	0	0	6	7	0	0	13	6	0	1	0	7	27
Grand Total	0	18	3	0	21	0	0	0	0	0	17	29	0	0	46	7	0	2	0	9	76
Approach %	0.0	85.7	14.3	0.0		0.0	0.0	0.0	0.0		37.0	63.0	0.0	0.0		77.8	0.0	22.2	0.0		
Total %	0.0	23.7	3.9	0.0	27.6	0.0	0.0	0.0	0.0	0.0	22.4	38.2	0.0	0.0	60.5	9.2	0.0	2.6	0.0	11.8	
Exiting Leg Total	31					20					25					0					76
Buses	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	4
% Buses	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13.8	0.0	0.0	8.7	0.0	0.0	0.0	0.0	0.0	5.3
Exiting Leg Total	4					0					0					0					4
Single-Unit Trucks	0	16	3	0	19	0	0	0	0	0	11	21	0	0	32	6	0	2	0	8	59
% Single-Unit	0.0	88.9	100.0	0.0	90.5	0.0	0.0	0.0	0.0	0.0	64.7	72.4	0.0	0.0	69.6	85.7	0.0	100.0	0.0	88.9	77.6
Exiting Leg Total	23					14					22					0					59
Articulated Trucks	0	2	0	0	2	0	0	0	0	0	6	4	0	0	10	1	0	0	0	1	13
% Articulated	0.0	11.1	0.0	0.0	9.5	0.0	0.0	0.0	0.0	0.0	35.3	13.8	0.0	0.0	21.7	14.3	0.0	0.0	0.0	11.1	17.1
Exiting Leg Total	4					6					3					0					13

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

4:00 PM	South Street (Route 13)					Route 101 Eastbound Onramp					South Street (Route 13)					Route 101 Eastbound Offramp					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	3	0	0	3	0	0	0	0	0	7	11	0	0	18	0	0	0	0	0	21
4:15 PM	0	4	1	0	5	0	0	0	0	0	2	4	0	0	6	1	0	0	0	1	12
4:30 PM	0	3	0	0	3	0	0	0	0	0	2	5	0	0	7	0	0	0	0	0	10
4:45 PM	0	2	1	0	3	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	6
Total Volume	0	12	2	0	14	0	0	0	0	0	11	22	0	0	33	1	0	1	0	2	49
% Approach Total	0.0	85.7	14.3	0.0		0.0	0.0	0.0	0.0		33.3	66.7	0.0	0.0		50.0	0.0	50.0	0.0		
PHF	0.000	0.750	0.500	0.000	0.700	0.000	0.000	0.000	0.000	0.000	0.393	0.500	0.000	0.000	0.458	0.250	0.000	0.250	0.000	0.500	0.583
Buses	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
Buses %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13.6	0.0	0.0	9.1	0.0	0.0	0.0	0.0	0.0	6.1
Single-Unit Trucks	0	10	2	0	12	0	0	0	0	0	7	16	0	0	23	0	0	1	0	1	36
Single-Unit %	0.0	83.3	100.0	0.0	85.7	0.0	0.0	0.0	0.0	0.0	63.6	72.7	0.0	0.0	69.7	0.0	0.0	100.0	0.0	50.0	73.5
Articulated Trucks	0	2	0	0	2	0	0	0	0	0	4	3	0	0	7	1	0	0	0	1	10
Articulated %	0.0	16.7	0.0	0.0	14.3	0.0	0.0	0.0	0.0	0.0	36.4	13.6	0.0	0.0	21.2	100.0	0.0	0.0	0.0	50.0	20.4
Buses	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
Single-Unit Trucks	0	10	2	0	12	0	0	0	0	0	7	16	0	0	23	0	0	1	0	1	36
Articulated Trucks	0	2	0	0	2	0	0	0	0	0	4	3	0	0	7	1	0	0	0	1	10
Total Entering Leg	0	12	2	0	14	0	0	0	0	0	11	22	0	0	33	1	0	1	0	2	49
Buses	3					0					0					0					3
Single-Unit Trucks	17					9					10					0					36
Articulated Trucks	3					4					3					0					10
Total Exiting Leg	23					13					13					0					49

PDI File #: **228519 D**  
 Location: **N: South Street (Route 13) S: South Street (Route 13)**  
 Location: **E: Route 101 EB Onramp W: Route 101 EB Offramp**  
 City, State: **Milford, NH**  
 Client: **GPI/R. Bollinger**  
 Site Code: **NEX-2021414**  
 Count Date: **Thursday, May 12, 2022**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



**Buses**

	South Street (Route 13)					Route 101 Eastbound Onramp					South Street (Route 13)					Route 101 Eastbound Offramp					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
<b>Grand Total</b>	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	4
Approach %	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	4					0					0					0					4

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

4:00 PM	South Street (Route 13)					Route 101 Eastbound Onramp					South Street (Route 13)					Route 101 Eastbound Offramp					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
<b>Total Volume</b>	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
<b>% Approach Total</b>	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.375	0.000	0.000	0.375	0.000	0.000	0.000	0.000	0.000	0.375
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
Exiting Leg	3					0					0					0					3
<b>Total</b>	3					0					3					0					6



PDI File #: **228519 D**  
 Location: **N: South Street (Route 13) S: South Street (Route 13)**  
 Location: **E: Route 101 EB Onramp W: Route 101 EB Offramp**  
 City, State: **Milford, NH**  
 Client: **GPI/R. Bollinger**  
 Site Code: **NEX-2021414**  
 Count Date: **Thursday, May 12, 2022**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



**Single-Unit Trucks**

	South Street (Route 13)					Route 101 Eastbound Onramp					South Street (Route 13)					Route 101 Eastbound Offramp					Total					
	from North					from East					from South					from West										
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total						
4:00 PM	0	1	0	0	1	0	0	0	0	0	4	8	0	0	12	0	0	0	0	0	0	0	0	0	0	13
4:15 PM	0	4	1	0	5	0	0	0	0	0	2	3	0	0	5	0	0	0	0	0	0	0	0	0	0	10
4:30 PM	0	3	0	0	3	0	0	0	0	0	1	5	0	0	6	0	0	0	0	0	0	0	0	0	0	9
4:45 PM	0	2	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	0	1	4
<b>Total</b>	0	10	2	0	12	0	0	0	0	0	7	16	0	0	23	0	0	1	0	1	0	0	1	0	1	36
5:00 PM	0	2	0	0	2	0	0	0	0	0	2	0	0	0	2	1	0	0	0	1	0	0	0	0	1	5
5:15 PM	0	2	0	0	2	0	0	0	0	0	1	2	0	0	3	2	0	0	0	2	0	0	0	0	2	7
5:30 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	1	0	1	0	2	0	0	0	0	2	5
5:45 PM	0	0	1	0	1	0	0	0	0	0	1	2	0	0	3	2	0	0	0	2	0	0	0	0	2	6
<b>Total</b>	0	6	1	0	7	0	0	0	0	0	4	5	0	0	9	6	0	1	0	7	0	0	0	0	7	23
Grand Total	0	16	3	0	19	0	0	0	0	0	11	21	0	0	32	6	0	2	0	8	0	0	0	0	8	59
Approach %	0.0	84.2	15.8	0.0		0.0	0.0	0.0	0.0		34.4	65.6	0.0	0.0		75.0	0.0	25.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	27.1	5.1	0.0	32.2	0.0	0.0	0.0	0.0	0.0	18.6	35.6	0.0	0.0	54.2	10.2	0.0	3.4	0.0	13.6	0.0	0.0	0.0	0.0	13.6	
Exiting Leg Total						23					14					22					0	59				

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

4:00 PM	South Street (Route 13)					Route 101 Eastbound Onramp					South Street (Route 13)					Route 101 Eastbound Offramp					Total					
	from North					from East					from South					from West										
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total						
4:00 PM	0	1	0	0	1	0	0	0	0	0	4	8	0	0	12	0	0	0	0	0	0	0	0	0	0	13
4:15 PM	0	4	1	0	5	0	0	0	0	0	2	3	0	0	5	0	0	0	0	0	0	0	0	0	0	10
4:30 PM	0	3	0	0	3	0	0	0	0	0	1	5	0	0	6	0	0	0	0	0	0	0	0	0	0	9
4:45 PM	0	2	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	0	1	4
Total Volume	0	10	2	0	12	0	0	0	0	0	7	16	0	0	23	0	0	1	0	1	0	0	1	0	1	36
% Approach Total	0.0	83.3	16.7	0.0		0.0	0.0	0.0	0.0		30.4	69.6	0.0	0.0		0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.625	0.500	0.000	0.600	0.000	0.000	0.000	0.000	0.000	0.438	0.500	0.000	0.000	0.479	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.250	0.000	0.250	0.692
Entering Leg	0	10	2	0	12	0	0	0	0	0	7	16	0	0	23	0	0	1	0	1	0	0	0	0	1	36
Exiting Leg						17					9					10					0	36				
Total						29					9					33					1	72				

PDI File #: **228519 D**  
 Location: **N: South Street (Route 13) S: South Street (Route 13)**  
 Location: **E: Route 101 EB Onramp W: Route 101 EB Offramp**  
 City, State: **Milford, NH**  
 Client: **GPI/R. Bollinger**  
 Site Code: **NEX-2021414**  
 Count Date: **Thursday, May 12, 2022**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



**Articulated Trucks**

	South Street (Route 13)					Route 101 Eastbound Onramp					South Street (Route 13)					Route 101 Eastbound Offramp					Total					
	from North					from East					from South					from West										
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total						
4:00 PM	0	2	0	0	2	0	0	0	0	0	3	1	0	0	4	0	0	0	0	0	0	0	0	0	0	6
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0	1	2
4:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
<b>Total</b>	0	2	0	0	2	0	0	0	0	0	4	3	0	0	7	1	0	0	0	0	0	0	0	0	1	10
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	2
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	2	1	0	0	3	0	0	0	0	0	0	0	0	0	0	3
<b>Grand Total</b>	0	2	0	0	2	0	0	0	0	0	6	4	0	0	10	1	0	0	0	0	0	0	0	0	1	13
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		60.0	40.0	0.0	0.0		100.0	0.0	0.0	0.0							
Total %	0.0	15.4	0.0	0.0	15.4	0.0	0.0	0.0	0.0	0.0	46.2	30.8	0.0	0.0	76.9	7.7	0.0	0.0	0.0	7.7						
Exiting Leg Total						4					6					3					0	13				

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

4:00 PM	South Street (Route 13)					Route 101 Eastbound Onramp					South Street (Route 13)					Route 101 Eastbound Offramp					Total					
	from North					from East					from South					from West										
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total						
4:00 PM	0	2	0	0	2	0	0	0	0	0	3	1	0	0	4	0	0	0	0	0	0	0	0	0	0	6
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0	1	2
4:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	2	0	0	2	0	0	0	0	0	4	3	0	0	7	1	0	0	0	0	0	0	0	0	1	10
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		57.1	42.9	0.0	0.0		100.0	0.0	0.0	0.0							
PHF	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.333	0.750	0.000	0.000	0.438	0.250	0.000	0.000	0.000	0.250					0.417	
Entering Leg	0	2	0	0	2	0	0	0	0	0	4	3	0	0	7	1	0	0	0	0	0	0	0	0	1	10
Exiting Leg						3					4					3					0	10				
Total						5					4					10					1	20				

PDI File #: **228519 D**  
 Location: **N: South Street (Route 13) S: South Street (Route 13)**  
 Location: **E: Route 101 EB Onramp W: Route 101 EB Offramp**  
 City, State: **Milford, NH**  
 Client: **GPI/R. Bollinger**  
 Site Code: **NEX-2021414**  
 Count Date: **Thursday, May 12, 2022**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**



157 Washington Street, Suite 2  
 Hudson, MA 01749  
 Office: 508-875-0100 Fax: 508-875-0118

**Bicycles (on Roadway and Crosswalks)**

	South Street (Route 13)							Route 101 Eastbound Onramp							South Street (Route 13)							Route 101 Eastbound Offramp							Total	
	from North							from East							from South							from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Approach %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total	1							0							0							0							1	

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

	South Street (Route 13)							Route 101 Eastbound Onramp							South Street (Route 13)							Route 101 Eastbound Offramp							Total	
	from North							from East							from South							from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Exiting Leg	1							0							0							0							1	
Total	1							0							1							0							2	

PDI File #: **228519 D**  
 Location: **N: South Street (Route 13) S: South Street (Route 13)**  
 Location: **E: Route 101 EB Onramp W: Route 101 EB Offramp**  
 City, State: **Milford, NH**  
 Client: **GPI/R. Bollinger**  
 Site Code: **NEX-2021414**  
 Count Date: **Thursday, May 12, 2022**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



**Pedestrians**

	South Street (Route 13)							Route 101 Eastbound Onramp							South Street (Route 13)							Route 101 Eastbound Offramp							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Approach %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Exiting Leg Total	0							0							0							0							0

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

4:00 PM	South Street (Route 13)							Route 101 Eastbound Onramp							South Street (Route 13)							Route 101 Eastbound Offramp							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000		
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Exiting Leg	0							0							0							0							0
Total	0							0							0							0							0

PDI File #: **228519 D**  
 Location: **N: South Street (Route 13) S: South Street (Route 13)**  
 Location: **E: Route 101 EB Onramp W: Route 101 EB Offramp**  
 City, State: **Milford, NH**  
 Client: **GPI/R. Bollinger**  
 Site Code: **NEX-2021414**  
 Count Date: **Saturday, May 14, 2022**  
 Start Time: **10:00 AM**  
 End Time: **1:00 PM**  
 Class:



**Cars and Heavy Vehicles (Combined)**

	South Street (Route 13)					Route 101 Eastbound Onramp					South Street (Route 13)					Route 101 Eastbound Offramp					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
10:00 AM	0	138	19	0	157	0	0	0	0	0	92	67	0	0	159	37	1	6	0	44	360
10:15 AM	0	111	18	0	129	0	0	0	0	0	86	74	0	0	160	23	1	7	0	31	320
10:30 AM	0	100	27	0	127	0	0	0	0	0	108	91	0	0	199	28	0	1	0	29	355
10:45 AM	0	121	19	1	141	0	0	0	0	0	111	102	0	0	213	28	0	3	0	31	385
Total	0	470	83	1	554	0	0	0	0	0	397	334	0	0	731	116	2	17	0	135	1420
11:00 AM	0	105	29	0	134	0	0	0	0	0	104	96	0	0	200	22	0	4	0	26	360
11:15 AM	0	110	16	0	126	0	0	0	0	0	112	85	0	0	197	19	1	2	0	22	345
11:30 AM	0	117	25	0	142	0	0	0	0	0	95	86	0	0	181	21	0	6	0	27	350
11:45 AM	0	148	22	0	170	0	0	0	0	0	96	91	0	0	187	33	1	6	0	40	397
Total	0	480	92	0	572	0	0	0	0	0	407	358	0	0	765	95	2	18	0	115	1452
12:00 PM	0	157	26	0	183	0	0	0	0	0	94	109	0	0	203	30	0	8	0	38	424
12:15 PM	0	135	10	0	145	0	0	0	0	0	80	80	0	0	160	23	0	6	0	29	334
12:30 PM	0	155	15	0	170	0	0	0	0	0	92	87	0	0	179	25	1	3	0	29	378
12:45 PM	0	115	14	0	129	0	0	0	0	0	92	91	0	0	183	31	1	7	0	39	351
Total	0	562	65	0	627	0	0	0	0	0	358	367	0	0	725	109	2	24	0	135	1487
Grand Total	0	1512	240	1	1753	0	0	0	0	0	1162	1059	0	0	2221	320	6	59	0	385	4359
Approach %	0.0	86.3	13.7	0.1		0.0	0.0	0.0	0.0		52.3	47.7	0.0	0.0		83.1	1.6	15.3	0.0		
Total %	0.0	34.7	5.5	0.0	40.2	0.0	0.0	0.0	0.0	0.0	26.7	24.3	0.0	0.0	51.0	7.3	0.1	1.4	0.0	8.8	
Exiting Leg Total	1119					1408					1832					0					4359
Cars	0	1487	238	1	1726	0	0	0	0	0	1148	1049	0	0	2197	315	6	59	0	380	4303
% Cars	0.0	98.3	99.2	100.0	98.5	0.0	0.0	0.0	0.0	0.0	98.8	99.1	0.0	0.0	98.9	98.4	100.0	100.0	0.0	98.7	98.7
Exiting Leg Total	1109					1392					1802					0					4303
Heavy Vehicles	0	25	2	0	27	0	0	0	0	0	14	10	0	0	24	5	0	0	0	5	56
% Heavy Vehicles	0.0	1.7	0.8	0.0	1.5	0.0	0.0	0.0	0.0	0.0	1.2	0.9	0.0	0.0	1.1	1.6	0.0	0.0	0.0	1.3	1.3
Exiting Leg Total	10					16					30					0					56

Peak Hour Analysis from 10:00 AM to 01:00 PM begins at:

11:45 AM	South Street (Route 13)					Route 101 Eastbound Onramp					South Street (Route 13)					Route 101 Eastbound Offramp					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:45 AM	0	148	22	0	170	0	0	0	0	0	96	91	0	0	187	33	1	6	0	40	397
12:00 PM	0	157	26	0	183	0	0	0	0	0	94	109	0	0	203	30	0	8	0	38	424
12:15 PM	0	135	10	0	145	0	0	0	0	0	80	80	0	0	160	23	0	6	0	29	334
12:30 PM	0	155	15	0	170	0	0	0	0	0	92	87	0	0	179	25	1	3	0	29	378
Total Volume	0	595	73	0	668	0	0	0	0	0	362	367	0	0	729	111	2	23	0	136	1533
% Approach Total	0.0	89.1	10.9	0.0		0.0	0.0	0.0	0.0		49.7	50.3	0.0	0.0		81.6	1.5	16.9	0.0		
PHF	0.000	0.947	0.702	0.000	0.913	0.000	0.000	0.000	0.000	0.000	0.943	0.842	0.000	0.000	0.898	0.841	0.500	0.719	0.000	0.850	0.904
Cars	0	586	73	0	659	0	0	0	0	0	358	363	0	0	721	110	2	23	0	135	1515
Cars %	0.0	98.5	100.0	0.0	98.7	0.0	0.0	0.0	0.0	0.0	98.9	98.9	0.0	0.0	98.9	99.1	100.0	100.0	0.0	99.3	98.8
Heavy Vehicles	0	9	0	0	9	0	0	0	0	0	4	4	0	0	8	1	0	0	0	1	18
Heavy Vehicles %	0.0	1.5	0.0	0.0	1.3	0.0	0.0	0.0	0.0	0.0	1.1	1.1	0.0	0.0	1.1	0.9	0.0	0.0	0.0	0.7	1.2
Cars Enter Leg	0	586	73	0	659	0	0	0	0	0	358	363	0	0	721	110	2	23	0	135	1515
Heavy Enter Leg	0	9	0	0	9	0	0	0	0	0	4	4	0	0	8	1	0	0	0	1	18
Total Entering Leg	0	595	73	0	668	0	0	0	0	0	362	367	0	0	729	111	2	23	0	136	1533
Cars Exiting Leg	386					433					696					0					1515
Heavy Exiting Leg	4					4					10					0					18
Total Exiting Leg	390					437					706					0					1533

PDI File #: **228519 D**  
 Location: **N: South Street (Route 13) S: South Street (Route 13)**  
 Location: **E: Route 101 EB Onramp W: Route 101 EB Offramp**  
 City, State: **Milford, NH**  
 Client: **GPI/R. Bollinger**  
 Site Code: **NEX-2021414**  
 Count Date: **Saturday, May 14, 2022**  
 Start Time: **10:00 AM**  
 End Time: **1:00 PM**  
 Class:



**Cars**

	South Street (Route 13)					Route 101 Eastbound Onramp					South Street (Route 13)					Route 101 Eastbound Offramp					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
10:00 AM	0	136	19	0	155	0	0	0	0	0	91	66	0	0	157	36	1	6	0	43	355
10:15 AM	0	106	18	0	124	0	0	0	0	0	86	74	0	0	160	23	1	7	0	31	315
10:30 AM	0	99	27	0	126	0	0	0	0	0	104	90	0	0	194	26	0	1	0	27	347
10:45 AM	0	119	18	1	138	0	0	0	0	0	111	100	0	0	211	28	0	3	0	31	380
<b>Total</b>	0	460	82	1	543	0	0	0	0	0	392	330	0	0	722	113	2	17	0	132	1397
11:00 AM	0	103	29	0	132	0	0	0	0	0	103	96	0	0	199	22	0	4	0	26	357
11:15 AM	0	109	16	0	125	0	0	0	0	0	111	85	0	0	196	19	1	2	0	22	343
11:30 AM	0	114	25	0	139	0	0	0	0	0	92	86	0	0	178	20	0	6	0	26	343
11:45 AM	0	144	22	0	166	0	0	0	0	0	96	90	0	0	186	33	1	6	0	40	392
<b>Total</b>	0	470	92	0	562	0	0	0	0	0	402	357	0	0	759	94	2	18	0	114	1435
12:00 PM	0	155	26	0	181	0	0	0	0	0	94	108	0	0	202	29	0	8	0	37	420
12:15 PM	0	133	10	0	143	0	0	0	0	0	77	78	0	0	155	23	0	6	0	29	327
12:30 PM	0	154	15	0	169	0	0	0	0	0	91	87	0	0	178	25	1	3	0	29	376
12:45 PM	0	115	13	0	128	0	0	0	0	0	92	89	0	0	181	31	1	7	0	39	348
<b>Total</b>	0	557	64	0	621	0	0	0	0	0	354	362	0	0	716	108	2	24	0	134	1471
Grand Total	0	1487	238	1	1726	0	0	0	0	0	1148	1049	0	0	2197	315	6	59	0	380	4303
Approach %	0.0	86.2	13.8	0.1		0.0	0.0	0.0	0.0		52.3	47.7	0.0	0.0		82.9	1.6	15.5	0.0		
Total %	0.0	34.6	5.5	0.0	40.1	0.0	0.0	0.0	0.0	0.0	26.7	24.4	0.0	0.0	51.1	7.3	0.1	1.4	0.0	8.8	
Exiting Leg Total	1109					1392					1802					0					4303

Peak Hour Analysis from 10:00 AM to 01:00 PM begins at:

11:45 AM	South Street (Route 13)					Route 101 Eastbound Onramp					South Street (Route 13)					Route 101 Eastbound Offramp					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:45 AM	0	144	22	0	166	0	0	0	0	0	96	90	0	0	186	33	1	6	0	40	392
12:00 PM	0	155	26	0	181	0	0	0	0	0	94	108	0	0	202	29	0	8	0	37	420
12:15 PM	0	133	10	0	143	0	0	0	0	0	77	78	0	0	155	23	0	6	0	29	327
12:30 PM	0	154	15	0	169	0	0	0	0	0	91	87	0	0	178	25	1	3	0	29	376
Total Volume	0	586	73	0	659	0	0	0	0	0	358	363	0	0	721	110	2	23	0	135	1515
% Approach Total	0.0	88.9	11.1	0.0		0.0	0.0	0.0	0.0		49.7	50.3	0.0	0.0		81.5	1.5	17.0	0.0		
PHF	0.000	0.945	0.702	0.000	0.910	0.000	0.000	0.000	0.000	0.000	0.932	0.840	0.000	0.000	0.892	0.833	0.500	0.719	0.000	0.844	0.902
Entering Leg	0	586	73	0	659	0	0	0	0	0	358	363	0	0	721	110	2	23	0	135	1515
Exiting Leg	386					433					696					0					1515
Total	1045					433					1417					135					3030

PDI File #: 228519 D  
 Location: N: South Street (Route 13) S: South Street (Route 13)  
 Location: E: Route 101 EB Onramp W: Route 101 EB Offramp  
 City, State: Milford, NH  
 Client: GPI/R. Bollinger  
 Site Code: NEX-2021414  
 Count Date: Saturday, May 14, 2022  
 Start Time: 10:00 AM  
 End Time: 1:00 PM  
 Class:



### Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)

	South Street (Route 13)					Route 101 Eastbound Onramp					South Street (Route 13)					Route 101 Eastbound Offramp					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
10:00 AM	0	2	0	0	2	0	0	0	0	0	1	1	0	0	2	1	0	0	0	1	5
10:15 AM	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
10:30 AM	0	1	0	0	1	0	0	0	0	0	4	1	0	0	5	2	0	0	0	2	8
10:45 AM	0	2	1	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5
Total	0	10	1	0	11	0	0	0	0	0	5	4	0	0	9	3	0	0	0	3	23
11:00 AM	0	2	0	0	2	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	3
11:15 AM	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2
11:30 AM	0	3	0	0	3	0	0	0	0	0	3	0	0	0	3	1	0	0	0	1	7
11:45 AM	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	5
Total	0	10	0	0	10	0	0	0	0	0	5	1	0	0	6	1	0	0	0	1	17
12:00 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	4
12:15 PM	0	2	0	0	2	0	0	0	0	0	3	2	0	0	5	0	0	0	0	0	7
12:30 PM	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2
12:45 PM	0	0	1	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
Total	0	5	1	0	6	0	0	0	0	0	4	5	0	0	9	1	0	0	0	1	16
Grand Total	0	25	2	0	27	0	0	0	0	0	14	10	0	0	24	5	0	0	0	5	56
Approach %	0.0	92.6	7.4	0.0		0.0	0.0	0.0	0.0		58.3	41.7	0.0	0.0		100.0	0.0	0.0	0.0		
Total %	0.0	44.6	3.6	0.0	48.2	0.0	0.0	0.0	0.0	0.0	25.0	17.9	0.0	0.0	42.9	8.9	0.0	0.0	0.0	8.9	
Exiting Leg Total	10					16					30					0					56
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total	0					0					0					0					0
Single-Unit Trucks	0	16	2	0	18	0	0	0	0	0	11	9	0	0	20	2	0	0	0	2	40
% Single-Unit	0.0	64.0	100.0	0.0	66.7	0.0	0.0	0.0	0.0	0.0	78.6	90.0	0.0	0.0	83.3	40.0	0.0	0.0	0.0	40.0	71.4
Exiting Leg Total	9					13					18					0					40
Articulated Trucks	0	9	0	0	9	0	0	0	0	0	3	1	0	0	4	3	0	0	0	3	16
% Articulated	0.0	36.0	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	21.4	10.0	0.0	0.0	16.7	60.0	0.0	0.0	0.0	60.0	28.6
Exiting Leg Total	1					3					12					0					16

Peak Hour Analysis from 10:00 AM to 01:00 PM begins at:

	South Street (Route 13)					Route 101 Eastbound Onramp					South Street (Route 13)					Route 101 Eastbound Offramp					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
10:00 AM	0	2	0	0	2	0	0	0	0	0	1	1	0	0	2	1	0	0	0	1	5
10:15 AM	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
10:30 AM	0	1	0	0	1	0	0	0	0	0	4	1	0	0	5	2	0	0	0	2	8
10:45 AM	0	2	1	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5
Total Volume	0	10	1	0	11	0	0	0	0	0	5	4	0	0	9	3	0	0	0	3	23
% Approach Total	0.0	90.9	9.1	0.0		0.0	0.0	0.0	0.0		55.6	44.4	0.0	0.0		100.0	0.0	0.0	0.0		
PHF	0.000	0.500	0.250	0.000	0.550	0.000	0.000	0.000	0.000	0.000	0.313	0.500	0.000	0.000	0.450	0.375	0.000	0.000	0.000	0.375	0.719
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Buses %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Single-Unit Trucks	0	7	1	0	8	0	0	0	0	0	4	3	0	0	7	1	0	0	0	1	16
Single-Unit %	0.0	70.0	100.0	0.0	72.7	0.0	0.0	0.0	0.0	0.0	80.0	75.0	0.0	0.0	77.8	33.3	0.0	0.0	0.0	33.3	69.6
Articulated Trucks	0	3	0	0	3	0	0	0	0	0	1	1	0	0	2	2	0	0	0	2	7
Articulated %	0.0	30.0	0.0	0.0	27.3	0.0	0.0	0.0	0.0	0.0	20.0	25.0	0.0	0.0	22.2	66.7	0.0	0.0	0.0	66.7	30.4
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	7	1	0	8	0	0	0	0	0	4	3	0	0	7	1	0	0	0	1	16
Articulated Trucks	0	3	0	0	3	0	0	0	0	0	1	1	0	0	2	2	0	0	0	2	7
Total Entering Leg	0	10	1	0	11	0	0	0	0	0	5	4	0	0	9	3	0	0	0	3	23
Buses	0					0					0					0					0
Single-Unit Trucks	3					5					8					16					16
Articulated Trucks	1					1					5					7					7
Total Exiting Leg	4					6					13					23					23

PDI File #: **228519 D**  
 Location: **N: South Street (Route 13) S: South Street (Route 13)**  
 Location: **E: Route 101 EB Onramp W: Route 101 EB Offramp**  
 City, State: **Milford, NH**  
 Client: **GPI/R. Bollinger**  
 Site Code: **NEX-2021414**  
 Count Date: **Saturday, May 14, 2022**  
 Start Time: **10:00 AM**  
 End Time: **1:00 PM**  
 Class:



**Buses**

	South Street (Route 13)					Route 101 Eastbound Onramp					South Street (Route 13)					Route 101 Eastbound Offramp					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total	0					0					0					0					0

Peak Hour Analysis from 10:00 AM to 01:00 PM begins at:

10:00 AM	South Street (Route 13)					Route 101 Eastbound Onramp					South Street (Route 13)					Route 101 Eastbound Offramp					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg	0					0					0					0					0
Total	0					0					0					0					0



PDI File #: **228519 D**  
 Location: **N: South Street (Route 13) S: South Street (Route 13)**  
 Location: **E: Route 101 EB Onramp W: Route 101 EB Offramp**  
 City, State: **Milford, NH**  
 Client: **GPI/R. Bollinger**  
 Site Code: **NEX-2021414**  
 Count Date: **Saturday, May 14, 2022**  
 Start Time: **10:00 AM**  
 End Time: **1:00 PM**  
 Class:



**Single-Unit Trucks**

	South Street (Route 13)					Route 101 Eastbound Onramp					South Street (Route 13)					Route 101 Eastbound Offramp					Total					
	from North					from East					from South					from West										
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total						
10:00 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
10:15 AM	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
10:30 AM	0	1	0	0	1	0	0	0	0	0	4	0	0	0	4	1	0	0	0	1	0	0	0	0	0	6
10:45 AM	0	1	1	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	4
<b>Total</b>	0	7	1	0	8	0	0	0	0	0	4	3	0	0	7	1	0	0	0	1	0	0	0	0	0	16
11:00 AM	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
11:15 AM	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
11:30 AM	0	1	0	0	1	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	4
11:45 AM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	4
<b>Total</b>	0	6	0	0	6	0	0	0	0	0	5	1	0	0	6	0	0	0	0	0	0	0	0	0	0	12
12:00 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	3
12:15 PM	0	1	0	0	1	0	0	0	0	0	2	2	0	0	4	0	0	0	0	0	0	0	0	0	0	5
12:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:45 PM	0	0	1	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	3
<b>Total</b>	0	3	1	0	4	0	0	0	0	0	2	5	0	0	7	1	0	0	0	1	0	0	0	0	0	12
<b>Grand Total</b>	0	16	2	0	18	0	0	0	0	0	11	9	0	0	20	2	0	0	0	2	0	0	0	0	0	40
Approach %	0.0	88.9	11.1	0.0		0.0	0.0	0.0	0.0		55.0	45.0	0.0	0.0		100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	40.0	5.0	0.0	45.0	0.0	0.0	0.0	0.0	0.0	27.5	22.5	0.0	0.0	50.0	5.0	0.0	0.0	0.0	5.0	0.0	0.0	0.0	0.0	5.0	
Exiting Leg Total						9					13					18					0					40

Peak Hour Analysis from 10:00 AM to 01:00 PM begins at:

	South Street (Route 13)					Route 101 Eastbound Onramp					South Street (Route 13)					Route 101 Eastbound Offramp					Total					
	from North					from East					from South					from West										
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total						
10:00 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
10:15 AM	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
10:30 AM	0	1	0	0	1	0	0	0	0	0	4	0	0	0	4	1	0	0	0	1	0	0	0	0	0	6
10:45 AM	0	1	1	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	4
<b>Total Volume</b>	0	7	1	0	8	0	0	0	0	0	4	3	0	0	7	1	0	0	0	1	0	0	0	0	0	16
<b>% Approach Total</b>	0.0	87.5	12.5	0.0		0.0	0.0	0.0	0.0		57.1	42.9	0.0	0.0		100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.438	0.250	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.250	0.375	0.000	0.000	0.438	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.667	
Entering Leg	0	7	1	0	8	0	0	0	0	0	4	3	0	0	7	1	0	0	0	1	0	0	0	0	0	16
Exiting Leg						3					5					8					0					
<b>Total</b>	11					5					15					1					32					

PDI File #: **228519 D**  
 Location: **N: South Street (Route 13) S: South Street (Route 13)**  
 Location: **E: Route 101 EB Onramp W: Route 101 EB Offramp**  
 City, State: **Milford, NH**  
 Client: **GPI/R. Bollinger**  
 Site Code: **NEX-2021414**  
 Count Date: **Saturday, May 14, 2022**  
 Start Time: **10:00 AM**  
 End Time: **1:00 PM**  
 Class:



**Articulated Trucks**

	South Street (Route 13)					Route 101 Eastbound Onramp					South Street (Route 13)					Route 101 Eastbound Offramp					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
10:00 AM	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	3
10:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	2
10:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
<b>Total</b>	0	3	0	0	3	0	0	0	0	0	1	1	0	0	2	2	0	0	0	2	7
11:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	3
11:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
<b>Total</b>	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	5
12:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:15 PM	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2
12:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	2	0	0	2	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	4
<b>Grand Total</b>	0	9	0	0	9	0	0	0	0	0	3	1	0	0	4	3	0	0	0	3	16
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		75.0	25.0	0.0	0.0		100.0	0.0	0.0	0.0		
Total %	0.0	56.3	0.0	0.0	56.3	0.0	0.0	0.0	0.0	0.0	18.8	6.3	0.0	0.0	25.0	18.8	0.0	0.0	0.0	18.8	
Exiting Leg Total	1					3					12					0					16

Peak Hour Analysis from 10:00 AM to 01:00 PM begins at:

10:00 AM	South Street (Route 13)					Route 101 Eastbound Onramp					South Street (Route 13)					Route 101 Eastbound Offramp					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
10:00 AM	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	3
10:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	2
10:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
<b>Total Volume</b>	0	3	0	0	3	0	0	0	0	0	1	1	0	0	2	2	0	0	0	2	7
<b>% Approach Total</b>	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		50.0	50.0	0.0	0.0		100.0	0.0	0.0	0.0		
PHF	0.000	0.750	0.000	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.500	0.500	0.000	0.000	0.000	0.500	0.583
Entering Leg	0	3	0	0	3	0	0	0	0	0	1	1	0	0	2	2	0	0	0	2	7
Exiting Leg	1					1					7					2					7
<b>Total</b>	4					1					7					2					14

PDI File #: 228519 D  
 Location: N: South Street (Route 13) S: South Street (Route 13)  
 Location: E: Route 101 EB Onramp W: Route 101 EB Offramp  
 City, State: Milford, NH  
 Client: GPI/R. Bollinger  
 Site Code: NEX-2021414  
 Count Date: Saturday, May 14, 2022  
 Start Time: 10:00 AM  
 End Time: 1:00 PM  
 Class:



**Bicycles (on Roadway and Crosswalks)**

	South Street (Route 13)							Route 101 Eastbound Onramp							South Street (Route 13)							Route 101 Eastbound Offramp							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
10:00 AM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2		
10:15 AM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2		
10:30 AM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1		
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Total	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	5		
11:00 AM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1		
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Total	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1		
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1		
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1		
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2		
Grand Total	0	4	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	8		
Approach %	0.0	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0	0.0	0.0		
Total %	0.0	50.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	12.5	37.5	0.0	0.0	0.0	37.5		
Exiting Leg Total	1							0							7							0							8

Peak Hour Analysis from 10:00 AM to 01:00 PM begins at:

	South Street (Route 13)							Route 101 Eastbound Onramp							South Street (Route 13)							Route 101 Eastbound Offramp							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
10:00 AM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	
10:15 AM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
10:30 AM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1		
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Total Volume	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5		
% Approach Total	0.0	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.750	0.000	0.000	0.000	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.250	0.625	
Entering Leg	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5		
Exiting Leg	1							0							4							0							5
Total	4							0							5							1							10

PDI File #: 228519 D  
 Location: N: South Street (Route 13) S: South Street (Route 13)  
 Location: E: Route 101 EB Onramp W: Route 101 EB Offramp  
 City, State: Milford, NH  
 Client: GPI/R. Bollinger  
 Site Code: NEX-2021414  
 Count Date: Saturday, May 14, 2022  
 Start Time: 10:00 AM  
 End Time: 1:00 PM  
 Class:



**Pedestrians**

	South Street (Route 13)							Route 101 Eastbound Onramp							South Street (Route 13)							Route 101 Eastbound Offramp							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
Total	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
Grand Total	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
Approach %	0	0	0	0	0	0	0	0	0	0	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total %	0	0	0	0	0	0	0	0	0	0	100	0	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Exiting Leg Total	0							1							0							0							1

Peak Hour Analysis from 10:00 AM to 01:00 PM begins at:

12:00 PM	South Street (Route 13)							Route 101 Eastbound Onramp							South Street (Route 13)							Route 101 Eastbound Offramp							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
Total Volume	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	
Entering Leg	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
Exiting Leg	0							1							0							0							1
Total	0							2							0							0							2

PDI File #: **228519 E**  
 Location: **N: South Street (Route 13) S: South Street (Route 13)**  
 Location: **E: Emerson Road W: Armory Road**  
 City, State: **Milford, NH**  
 Client: **GPI/R. Bollinger**  
 Site Code: **NEX-2021414**  
 Count Date: **Thursday, May 12, 2022**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



**Cars and Heavy Vehicles (Combined)**

	South Street (Route 13)					Emerson Road					South Street (Route 13)					Armory Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	11	65	8	0	84	26	5	2	0	33	11	96	3	0	110	10	9	58	0	77	304
7:15 AM	16	76	12	0	104	38	5	7	0	50	7	115	5	0	127	8	21	49	0	78	359
7:30 AM	19	80	19	0	118	33	7	11	0	51	12	134	8	0	154	8	14	39	0	61	384
7:45 AM	20	111	21	0	152	23	11	9	0	43	7	86	7	0	100	5	8	41	0	54	349
<b>Total</b>	66	332	60	0	458	120	28	29	0	177	37	431	23	0	491	31	52	187	0	270	1396
8:00 AM	18	68	19	0	105	31	12	8	0	51	12	95	2	0	109	8	13	33	0	54	319
8:15 AM	13	79	29	0	121	17	10	10	0	37	12	105	3	0	120	7	8	31	0	46	324
8:30 AM	9	82	30	1	122	28	8	5	0	41	21	103	4	0	128	4	14	30	0	48	339
8:45 AM	16	71	31	0	118	28	10	6	0	44	7	92	4	0	103	8	18	33	0	59	324
<b>Total</b>	56	300	109	1	466	104	40	29	0	173	52	395	13	0	460	27	53	127	0	207	1306
Grand Total	122	632	169	1	924	224	68	58	0	350	89	826	36	0	951	58	105	314	0	477	2702
Approach %	13.2	68.4	18.3	0.1		64.0	19.4	16.6	0.0		9.4	86.9	3.8	0.0		12.2	22.0	65.8	0.0		
Total %	4.5	23.4	6.3	0.0	34.2	8.3	2.5	2.1	0.0	13.0	3.3	30.6	1.3	0.0	35.2	2.1	3.9	11.6	0.0	17.7	
Exiting Leg Total	1365					363					748					226					2702
Cars	112	589	162	1	864	216	60	55	0	331	87	773	32	0	892	52	102	292	0	446	2533
% Cars	91.8	93.2	95.9	100.0	93.5	96.4	88.2	94.8	0.0	94.6	97.8	93.6	88.9	0.0	93.8	89.7	97.1	93.0	0.0	93.5	93.7
Exiting Leg Total	1282					351					696					204					2533
Heavy Vehicles	10	43	7	0	60	8	8	3	0	19	2	53	4	0	59	6	3	22	0	31	169
% Heavy Vehicles	8.2	6.8	4.1	0.0	6.5	3.6	11.8	5.2	0.0	5.4	2.2	6.4	11.1	0.0	6.2	10.3	2.9	7.0	0.0	6.5	6.3
Exiting Leg Total	83					12					52					22					169

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

7:15 AM	South Street (Route 13)					Emerson Road					South Street (Route 13)					Armory Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:15 AM	16	76	12	0	104	38	5	7	0	50	7	115	5	0	127	8	21	49	0	78	359
7:30 AM	19	80	19	0	118	33	7	11	0	51	12	134	8	0	154	8	14	39	0	61	384
7:45 AM	20	111	21	0	152	23	11	9	0	43	7	86	7	0	100	5	8	41	0	54	349
8:00 AM	18	68	19	0	105	31	12	8	0	51	12	95	2	0	109	8	13	33	0	54	319
Total Volume	73	335	71	0	479	125	35	35	0	195	38	430	22	0	490	29	56	162	0	247	1411
% Approach Total	15.2	69.9	14.8	0.0		64.1	17.9	17.9	0.0		7.8	87.8	4.5	0.0		11.7	22.7	65.6	0.0		
PHF	0.913	0.755	0.845	0.000	0.788	0.822	0.729	0.795	0.000	0.956	0.792	0.802	0.688	0.000	0.795	0.906	0.667	0.827	0.000	0.792	0.919
Cars	68	313	69	0	450	120	32	32	0	184	36	404	19	0	459	25	55	150	0	230	1323
Cars %	93.2	93.4	97.2	0.0	93.9	96.0	91.4	91.4	0.0	94.4	94.7	94.0	86.4	0.0	93.7	86.2	98.2	92.6	0.0	93.1	93.8
Heavy Vehicles	5	22	2	0	29	5	3	3	0	11	2	26	3	0	31	4	1	12	0	17	88
Heavy Vehicles %	6.8	6.6	2.8	0.0	6.1	4.0	8.6	8.6	0.0	5.6	5.3	6.0	13.6	0.0	6.3	13.8	1.8	7.4	0.0	6.9	6.2
Cars Enter Leg	68	313	69	0	450	120	32	32	0	184	36	404	19	0	459	25	55	150	0	230	1323
Heavy Enter Leg	5	22	2	0	29	5	3	3	0	11	2	26	3	0	31	4	1	12	0	17	88
Total Entering Leg	73	335	71	0	479	125	35	35	0	195	38	430	22	0	490	29	56	162	0	247	1411
Cars Exiting Leg	674					160					370					119					1323
Heavy Exiting Leg	43					5					29					11					88
Total Exiting Leg	717					165					399					130					1411

PDI File #: **228519 E**  
 Location: **N: South Street (Route 13) S: South Street (Route 13)**  
 Location: **E: Emerson Road W: Armory Road**  
 City, State: **Milford, NH**  
 Client: **GPI/R. Bollinger**  
 Site Code: **NEX-2021414**  
 Count Date: **Thursday, May 12, 2022**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



**Cars**

	South Street (Route 13)					Emerson Road					South Street (Route 13)					Armory Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	9	63	8	0	80	24	4	2	0	30	11	92	3	0	106	10	9	54	0	73	289
7:15 AM	13	69	12	0	94	36	5	7	0	48	7	106	5	0	118	7	21	45	0	73	333
7:30 AM	18	73	19	0	110	32	5	8	0	45	11	126	7	0	144	7	14	34	0	55	354
7:45 AM	19	107	20	0	146	22	11	9	0	42	7	83	5	0	95	4	8	39	0	51	334
<b>Total</b>	59	312	59	0	430	114	25	26	0	165	36	407	20	0	463	28	52	172	0	252	1310
8:00 AM	18	64	18	0	100	30	11	8	0	49	11	89	2	0	102	7	12	32	0	51	302
8:15 AM	12	73	28	0	113	17	7	10	0	34	12	98	3	0	113	6	8	30	0	44	304
8:30 AM	9	77	28	1	115	27	8	5	0	40	21	95	3	0	119	4	14	28	0	46	320
8:45 AM	14	63	29	0	106	28	9	6	0	43	7	84	4	0	95	7	16	30	0	53	297
<b>Total</b>	53	277	103	1	434	102	35	29	0	166	51	366	12	0	429	24	50	120	0	194	1223
Grand Total	112	589	162	1	864	216	60	55	0	331	87	773	32	0	892	52	102	292	0	446	2533
Approach %	13.0	68.2	18.8	0.1		65.3	18.1	16.6	0.0		9.8	86.7	3.6	0.0		11.7	22.9	65.5	0.0		
Total %	4.4	23.3	6.4	0.0	34.1	8.5	2.4	2.2	0.0	13.1	3.4	30.5	1.3	0.0	35.2	2.1	4.0	11.5	0.0	17.6	
Exiting Leg Total	1282					351					696					204					2533

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

	South Street (Route 13)					Emerson Road					South Street (Route 13)					Armory Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:15 AM	13	69	12	0	94	36	5	7	0	48	7	106	5	0	118	7	21	45	0	73	333
7:30 AM	18	73	19	0	110	32	5	8	0	45	11	126	7	0	144	7	14	34	0	55	354
7:45 AM	19	107	20	0	146	22	11	9	0	42	7	83	5	0	95	4	8	39	0	51	334
8:00 AM	18	64	18	0	100	30	11	8	0	49	11	89	2	0	102	7	12	32	0	51	302
Total Volume	68	313	69	0	450	120	32	32	0	184	36	404	19	0	459	25	55	150	0	230	1323
% Approach Total	15.1	69.6	15.3	0.0		65.2	17.4	17.4	0.0		7.8	88.0	4.1	0.0		10.9	23.9	65.2	0.0		
PHF	0.895	0.731	0.863	0.000	0.771	0.833	0.727	0.889	0.000	0.939	0.818	0.802	0.679	0.000	0.797	0.893	0.655	0.833	0.000	0.788	0.934
Entering Leg	68	313	69	0	450	120	32	32	0	184	36	404	19	0	459	25	55	150	0	230	1323
Exiting Leg	674					160					370					119					1323
<b>Total</b>	1124					344					829					349					2646

PDI File #: **228519 E**  
 Location: **N: South Street (Route 13) S: South Street (Route 13)**  
 Location: **E: Emerson Road W: Armory Road**  
 City, State: **Milford, NH**  
 Client: **GPI/R. Bollinger**  
 Site Code: **NEX-2021414**  
 Count Date: **Thursday, May 12, 2022**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



**Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)**

	South Street (Route 13)					Emerson Road					South Street (Route 13)					Armory Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	2	2	0	0	4	2	1	0	0	3	0	4	0	0	4	0	0	4	0	4	15
7:15 AM	3	7	0	0	10	2	0	0	0	2	0	9	0	0	9	1	0	4	0	5	26
7:30 AM	1	7	0	0	8	1	2	3	0	6	1	8	1	0	10	1	0	5	0	6	30
7:45 AM	1	4	1	0	6	1	0	0	0	1	0	3	2	0	5	1	0	2	0	3	15
<b>Total</b>	<b>7</b>	<b>20</b>	<b>1</b>	<b>0</b>	<b>28</b>	<b>6</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>12</b>	<b>1</b>	<b>24</b>	<b>3</b>	<b>0</b>	<b>28</b>	<b>3</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>18</b>	<b>86</b>
8:00 AM	0	4	1	0	5	1	1	0	0	2	1	6	0	0	7	1	1	1	0	3	17
8:15 AM	1	6	1	0	8	0	3	0	0	3	0	7	0	0	7	1	0	1	0	2	20
8:30 AM	0	5	2	0	7	1	0	0	0	1	0	8	1	0	9	0	0	2	0	2	19
8:45 AM	2	8	2	0	12	0	1	0	0	1	0	8	0	0	8	1	2	3	0	6	27
<b>Total</b>	<b>3</b>	<b>23</b>	<b>6</b>	<b>0</b>	<b>32</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>1</b>	<b>29</b>	<b>1</b>	<b>0</b>	<b>31</b>	<b>3</b>	<b>3</b>	<b>7</b>	<b>0</b>	<b>13</b>	<b>83</b>
<b>Grand Total</b>	<b>10</b>	<b>43</b>	<b>7</b>	<b>0</b>	<b>60</b>	<b>8</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>19</b>	<b>2</b>	<b>53</b>	<b>4</b>	<b>0</b>	<b>59</b>	<b>6</b>	<b>3</b>	<b>22</b>	<b>0</b>	<b>31</b>	<b>169</b>
Approach %	16.7	71.7	11.7	0.0		42.1	42.1	15.8	0.0		3.4	89.8	6.8	0.0		19.4	9.7	71.0	0.0		
Total %	5.9	25.4	4.1	0.0	35.5	4.7	4.7	1.8	0.0	11.2	1.2	31.4	2.4	0.0	34.9	3.6	1.8	13.0	0.0	18.3	
Exiting Leg Total					83					12					52					22	169
Buses	0	1	0	0	1	2	1	0	0	3	0	0	0	0	0	1	0	2	0	3	7
% Buses	0.0	2.3	0.0	0.0	1.7	25.0	12.5	0.0	0.0	15.8	0.0	0.0	0.0	0.0	0.0	16.7	0.0	9.1	0.0	9.7	4.1
Exiting Leg Total					4					0					2					1	7
Single-Unit Trucks	5	26	7	0	38	6	7	1	0	14	2	30	3	0	35	3	3	16	0	22	109
% Single-Unit	50.0	60.5	100.0	0.0	63.3	75.0	87.5	33.3	0.0	73.7	100.0	56.6	75.0	0.0	59.3	50.0	100.0	72.7	0.0	71.0	64.5
Exiting Leg Total					52					12					30					15	109
Articulated Trucks	5	16	0	0	21	0	0	2	0	2	0	23	1	0	24	2	0	4	0	6	53
% Articulated	50.0	37.2	0.0	0.0	35.0	0.0	0.0	66.7	0.0	10.5	0.0	43.4	25.0	0.0	40.7	33.3	0.0	18.2	0.0	19.4	31.4
Exiting Leg Total					27					0					20					6	53

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

	South Street (Route 13)					Emerson Road					South Street (Route 13)					Armory Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:15 AM	3	7	0	0	10	2	0	0	0	2	0	9	0	0	9	1	0	4	0	5	26
7:30 AM	1	7	0	0	8	1	2	3	0	6	1	8	1	0	10	1	0	5	0	6	30
7:45 AM	1	4	1	0	6	1	0	0	0	1	0	3	2	0	5	1	0	2	0	3	15
8:00 AM	0	4	1	0	5	1	1	0	0	2	1	6	0	0	7	1	1	1	0	3	17
<b>Total Volume</b>	<b>5</b>	<b>22</b>	<b>2</b>	<b>0</b>	<b>29</b>	<b>5</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>11</b>	<b>2</b>	<b>26</b>	<b>3</b>	<b>0</b>	<b>31</b>	<b>4</b>	<b>1</b>	<b>12</b>	<b>0</b>	<b>17</b>	<b>88</b>
% Approach Total	17.2	75.9	6.9	0.0		45.5	27.3	27.3	0.0		6.5	83.9	9.7	0.0		23.5	5.9	70.6	0.0		
PHF	0.417	0.786	0.500	0.000	0.725	0.625	0.375	0.250	0.000	0.458	0.500	0.722	0.375	0.000	0.775	1.000	0.250	0.600	0.000	0.708	0.733
Buses	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	2
Buses %	0.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	9.1	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	5.9	2.3
Single-Unit Trucks	3	15	2	0	20	4	3	1	0	8	2	15	2	0	19	2	1	8	0	11	58
Single-Unit %	60.0	68.2	100.0	0.0	69.0	80.0	100.0	33.3	0.0	72.7	100.0	57.7	66.7	0.0	61.3	50.0	100.0	66.7	0.0	64.7	65.9
Articulated Trucks	2	7	0	0	9	0	0	2	0	2	0	11	1	0	12	1	0	4	0	5	28
Articulated %	40.0	31.8	0.0	0.0	31.0	0.0	0.0	66.7	0.0	18.2	0.0	42.3	33.3	0.0	38.7	25.0	0.0	33.3	0.0	29.4	31.8
Buses	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	2
Single-Unit Trucks	3	15	2	0	20	4	3	1	0	8	2	15	2	0	19	2	1	8	0	11	58
Articulated Trucks	2	7	0	0	9	0	0	2	0	2	0	11	1	0	12	1	0	4	0	5	28
Total Entering Leg	5	22	2	0	29	5	3	3	0	11	2	26	3	0	31	4	1	12	0	17	88
Buses					1					0					1					0	2
Single-Unit Trucks					27					5					18					8	58
Articulated Trucks					15					0					10					3	28
Total Exiting Leg					43					5					29					11	88

PDI File #: **228519 E**  
 Location: **N: South Street (Route 13) S: South Street (Route 13)**  
 Location: **E: Emerson Road W: Armory Road**  
 City, State: **Milford, NH**  
 Client: **GPI/R. Bollinger**  
 Site Code: **NEX-2021414**  
 Count Date: **Thursday, May 12, 2022**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



**Buses**

	South Street (Route 13)					Emerson Road					South Street (Route 13)					Armory Road					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
7:00 AM	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	2	0	2	4	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
<b>Total</b>	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	2	0	2	4	
8:00 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	2	
8:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
<b>Total</b>	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	1	0	0	0	1	3	
<b>Grand Total</b>	0	1	0	0	1	2	1	0	0	3	0	0	0	0	0	1	0	2	0	3	7	
Approach %	0.0	100.0	0.0	0.0		66.7	33.3	0.0	0.0		0.0	0.0	0.0	0.0		33.3	0.0	66.7	0.0			
Total %	0.0	14.3	0.0	0.0	14.3	28.6	14.3	0.0	0.0	42.9	0.0	0.0	0.0	0.0	0.0	14.3	0.0	28.6	0.0	42.9		
Exiting Leg Total						4					0					2					1	7

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

	South Street (Route 13)					Emerson Road					South Street (Route 13)					Armory Road					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
7:00 AM	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	2	0	2	4	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
<b>Total Volume</b>	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	2	0	2	4	
<b>% Approach Total</b>	0.0	100.0	0.0	0.0		100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0			
PHF	0.000	0.250	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.250	
Entering Leg	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	2	0	2	4	
Exiting Leg						3					0					1					0	4
<b>Total</b>						4					1					1					2	8



PDI File #: **228519 E**  
 Location: **N: South Street (Route 13) S: South Street (Route 13)**  
 Location: **E: Emerson Road W: Armory Road**  
 City, State: **Milford, NH**  
 Client: **GPI/R. Bollinger**  
 Site Code: **NEX-2021414**  
 Count Date: **Thursday, May 12, 2022**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



**Single-Unit Trucks**

	South Street (Route 13)					Emerson Road					South Street (Route 13)					Armory Road					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
7:00 AM	0	1	0	0	1	1	1	0	0	2	0	2	0	0	2	0	0	2	0	2	7	
7:15 AM	1	4	0	0	5	2	0	0	0	2	0	5	0	0	5	1	0	3	0	4	16	
7:30 AM	1	7	0	0	8	1	2	1	0	4	1	4	1	0	6	0	0	3	0	3	21	
7:45 AM	1	1	1	0	3	1	0	0	0	1	0	3	1	0	4	1	0	1	0	2	10	
<b>Total</b>	<b>3</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>1</b>	<b>14</b>	<b>2</b>	<b>0</b>	<b>17</b>	<b>2</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>11</b>	<b>54</b>	
8:00 AM	0	3	1	0	4	0	1	0	0	1	1	3	0	0	4	0	1	1	0	2	11	
8:15 AM	1	4	1	0	6	0	2	0	0	2	0	4	0	0	4	0	0	1	0	1	13	
8:30 AM	0	3	2	0	5	1	0	0	0	1	0	4	1	0	5	0	0	2	0	2	13	
8:45 AM	1	3	2	0	6	0	1	0	0	1	0	5	0	0	5	1	2	3	0	6	18	
<b>Total</b>	<b>2</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>21</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>1</b>	<b>16</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>1</b>	<b>3</b>	<b>7</b>	<b>0</b>	<b>11</b>	<b>55</b>	
Grand Total	5	26	7	0	38	6	7	1	0	14	2	30	3	0	35	3	3	16	0	22	109	
Approach %	13.2	68.4	18.4	0.0		42.9	50.0	7.1	0.0		5.7	85.7	8.6	0.0		13.6	13.6	72.7	0.0			
Total %	4.6	23.9	6.4	0.0	34.9	5.5	6.4	0.9	0.0	12.8	1.8	27.5	2.8	0.0	32.1	2.8	2.8	14.7	0.0	20.2		
Exiting Leg Total						52					12					30					15	109

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

	South Street (Route 13)					Emerson Road					South Street (Route 13)					Armory Road					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
7:15 AM	1	4	0	0	5	2	0	0	0	2	0	5	0	0	5	1	0	3	0	4	16	
7:30 AM	1	7	0	0	8	1	2	1	0	4	1	4	1	0	6	0	0	3	0	3	21	
7:45 AM	1	1	1	0	3	1	0	0	0	1	0	3	1	0	4	1	0	1	0	2	10	
8:00 AM	0	3	1	0	4	0	1	0	0	1	1	3	0	0	4	0	1	1	0	2	11	
Total Volume	3	15	2	0	20	4	3	1	0	8	2	15	2	0	19	2	1	8	0	11	58	
% Approach Total	15.0	75.0	10.0	0.0		50.0	37.5	12.5	0.0		10.5	78.9	10.5	0.0		18.2	9.1	72.7	0.0			
PHF	0.750	0.536	0.500	0.000	0.625	0.500	0.375	0.250	0.000	0.500	0.500	0.750	0.500	0.000	0.792	0.500	0.250	0.667	0.000	0.688	0.690	
Entering Leg	3	15	2	0	20	4	3	1	0	8	2	15	2	0	19	2	1	8	0	11	58	
Exiting Leg						27					5					18					8	58
Total						47					13					37					19	116

PDI File #: **228519 E**  
 Location: **N: South Street (Route 13) S: South Street (Route 13)**  
 Location: **E: Emerson Road W: Armory Road**  
 City, State: **Milford, NH**  
 Client: **GPI/R. Bollinger**  
 Site Code: **NEX-2021414**  
 Count Date: **Thursday, May 12, 2022**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



**Articulated Trucks**

	South Street (Route 13)					Emerson Road					South Street (Route 13)					Armory Road					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
7:00 AM	2	0	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4	
7:15 AM	2	3	0	0	5	0	0	0	0	0	0	4	0	0	4	0	0	1	0	1	10	
7:30 AM	0	0	0	0	0	0	0	2	0	2	0	4	0	0	4	1	0	2	0	3	9	
7:45 AM	0	3	0	0	3	0	0	0	0	0	0	0	1	0	1	0	0	1	0	1	5	
<b>Total</b>	<b>4</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>5</b>	<b>28</b>	
8:00 AM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4	
8:15 AM	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	6	
8:30 AM	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	6	
8:45 AM	1	5	0	0	6	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	9	
<b>Total</b>	<b>1</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>25</b>	
Grand Total	5	16	0	0	21	0	0	2	0	2	0	23	1	0	24	2	0	4	0	6	53	
Approach %	23.8	76.2	0.0	0.0		0.0	0.0	100.0	0.0		0.0	95.8	4.2	0.0		33.3	0.0	66.7	0.0			
Total %	9.4	30.2	0.0	0.0	39.6	0.0	0.0	3.8	0.0	3.8	0.0	43.4	1.9	0.0	45.3	3.8	0.0	7.5	0.0	11.3		
Exiting Leg Total						27					0					20					6	53

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

	South Street (Route 13)					Emerson Road					South Street (Route 13)					Armory Road					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
7:00 AM	2	0	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4	
7:15 AM	2	3	0	0	5	0	0	0	0	0	0	4	0	0	4	0	0	1	0	1	10	
7:30 AM	0	0	0	0	0	0	0	2	0	2	0	4	0	0	4	1	0	2	0	3	9	
7:45 AM	0	3	0	0	3	0	0	0	0	0	0	0	1	0	1	0	0	1	0	1	5	
<b>Total Volume</b>	<b>4</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>5</b>	<b>28</b>	
<b>% Approach Total</b>	<b>40.0</b>	<b>60.0</b>	<b>0.0</b>	<b>0.0</b>		<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>		<b>0.0</b>	<b>90.9</b>	<b>9.1</b>	<b>0.0</b>		<b>20.0</b>	<b>0.0</b>	<b>80.0</b>	<b>0.0</b>			
PHF	0.500	0.500	0.000	0.000	0.500	0.000	0.000	0.250	0.000	0.250	0.000	0.625	0.250	0.000	0.688	0.250	0.000	0.500	0.000	0.417	0.700	
Entering Leg	4	6	0	0	10	0	0	2	0	2	0	10	1	0	11	1	0	4	0	5	28	
Exiting Leg						14					0					9					5	28
<b>Total</b>						24					2					20					10	56

PDI File #: **228519 E**  
 Location: **N: South Street (Route 13) S: South Street (Route 13)**  
 Location: **E: Emerson Road W: Armory Road**  
 City, State: **Milford, NH**  
 Client: **GPI/R. Bollinger**  
 Site Code: **NEX-2021414**  
 Count Date: **Thursday, May 12, 2022**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



**Bicycles (on Roadway and Crosswalks)**

	South Street (Route 13)							Emerson Road							South Street (Route 13)							Armory Road							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Approach %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	0							0							0							0							0

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

	South Street (Route 13)							Emerson Road							South Street (Route 13)							Armory Road							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Exiting Leg	0							0							0							0							0
Total	0							0							0							0							0

PDI File #: 228519 E  
 Location: N: South Street (Route 13) S: South Street (Route 13)  
 Location: E: Emerson Road W: Armory Road  
 City, State: Milford, NH  
 Client: GPI/R. Bollinger  
 Site Code: NEX-2021414  
 Count Date: Thursday, May 12, 2022  
 Start Time: 7:00 AM  
 End Time: 9:00 AM  
 Class:



**Pedestrians**

	South Street (Route 13)							Emerson Road							South Street (Route 13)							Armory Road							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Approach %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Exiting Leg Total	0							0							0							0							0

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

	South Street (Route 13)							Emerson Road							South Street (Route 13)							Armory Road							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Exiting Leg	0							0							0							0							0
Total	0							0							0							0							0

PDI File #: **228519 E**  
 Location: **N: South Street (Route 13) S: South Street (Route 13)**  
 Location: **E: Emerson Road W: Armory Road**  
 City, State: **Milford, NH**  
 Client: **GPI/R. Bollinger**  
 Site Code: **NEX-2021414**  
 Count Date: **Thursday, May 12, 2022**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



**Cars and Heavy Vehicles (Combined)**

	South Street (Route 13)					Emerson Road					South Street (Route 13)					Armory Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	23	112	44	0	179	38	15	18	0	71	23	128	5	0	156	5	9	37	0	51	457
4:15 PM	32	103	18	0	153	28	17	18	0	63	10	115	5	0	130	6	9	27	0	42	388
4:30 PM	33	111	32	0	176	35	17	20	0	72	24	138	11	0	173	5	18	28	0	51	472
4:45 PM	37	108	40	0	185	36	20	24	0	80	15	108	3	0	126	7	10	20	0	37	428
<b>Total</b>	125	434	134	0	693	137	69	80	0	286	72	489	24	0	585	23	46	112	0	181	1745
5:00 PM	6	97	33	0	136	45	17	14	0	76	19	145	10	0	174	1	15	30	0	46	432
5:15 PM	24	119	37	0	180	40	21	34	0	95	22	107	9	0	138	3	19	34	0	56	469
5:30 PM	28	117	25	0	170	41	26	15	0	82	22	132	1	0	155	4	13	23	0	40	447
5:45 PM	35	108	47	0	190	41	23	24	0	88	21	89	5	0	115	1	10	18	0	29	422
<b>Total</b>	93	441	142	0	676	167	87	87	0	341	84	473	25	0	582	9	57	105	0	171	1770
Grand Total	218	875	276	0	1369	304	156	167	0	627	156	962	49	0	1167	32	103	217	0	352	3515
Approach %	15.9	63.9	20.2	0.0		48.5	24.9	26.6	0.0		13.4	82.4	4.2	0.0		9.1	29.3	61.6	0.0		
Total %	6.2	24.9	7.9	0.0	38.9	8.6	4.4	4.8	0.0	17.8	4.4	27.4	1.4	0.0	33.2	0.9	2.9	6.2	0.0	10.0	
Exiting Leg Total	1483					535					1074					423					3515
Cars	215	861	270	0	1346	295	154	166	0	615	155	934	48	0	1137	31	101	207	0	339	3437
% Cars	98.6	98.4	97.8	0.0	98.3	97.0	98.7	99.4	0.0	98.1	99.4	97.1	98.0	0.0	97.4	96.9	98.1	95.4	0.0	96.3	97.8
Exiting Leg Total	1436					526					1058					417					3437
Heavy Vehicles	3	14	6	0	23	9	2	1	0	12	1	28	1	0	30	1	2	10	0	13	78
% Heavy Vehicles	1.4	1.6	2.2	0.0	1.7	3.0	1.3	0.6	0.0	1.9	0.6	2.9	2.0	0.0	2.6	3.1	1.9	4.6	0.0	3.7	2.2
Exiting Leg Total	47					9					16					6					78

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

	South Street (Route 13)					Emerson Road					South Street (Route 13)					Armory Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:30 PM	33	111	32	0	176	35	17	20	0	72	24	138	11	0	173	5	18	28	0	51	472
4:45 PM	37	108	40	0	185	36	20	24	0	80	15	108	3	0	126	7	10	20	0	37	428
5:00 PM	6	97	33	0	136	45	17	14	0	76	19	145	10	0	174	1	15	30	0	46	432
5:15 PM	24	119	37	0	180	40	21	34	0	95	22	107	9	0	138	3	19	34	0	56	469
Total Volume	100	435	142	0	677	156	75	92	0	323	80	498	33	0	611	16	62	112	0	190	1801
% Approach Total	14.8	64.3	21.0	0.0		48.3	23.2	28.5	0.0		13.1	81.5	5.4	0.0		8.4	32.6	58.9	0.0		
PHF	0.676	0.914	0.888	0.000	0.915	0.867	0.893	0.676	0.000	0.850	0.833	0.859	0.750	0.000	0.878	0.571	0.816	0.824	0.000	0.848	0.954
Cars	99	429	137	0	665	154	73	91	0	318	80	488	33	0	601	15	62	109	0	186	1770
Cars %	99.0	98.6	96.5	0.0	98.2	98.7	97.3	98.9	0.0	98.5	100.0	98.0	100.0	0.0	98.4	93.8	100.0	97.3	0.0	97.9	98.3
Heavy Vehicles	1	6	5	0	12	2	2	1	0	5	0	10	0	0	10	1	0	3	0	4	31
Heavy Vehicles %	1.0	1.4	3.5	0.0	1.8	1.3	2.7	1.1	0.0	1.5	0.0	2.0	0.0	0.0	1.6	6.3	0.0	2.7	0.0	2.1	1.7
Cars Enter Leg	99	429	137	0	665	154	73	91	0	318	80	488	33	0	601	15	62	109	0	186	1770
Heavy Enter Leg	1	6	5	0	12	2	2	1	0	5	0	10	0	0	10	1	0	3	0	4	31
Total Entering Leg	100	435	142	0	677	156	75	92	0	323	80	498	33	0	611	16	62	112	0	190	1801
Cars Exiting Leg	751					279					535					205					1770
Heavy Exiting Leg	15					5					8					3					31
Total Exiting Leg	766					284					543					208					1801

PDI File #: **228519 E**  
 Location: **N: South Street (Route 13) S: South Street (Route 13)**  
 Location: **E: Emerson Road W: Armory Road**  
 City, State: **Milford, NH**  
 Client: **GPI/R. Bollinger**  
 Site Code: **NEX-2021414**  
 Count Date: **Thursday, May 12, 2022**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



**Cars**

	South Street (Route 13)					Emerson Road					South Street (Route 13)					Armory Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	22	110	44	0	176	35	15	18	0	68	23	120	5	0	148	5	9	32	0	46	438
4:15 PM	32	99	18	0	149	26	17	18	0	61	10	110	5	0	125	6	7	26	0	39	374
4:30 PM	33	109	31	0	173	34	17	20	0	71	24	132	11	0	167	5	18	28	0	51	462
4:45 PM	36	108	39	0	183	36	20	23	0	79	15	106	3	0	124	7	10	20	0	37	423
<b>Total</b>	<b>123</b>	<b>426</b>	<b>132</b>	<b>0</b>	<b>681</b>	<b>131</b>	<b>69</b>	<b>79</b>	<b>0</b>	<b>279</b>	<b>72</b>	<b>468</b>	<b>24</b>	<b>0</b>	<b>564</b>	<b>23</b>	<b>44</b>	<b>106</b>	<b>0</b>	<b>173</b>	<b>1697</b>
5:00 PM	6	95	32	0	133	45	16	14	0	75	19	144	10	0	173	1	15	28	0	44	425
5:15 PM	24	117	35	0	176	39	20	34	0	93	22	106	9	0	137	2	19	33	0	54	460
5:30 PM	28	116	24	0	168	40	26	15	0	81	21	131	1	0	153	4	13	23	0	40	442
5:45 PM	34	107	47	0	188	40	23	24	0	87	21	85	4	0	110	1	10	17	0	28	413
<b>Total</b>	<b>92</b>	<b>435</b>	<b>138</b>	<b>0</b>	<b>665</b>	<b>164</b>	<b>85</b>	<b>87</b>	<b>0</b>	<b>336</b>	<b>83</b>	<b>466</b>	<b>24</b>	<b>0</b>	<b>573</b>	<b>8</b>	<b>57</b>	<b>101</b>	<b>0</b>	<b>166</b>	<b>1740</b>
Grand Total	215	861	270	0	1346	295	154	166	0	615	155	934	48	0	1137	31	101	207	0	339	3437
Approach %	16.0	64.0	20.1	0.0		48.0	25.0	27.0	0.0		13.6	82.1	4.2	0.0		9.1	29.8	61.1	0.0		
Total %	6.3	25.1	7.9	0.0	39.2	8.6	4.5	4.8	0.0	17.9	4.5	27.2	1.4	0.0	33.1	0.9	2.9	6.0	0.0	9.9	
Exiting Leg Total	1436					526					1058					417					3437

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

	South Street (Route 13)					Emerson Road					South Street (Route 13)					Armory Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:30 PM	33	109	31	0	173	34	17	20	0	71	24	132	11	0	167	5	18	28	0	51	462
4:45 PM	36	108	39	0	183	36	20	23	0	79	15	106	3	0	124	7	10	20	0	37	423
5:00 PM	6	95	32	0	133	45	16	14	0	75	19	144	10	0	173	1	15	28	0	44	425
5:15 PM	24	117	35	0	176	39	20	34	0	93	22	106	9	0	137	2	19	33	0	54	460
Total Volume	99	429	137	0	665	154	73	91	0	318	80	488	33	0	601	15	62	109	0	186	1770
% Approach Total	14.9	64.5	20.6	0.0		48.4	23.0	28.6	0.0		13.3	81.2	5.5	0.0		8.1	33.3	58.6	0.0		
PHF	0.688	0.917	0.878	0.000	0.908	0.856	0.913	0.669	0.000	0.855	0.833	0.847	0.750	0.000	0.868	0.536	0.816	0.826	0.000	0.861	0.958
Entering Leg	99	429	137	0	665	154	73	91	0	318	80	488	33	0	601	15	62	109	0	186	1770
Exiting Leg	751					279					535					205					1770
Total	1416					597					1136					391					3540

PDI File #: **228519 E**  
 Location: **N: South Street (Route 13) S: South Street (Route 13)**  
 Location: **E: Emerson Road W: Armory Road**  
 City, State: **Milford, NH**  
 Client: **GPI/R. Bollinger**  
 Site Code: **NEX-2021414**  
 Count Date: **Thursday, May 12, 2022**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class: **Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)**



	South Street (Route 13)					Emerson Road					South Street (Route 13)					Armory Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	1	2	0	0	3	3	0	0	0	3	0	8	0	0	8	0	0	5	0	5	19
4:15 PM	0	4	0	0	4	2	0	0	0	2	0	5	0	0	5	0	2	1	0	3	14
4:30 PM	0	2	1	0	3	1	0	0	0	1	0	6	0	0	6	0	0	0	0	0	10
4:45 PM	1	0	1	0	2	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	5
Total	2	8	2	0	12	6	0	1	0	7	0	21	0	0	21	0	2	6	0	8	48
5:00 PM	0	2	1	0	3	0	1	0	0	1	0	1	0	0	1	0	0	2	0	2	7
5:15 PM	0	2	2	0	4	1	1	0	0	2	0	1	0	0	1	1	0	1	0	2	9
5:30 PM	0	1	1	0	2	1	0	0	0	1	1	1	0	0	2	0	0	0	0	0	5
5:45 PM	1	1	0	0	2	1	0	0	0	1	0	4	1	0	5	0	0	1	0	1	9
Total	1	6	4	0	11	3	2	0	0	5	1	7	1	0	9	1	0	4	0	5	30
Grand Total	3	14	6	0	23	9	2	1	0	12	1	28	1	0	30	1	2	10	0	13	78
Approach %	13.0	60.9	26.1	0.0		75.0	16.7	8.3	0.0		3.3	93.3	3.3	0.0		7.7	15.4	76.9	0.0		
Total %	3.8	17.9	7.7	0.0	29.5	11.5	2.6	1.3	0.0	15.4	1.3	35.9	1.3	0.0	38.5	1.3	2.6	12.8	0.0	16.7	
Exiting Leg Total	47					9					16					6					78
Buses	0	1	0	0	1	3	0	0	0	3	0	0	0	0	0	0	0	1	0	1	5
% Buses	0.0	7.1	0.0	0.0	4.3	33.3	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	7.7	6.4
Exiting Leg Total	4					0					1					0					5
Single-Unit Trucks	2	11	6	0	19	6	2	1	0	9	1	19	1	0	21	1	2	7	0	10	59
% Single-Unit	66.7	78.6	100.0	0.0	82.6	66.7	100.0	100.0	0.0	75.0	100.0	67.9	100.0	0.0	70.0	100.0	100.0	70.0	0.0	76.9	75.6
Exiting Leg Total	32					9					13					5					59
Articulated Trucks	1	2	0	0	3	0	0	0	0	0	0	9	0	0	9	0	0	2	0	2	14
% Articulated	33.3	14.3	0.0	0.0	13.0	0.0	0.0	0.0	0.0	0.0	0.0	32.1	0.0	0.0	30.0	0.0	0.0	20.0	0.0	15.4	17.9
Exiting Leg Total	11					0					2					1					14

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

4:00 PM	South Street (Route 13)					Emerson Road					South Street (Route 13)					Armory Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	1	2	0	0	3	3	0	0	0	3	0	8	0	0	8	0	0	5	0	5	19
4:15 PM	0	4	0	0	4	2	0	0	0	2	0	5	0	0	5	0	2	1	0	3	14
4:30 PM	0	2	1	0	3	1	0	0	0	1	0	6	0	0	6	0	0	0	0	0	10
4:45 PM	1	0	1	0	2	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	5
Total Volume	2	8	2	0	12	6	0	1	0	7	0	21	0	0	21	0	2	6	0	8	48
% Approach Total	16.7	66.7	16.7	0.0		85.7	0.0	14.3	0.0		0.0	100.0	0.0	0.0		0.0	25.0	75.0	0.0		
PHF	0.500	0.500	0.500	0.000	0.750	0.500	0.000	0.250	0.000	0.583	0.000	0.656	0.000	0.000	0.656	0.000	0.250	0.300	0.000	0.400	0.632
Buses	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Buses %	0.0	0.0	0.0	0.0	0.0	33.3	0.0	0.0	0.0	28.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.2
Single-Unit Trucks	1	6	2	0	9	4	0	1	0	5	0	15	0	0	15	0	2	4	0	6	35
Single-Unit %	50.0	75.0	100.0	0.0	75.0	66.7	0.0	100.0	0.0	71.4	0.0	71.4	0.0	0.0	71.4	0.0	100.0	66.7	0.0	75.0	72.9
Articulated Trucks	1	2	0	0	3	0	0	0	0	0	0	6	0	0	6	0	0	2	0	2	11
Articulated %	50.0	25.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	28.6	0.0	0.0	28.6	0.0	0.0	33.3	0.0	25.0	22.9
Buses	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Single-Unit Trucks	1	6	2	0	9	4	0	1	0	5	0	15	0	0	15	0	2	4	0	6	35
Articulated Trucks	1	2	0	0	3	0	0	0	0	0	0	6	0	0	6	0	0	2	0	2	11
Total Entering Leg	2	8	2	0	12	6	0	1	0	7	0	21	0	0	21	0	2	6	0	8	48
Buses	2					0					0					0					2
Single-Unit Trucks	23					4					7					1					35
Articulated Trucks	8					0					2					1					11
Total Exiting Leg	33					4					9					2					48

PDI File #: **228519 E**  
 Location: **N: South Street (Route 13) S: South Street (Route 13)**  
 Location: **E: Emerson Road W: Armory Road**  
 City, State: **Milford, NH**  
 Client: **GPI/R. Bollinger**  
 Site Code: **NEX-2021414**  
 Count Date: **Thursday, May 12, 2022**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



**Buses**

	South Street (Route 13)					Emerson Road					South Street (Route 13)					Armory Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
5:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
<b>Total</b>	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	3
Grand Total	0	1	0	0	1	3	0	0	0	3	0	0	0	0	0	0	0	1	0	1	5
Approach %	0.0	100.0	0.0	0.0		100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0		
Total %	0.0	20.0	0.0	0.0	20.0	60.0	0.0	0.0	0.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.0	0.0	20.0	
Exiting Leg Total						4						0						1	0	5	

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

	South Street (Route 13)					Emerson Road					South Street (Route 13)					Armory Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
5:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total Volume	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	3
% Approach Total	0.0	100.0	0.0	0.0		100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0		
PHF	0.000	0.250	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.750
Entering Leg	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	3
Exiting Leg						2						0						1	0	3	
Total						3						1						1	1	6	



PDI File #: **228519 E**  
 Location: **N: South Street (Route 13) S: South Street (Route 13)**  
 Location: **E: Emerson Road W: Armory Road**  
 City, State: **Milford, NH**  
 Client: **GPI/R. Bollinger**  
 Site Code: **NEX-2021414**  
 Count Date: **Thursday, May 12, 2022**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



**Single-Unit Trucks**

	South Street (Route 13)					Emerson Road					South Street (Route 13)					Armory Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	1	0	0	1	1	0	0	0	1	0	6	0	0	6	0	0	3	0	3	11
4:15 PM	0	3	0	0	3	2	0	0	0	2	0	3	0	0	3	0	2	1	0	3	11
4:30 PM	0	2	1	0	3	1	0	0	0	1	0	5	0	0	5	0	0	0	0	0	9
4:45 PM	1	0	1	0	2	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	4
<b>Total</b>	<b>1</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>6</b>	<b>35</b>
5:00 PM	0	1	1	0	2	0	1	0	0	1	0	1	0	0	1	0	0	2	0	2	6
5:15 PM	0	2	2	0	4	0	1	0	0	1	0	1	0	0	1	1	0	1	0	2	8
5:30 PM	0	1	1	0	2	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	4
5:45 PM	1	1	0	0	2	1	0	0	0	1	0	2	1	0	3	0	0	0	0	0	6
<b>Total</b>	<b>1</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>10</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>4</b>	<b>24</b>
<b>Grand Total</b>	<b>2</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>19</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>1</b>	<b>19</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>1</b>	<b>2</b>	<b>7</b>	<b>0</b>	<b>10</b>	<b>59</b>
Approach %	10.5	57.9	31.6	0.0		66.7	22.2	11.1	0.0		4.8	90.5	4.8	0.0		10.0	20.0	70.0	0.0		
Total %	3.4	18.6	10.2	0.0	32.2	10.2	3.4	1.7	0.0	15.3	1.7	32.2	1.7	0.0	35.6	1.7	3.4	11.9	0.0	16.9	
Exiting Leg Total						9					13					5					59

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

4:00 PM	South Street (Route 13)					Emerson Road					South Street (Route 13)					Armory Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	1	0	0	1	1	0	0	0	1	0	6	0	0	6	0	0	3	0	3	11
4:15 PM	0	3	0	0	3	2	0	0	0	2	0	3	0	0	3	0	2	1	0	3	11
4:30 PM	0	2	1	0	3	1	0	0	0	1	0	5	0	0	5	0	0	0	0	0	9
4:45 PM	1	0	1	0	2	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	4
Total Volume	1	6	2	0	9	4	0	1	0	5	0	15	0	0	15	0	2	4	0	6	35
% Approach Total	11.1	66.7	22.2	0.0		80.0	0.0	20.0	0.0		0.0	100.0	0.0	0.0		0.0	33.3	66.7	0.0		
PHF	0.250	0.500	0.500	0.000	0.750	0.500	0.000	0.250	0.000	0.625	0.000	0.625	0.000	0.000	0.625	0.000	0.250	0.333	0.000	0.500	0.795
Entering Leg	1	6	2	0	9	4	0	1	0	5	0	15	0	0	15	0	2	4	0	6	35
Exiting Leg						4					7					1					35
Total						9					22					7					70

PDI File #: **228519 E**  
 Location: **N: South Street (Route 13) S: South Street (Route 13)**  
 Location: **E: Emerson Road W: Armory Road**  
 City, State: **Milford, NH**  
 Client: **GPI/R. Bollinger**  
 Site Code: **NEX-2021414**  
 Count Date: **Thursday, May 12, 2022**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



**Articulated Trucks**

	South Street (Route 13)					Emerson Road					South Street (Route 13)					Armory Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	1	1	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	2	0	2	6
4:15 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
<b>Total</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>11</b>
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>
Grand Total	1	2	0	0	3	0	0	0	0	0	0	9	0	0	9	0	0	2	0	2	14
Approach %	33.3	66.7	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	100.0	0.0		
Total %	7.1	14.3	0.0	0.0	21.4	0.0	0.0	0.0	0.0	0.0	0.0	64.3	0.0	0.0	64.3	0.0	0.0	14.3	0.0	14.3	
Exiting Leg Total	11					0					2					1					14

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

4:00 PM	South Street (Route 13)					Emerson Road					South Street (Route 13)					Armory Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	1	1	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	2	0	2	6
4:15 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total Volume	1	2	0	0	3	0	0	0	0	0	0	6	0	0	6	0	0	2	0	2	11
% Approach Total	33.3	66.7	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	100.0	0.0		
PHF	0.250	0.500	0.000	0.000	0.375	0.000	0.000	0.000	0.000	0.000	0.000	0.750	0.000	0.000	0.750	0.000	0.000	0.250	0.000	0.250	0.458
Entering Leg	1	2	0	0	3	0	0	0	0	0	0	6	0	0	6	0	0	2	0	2	11
Exiting Leg	8					0					2					1					11
Total	11					0					8					3					22

PDI File #: 228519 E  
 Location: N: South Street (Route 13) S: South Street (Route 13)  
 Location: E: Emerson Road W: Armory Road  
 City, State: Milford, NH  
 Client: GPI/R. Bollinger  
 Site Code: NEX-2021414  
 Count Date: Thursday, May 12, 2022  
 Start Time: 4:00 PM  
 End Time: 6:00 PM  
 Class:



### Bicycles (on Roadway and Crosswalks)

	South Street (Route 13)							Emerson Road							South Street (Route 13)							Armory Road							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:00 PM	0	0	0	0	0	0	0	1	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	1	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	
Grand Total	0	0	0	0	0	0	0	1	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	
Approach %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	1							0							0							1							2

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

	South Street (Route 13)							Emerson Road							South Street (Route 13)							Armory Road							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:00 PM	0	0	0	0	0	0	0	1	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
Total Volume	0	0	0	0	0	0	0	1	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.250	
Entering Leg	0	0	0	0	0	0	0	1	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	
Exiting Leg	1							0							0							1							2
Total	1							2							0							1							4

PDI File #: **228519 E**  
 Location: **N: South Street (Route 13) S: South Street (Route 13)**  
 Location: **E: Emerson Road W: Armory Road**  
 City, State: **Milford, NH**  
 Client: **GPI/R. Bollinger**  
 Site Code: **NEX-2021414**  
 Count Date: **Thursday, May 12, 2022**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



**Pedestrians**

	South Street (Route 13)							Emerson Road							South Street (Route 13)							Armory Road							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Approach %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Exiting Leg Total	0							0							0							0							0

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

4:00 PM	South Street (Route 13)							Emerson Road							South Street (Route 13)							Armory Road							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000		
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Exiting Leg	0							0							0							0							0
Total	0							0							0							0							0

PDI File #: **228519 E**  
 Location: **N: South Street (Route 13) S: South Street (Route 13)**  
 Location: **E: Emerson Road W: Armory Road**  
 City, State: **Milford, NH**  
 Client: **GPI/R. Bollinger**  
 Site Code: **NEX-2021414**  
 Count Date: **Saturday, May 14, 2022**  
 Start Time: **10:00 AM**  
 End Time: **1:00 PM**  
 Class:



**Cars and Heavy Vehicles (Combined)**

	South Street (Route 13)					Emerson Road					South Street (Route 13)					Armory Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
10:00 AM	18	119	32	0	169	25	11	3	0	39	19	115	3	0	137	7	16	16	0	39	384
10:15 AM	10	108	23	0	141	16	11	14	0	41	20	131	1	0	152	4	15	17	0	36	370
10:30 AM	8	98	20	0	126	39	15	16	0	70	21	134	2	0	157	6	22	26	0	54	407
10:45 AM	9	102	35	0	146	44	17	23	0	84	22	141	2	0	165	5	9	26	0	40	435
<b>Total</b>	<b>45</b>	<b>427</b>	<b>110</b>	<b>0</b>	<b>582</b>	<b>124</b>	<b>54</b>	<b>56</b>	<b>0</b>	<b>234</b>	<b>82</b>	<b>521</b>	<b>8</b>	<b>0</b>	<b>611</b>	<b>22</b>	<b>62</b>	<b>85</b>	<b>0</b>	<b>169</b>	<b>1596</b>
11:00 AM	14	95	25	0	134	32	15	20	0	67	17	148	4	0	169	11	10	24	0	45	415
11:15 AM	14	101	13	0	128	33	14	15	0	62	20	130	4	0	154	2	10	35	0	47	391
11:30 AM	12	107	16	0	135	30	12	16	0	58	15	121	2	0	138	2	15	36	0	53	384
11:45 AM	28	124	28	1	181	32	22	19	0	73	15	148	3	0	166	2	9	19	0	30	450
<b>Total</b>	<b>68</b>	<b>427</b>	<b>82</b>	<b>1</b>	<b>578</b>	<b>127</b>	<b>63</b>	<b>70</b>	<b>0</b>	<b>260</b>	<b>67</b>	<b>547</b>	<b>13</b>	<b>0</b>	<b>627</b>	<b>17</b>	<b>44</b>	<b>114</b>	<b>0</b>	<b>175</b>	<b>1640</b>
12:00 PM	22	124	36	1	183	28	11	21	0	60	18	149	3	0	170	6	10	25	0	41	454
12:15 PM	24	117	16	0	157	17	13	20	0	50	16	122	2	0	140	11	10	18	0	39	386
12:30 PM	33	133	19	0	185	24	10	14	0	48	10	141	4	0	155	2	13	15	0	30	418
12:45 PM	16	96	29	0	141	23	13	15	0	51	21	137	3	0	161	3	17	21	0	41	394
<b>Total</b>	<b>95</b>	<b>470</b>	<b>100</b>	<b>1</b>	<b>666</b>	<b>92</b>	<b>47</b>	<b>70</b>	<b>0</b>	<b>209</b>	<b>65</b>	<b>549</b>	<b>12</b>	<b>0</b>	<b>626</b>	<b>22</b>	<b>50</b>	<b>79</b>	<b>0</b>	<b>151</b>	<b>1652</b>
Grand Total	208	1324	292	2	1826	343	164	196	0	703	214	1617	33	0	1864	61	156	278	0	495	4888
Approach %	11.4	72.5	16.0	0.1		48.8	23.3	27.9	0.0		11.5	86.7	1.8	0.0		12.3	31.5	56.2	0.0		
Total %	4.3	27.1	6.0	0.0	37.4	7.0	3.4	4.0	0.0	14.4	4.4	33.1	0.7	0.0	38.1	1.2	3.2	5.7	0.0	10.1	
Exiting Leg Total	2240					662					1581					405					4888
Cars	203	1297	291	2	1793	342	159	194	0	695	213	1595	33	0	1841	60	151	275	0	486	4815
% Cars	97.6	98.0	99.7	100.0	98.2	99.7	97.0	99.0	0.0	98.9	99.5	98.6	100.0	0.0	98.8	98.4	96.8	98.9	0.0	98.2	98.5
Exiting Leg Total	2214					655					1551					395					4815
Heavy Vehicles	5	27	1	0	33	1	5	2	0	8	1	22	0	0	23	1	5	3	0	9	73
% Heavy Vehicles	2.4	2.0	0.3	0.0	1.8	0.3	3.0	1.0	0.0	1.1	0.5	1.4	0.0	0.0	1.2	1.6	3.2	1.1	0.0	1.8	1.5
Exiting Leg Total	26					7					30					10					73

Peak Hour Analysis from 10:00 AM to 01:00 PM begins at:

11:45 AM	South Street (Route 13)					Emerson Road					South Street (Route 13)					Armory Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:45 AM	28	124	28	1	181	32	22	19	0	73	15	148	3	0	166	2	9	19	0	30	450
12:00 PM	22	124	36	1	183	28	11	21	0	60	18	149	3	0	170	6	10	25	0	41	454
12:15 PM	24	117	16	0	157	17	13	20	0	50	16	122	2	0	140	11	10	18	0	39	386
12:30 PM	33	133	19	0	185	24	10	14	0	48	10	141	4	0	155	2	13	15	0	30	418
Total Volume	107	498	99	2	706	101	56	74	0	231	59	560	12	0	631	21	42	77	0	140	1708
% Approach Total	15.2	70.5	14.0	0.3		43.7	24.2	32.0	0.0		9.4	88.7	1.9	0.0		15.0	30.0	55.0	0.0		
PHF	0.811	0.936	0.688	0.500	0.954	0.789	0.636	0.881	0.000	0.791	0.819	0.940	0.750	0.000	0.928	0.477	0.808	0.770	0.000	0.854	0.941
Cars	106	489	98	2	695	101	54	74	0	229	59	551	12	0	622	21	41	76	0	138	1684
Cars %	99.1	98.2	99.0	100.0	98.4	100.0	96.4	100.0	0.0	99.1	100.0	98.4	100.0	0.0	98.6	100.0	97.6	98.7	0.0	98.6	98.6
Heavy Vehicles	1	9	1	0	11	0	2	0	0	2	0	9	0	0	9	0	1	1	0	2	24
Heavy Vehicles %	0.9	1.8	1.0	0.0	1.6	0.0	3.6	0.0	0.0	0.9	0.0	1.6	0.0	1.4	0.0	2.4	1.3	0.0	1.4	1.4	
Cars Enter Leg	106	489	98	2	695	101	54	74	0	229	59	551	12	0	622	21	41	76	0	138	1684
Heavy Enter Leg	1	9	1	0	11	0	2	0	0	2	0	9	0	0	9	0	1	1	0	2	24
Total Entering Leg	107	498	99	2	706	101	56	74	0	231	59	560	12	0	631	21	42	77	0	140	1708
Cars Exiting Leg	730					198					584					172					1684
Heavy Exiting Leg	10					2					9					3					24
Total Exiting Leg	740					200					593					175					1708

PDI File #: **228519 E**  
 Location: **N: South Street (Route 13) S: South Street (Route 13)**  
 Location: **E: Emerson Road W: Armory Road**  
 City, State: **Milford, NH**  
 Client: **GPI/R. Bollinger**  
 Site Code: **NEX-2021414**  
 Count Date: **Saturday, May 14, 2022**  
 Start Time: **10:00 AM**  
 End Time: **1:00 PM**  
 Class:



**Cars**

	South Street (Route 13)					Emerson Road					South Street (Route 13)					Armory Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
10:00 AM	17	116	32	0	165	25	11	3	0	39	19	113	3	0	135	7	16	15	0	38	377
10:15 AM	8	106	23	0	137	15	10	14	0	39	20	131	1	0	152	3	15	17	0	35	363
10:30 AM	8	94	20	0	122	39	15	15	0	69	21	129	2	0	152	6	21	26	0	53	396
10:45 AM	9	100	35	0	144	44	17	22	0	83	22	139	2	0	163	5	9	26	0	40	430
<b>Total</b>	<b>42</b>	<b>416</b>	<b>110</b>	<b>0</b>	<b>568</b>	<b>123</b>	<b>53</b>	<b>54</b>	<b>0</b>	<b>230</b>	<b>82</b>	<b>512</b>	<b>8</b>	<b>0</b>	<b>602</b>	<b>21</b>	<b>61</b>	<b>84</b>	<b>0</b>	<b>166</b>	<b>1566</b>
11:00 AM	13	92	25	0	130	32	15	20	0	67	17	147	4	0	168	11	10	24	0	45	410
11:15 AM	14	100	13	0	127	33	14	15	0	62	20	130	4	0	154	2	9	35	0	46	389
11:30 AM	12	104	16	0	132	30	11	16	0	57	14	119	2	0	135	2	14	36	0	52	376
11:45 AM	28	121	27	1	177	32	21	19	0	72	15	147	3	0	165	2	9	19	0	30	444
<b>Total</b>	<b>67</b>	<b>417</b>	<b>81</b>	<b>1</b>	<b>566</b>	<b>127</b>	<b>61</b>	<b>70</b>	<b>0</b>	<b>258</b>	<b>66</b>	<b>543</b>	<b>13</b>	<b>0</b>	<b>622</b>	<b>17</b>	<b>42</b>	<b>114</b>	<b>0</b>	<b>173</b>	<b>1619</b>
12:00 PM	22	120	36	1	179	28	10	21	0	59	18	148	3	0	169	6	10	25	0	41	448
12:15 PM	24	115	16	0	155	17	13	20	0	50	16	117	2	0	135	11	9	17	0	37	377
12:30 PM	32	133	19	0	184	24	10	14	0	48	10	139	4	0	153	2	13	15	0	30	415
12:45 PM	16	96	29	0	141	23	12	15	0	50	21	136	3	0	160	3	16	20	0	39	390
<b>Total</b>	<b>94</b>	<b>464</b>	<b>100</b>	<b>1</b>	<b>659</b>	<b>92</b>	<b>45</b>	<b>70</b>	<b>0</b>	<b>207</b>	<b>65</b>	<b>540</b>	<b>12</b>	<b>0</b>	<b>617</b>	<b>22</b>	<b>48</b>	<b>77</b>	<b>0</b>	<b>147</b>	<b>1630</b>
Grand Total	203	1297	291	2	1793	342	159	194	0	695	213	1595	33	0	1841	60	151	275	0	486	4815
Approach %	11.3	72.3	16.2	0.1		49.2	22.9	27.9	0.0		11.6	86.6	1.8	0.0		12.3	31.1	56.6	0.0		
Total %	4.2	26.9	6.0	0.0	37.2	7.1	3.3	4.0	0.0	14.4	4.4	33.1	0.7	0.0	38.2	1.2	3.1	5.7	0.0	10.1	
Exiting Leg Total	2214					655					1551					395					4815

Peak Hour Analysis from 10:00 AM to 01:00 PM begins at:

	South Street (Route 13)					Emerson Road					South Street (Route 13)					Armory Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:45 AM	28	121	27	1	177	32	21	19	0	72	15	147	3	0	165	2	9	19	0	30	444
12:00 PM	22	120	36	1	179	28	10	21	0	59	18	148	3	0	169	6	10	25	0	41	448
12:15 PM	24	115	16	0	155	17	13	20	0	50	16	117	2	0	135	11	9	17	0	37	377
12:30 PM	32	133	19	0	184	24	10	14	0	48	10	139	4	0	153	2	13	15	0	30	415
<b>Total Volume</b>	<b>106</b>	<b>489</b>	<b>98</b>	<b>2</b>	<b>695</b>	<b>101</b>	<b>54</b>	<b>74</b>	<b>0</b>	<b>229</b>	<b>59</b>	<b>551</b>	<b>12</b>	<b>0</b>	<b>622</b>	<b>21</b>	<b>41</b>	<b>76</b>	<b>0</b>	<b>138</b>	<b>1684</b>
% Approach Total	15.3	70.4	14.1	0.3		44.1	23.6	32.3	0.0		9.5	88.6	1.9	0.0		15.2	29.7	55.1	0.0		
PHF	0.828	0.919	0.681	0.500	0.944	0.789	0.643	0.881	0.000	0.795	0.819	0.931	0.750	0.000	0.920	0.477	0.788	0.760	0.000	0.841	0.940
Entering Leg	106	489	98	2	695	101	54	74	0	229	59	551	12	0	622	21	41	76	0	138	1684
Exiting Leg	730					198					584					172					1684
<b>Total</b>	<b>1425</b>					<b>427</b>					<b>1206</b>					<b>310</b>					<b>3368</b>

PDI File #: **228519 E**  
 Location: **N: South Street (Route 13) S: South Street (Route 13)**  
 Location: **E: Emerson Road W: Armory Road**  
 City, State: **Milford, NH**  
 Client: **GPI/R. Bollinger**  
 Site Code: **NEX-2021414**  
 Count Date: **Saturday, May 14, 2022**  
 Start Time: **10:00 AM**  
 End Time: **1:00 PM**  
 Class: **Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)**



	South Street (Route 13)					Emerson Road					South Street (Route 13)					Armory Road					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
10:00 AM	1	3	0	0	4	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	7	
10:15 AM	2	2	0	0	4	1	1	0	0	2	0	0	0	0	0	1	0	0	0	1	7	
10:30 AM	0	4	0	0	4	0	0	1	0	1	0	5	0	0	5	0	1	0	0	1	11	
10:45 AM	0	2	0	0	2	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	5	
<b>Total</b>	<b>3</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>30</b>	
11:00 AM	1	3	0	0	4	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	5	
11:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2	
11:30 AM	0	3	0	0	3	0	1	0	0	1	1	2	0	0	3	0	1	0	0	1	8	
11:45 AM	0	3	1	0	4	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	6	
<b>Total</b>	<b>1</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>21</b>	
12:00 PM	0	4	0	0	4	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	6	
12:15 PM	0	2	0	0	2	0	0	0	0	0	0	5	0	0	5	0	1	1	0	2	9	
12:30 PM	1	0	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3	
12:45 PM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	1	1	0	2	4	
<b>Total</b>	<b>1</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>22</b>	
<b>Grand Total</b>	<b>5</b>	<b>27</b>	<b>1</b>	<b>0</b>	<b>33</b>	<b>1</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>8</b>	<b>1</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>1</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>9</b>	<b>73</b>	
Approach %	15.2	81.8	3.0	0.0		12.5	62.5	25.0	0.0		4.3	95.7	0.0	0.0		11.1	55.6	33.3	0.0			
Total %	6.8	37.0	1.4	0.0	45.2	1.4	6.8	2.7	0.0	11.0	1.4	30.1	0.0	0.0	31.5	1.4	6.8	4.1	0.0	12.3		
Exiting Leg Total						26					7					30					10	73
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
% Buses	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total						0					0					0					0	0
Single-Unit Trucks	4	17	1	0	22	1	5	2	0	8	1	18	0	0	19	1	5	3	0	9	58	
% Single-Unit	80.0	63.0	100.0	0.0	66.7	100.0	100.0	100.0	0.0	100.0	100.0	81.8	0.0	0.0	82.6	100.0	100.0	100.0	0.0	100.0	79.5	
Exiting Leg Total						22					7					20					9	58
Articulated Trucks	1	10	0	0	11	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	15	
% Articulated	20.0	37.0	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	18.2	0.0	0.0	17.4	0.0	0.0	0.0	0.0	0.0	20.5	
Exiting Leg Total						4					0					10					1	15

Peak Hour Analysis from 10:00 AM to 01:00 PM begins at:

	South Street (Route 13)					Emerson Road					South Street (Route 13)					Armory Road					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
10:00 AM	1	3	0	0	4	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	7	
10:15 AM	2	2	0	0	4	1	1	0	0	2	0	0	0	0	0	1	0	0	0	1	7	
10:30 AM	0	4	0	0	4	0	0	1	0	1	0	5	0	0	5	0	1	0	0	1	11	
10:45 AM	0	2	0	0	2	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	5	
<b>Total Volume</b>	<b>3</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>30</b>	
% Approach Total	21.4	78.6	0.0	0.0		25.0	25.0	50.0	0.0		0.0	100.0	0.0	0.0		33.3	33.3	33.3	0.0			
PHF	0.375	0.688	0.000	0.000	0.875	0.250	0.250	0.500	0.000	0.500	0.000	0.450	0.000	0.000	0.450	0.250	0.250	0.250	0.000	0.750	0.682	
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Buses %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Single-Unit Trucks	3	8	0	0	11	1	1	2	0	4	0	7	0	0	7	1	1	1	0	3	25	
Single-Unit %	100.0	72.7	0.0	0.0	78.6	100.0	100.0	100.0	0.0	100.0	0.0	77.8	0.0	0.0	77.8	100.0	100.0	100.0	0.0	100.0	83.3	
Articulated Trucks	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5	
Articulated %	0.0	27.3	0.0	0.0	21.4	0.0	0.0	0.0	0.0	0.0	0.0	22.2	0.0	0.0	22.2	0.0	0.0	0.0	0.0	0.0	16.7	
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Single-Unit Trucks	3	8	0	0	11	1	1	2	0	4	0	7	0	0	7	1	1	1	0	3	25	
Articulated Trucks	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5	
<b>Total Entering Leg</b>	<b>3</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>30</b>	
Buses						0					0					0					0	0
Single-Unit Trucks						9					11					4					25	25
Articulated Trucks						2					3					0					5	5
<b>Total Exiting Leg</b>						<b>11</b>					<b>1</b>					<b>14</b>					<b>4</b>	<b>30</b>

PDI File #: **228519 E**  
 Location: **N: South Street (Route 13) S: South Street (Route 13)**  
 Location: **E: Emerson Road W: Armory Road**  
 City, State: **Milford, NH**  
 Client: **GPI/R. Bollinger**  
 Site Code: **NEX-2021414**  
 Count Date: **Saturday, May 14, 2022**  
 Start Time: **10:00 AM**  
 End Time: **1:00 PM**  
 Class:



**Buses**

	South Street (Route 13)					Emerson Road					South Street (Route 13)					Armory Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total	0					0					0					0					0

Peak Hour Analysis from 10:00 AM to 01:00 PM begins at:

10:00 AM	South Street (Route 13)					Emerson Road					South Street (Route 13)					Armory Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg	0					0					0					0					0
Total	0					0					0					0					0



PDI File #: **228519 E**  
 Location: **N: South Street (Route 13) S: South Street (Route 13)**  
 Location: **E: Emerson Road W: Armory Road**  
 City, State: **Milford, NH**  
 Client: **GPI/R. Bollinger**  
 Site Code: **NEX-2021414**  
 Count Date: **Saturday, May 14, 2022**  
 Start Time: **10:00 AM**  
 End Time: **1:00 PM**  
 Class: **Single-Unit Trucks**



**Single-Unit Trucks**

	South Street (Route 13)					Emerson Road					South Street (Route 13)					Armory Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
10:00 AM	1	2	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	5
10:15 AM	2	2	0	0	4	1	1	0	0	2	0	0	0	0	0	1	0	0	0	1	7
10:30 AM	0	2	0	0	2	0	0	1	0	1	0	4	0	0	4	0	1	0	0	1	8
10:45 AM	0	2	0	0	2	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	5
<b>Total</b>	<b>3</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>25</b>
11:00 AM	1	2	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
11:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
11:30 AM	0	1	0	0	1	0	1	0	0	1	1	2	0	0	3	0	1	0	0	1	6
11:45 AM	0	2	1	0	3	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	5
<b>Total</b>	<b>1</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>17</b>
12:00 PM	0	2	0	0	2	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	4
12:15 PM	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	0	1	1	0	2	7
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
12:45 PM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	1	1	0	2	4
<b>Total</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>16</b>
<b>Grand Total</b>	<b>4</b>	<b>17</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>1</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>8</b>	<b>1</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>1</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>9</b>	<b>58</b>
Approach %	18.2	77.3	4.5	0.0		12.5	62.5	25.0	0.0		5.3	94.7	0.0	0.0		11.1	55.6	33.3	0.0		
Total %	6.9	29.3	1.7	0.0	37.9	1.7	8.6	3.4	0.0	13.8	1.7	31.0	0.0	0.0	32.8	1.7	8.6	5.2	0.0	15.5	
Exiting Leg Total	22					7					20					9					58

Peak Hour Analysis from 10:00 AM to 01:00 PM begins at:

10:00 AM	South Street (Route 13)					Emerson Road					South Street (Route 13)					Armory Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
10:00 AM	1	2	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	5
10:15 AM	2	2	0	0	4	1	1	0	0	2	0	0	0	0	0	1	0	0	0	1	7
10:30 AM	0	2	0	0	2	0	0	1	0	1	0	4	0	0	4	0	1	0	0	1	8
10:45 AM	0	2	0	0	2	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	5
Total Volume	3	8	0	0	11	1	1	2	0	4	0	7	0	0	7	1	1	1	0	3	25
% Approach Total	27.3	72.7	0.0	0.0		25.0	25.0	50.0	0.0		0.0	100.0	0.0	0.0		33.3	33.3	33.3	0.0		
PHF	0.375	1.000	0.000	0.000	0.688	0.250	0.250	0.500	0.000	0.500	0.000	0.438	0.000	0.000	0.438	0.250	0.250	0.250	0.000	0.750	0.781
Entering Leg	3	8	0	0	11	1	1	2	0	4	0	7	0	0	7	1	1	1	0	3	25
Exiting Leg	9					1					11					4					25
Total	20					5					18					7					50

PDI File #: **228519 E**  
 Location: **N: South Street (Route 13) S: South Street (Route 13)**  
 Location: **E: Emerson Road W: Armory Road**  
 City, State: **Milford, NH**  
 Client: **GPI/R. Bollinger**  
 Site Code: **NEX-2021414**  
 Count Date: **Saturday, May 14, 2022**  
 Start Time: **10:00 AM**  
 End Time: **1:00 PM**  
 Class:



**Articulated Trucks**

	South Street (Route 13)					Emerson Road					South Street (Route 13)					Armory Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
10:00 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5
11:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
11:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
<b>Total</b>	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
12:00 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
12:15 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
12:30 PM	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	1	3	0	0	4	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	6
<b>Grand Total</b>	1	10	0	0	11	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	15
Approach %	9.1	90.9	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	6.7	66.7	0.0	0.0	73.3	0.0	0.0	0.0	0.0	0.0	0.0	26.7	0.0	0.0	26.7	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total						4					0					10					1

Peak Hour Analysis from 10:00 AM to 01:00 PM begins at:

11:30 AM	South Street (Route 13)					Emerson Road					South Street (Route 13)					Armory Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:30 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
11:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:00 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
12:15 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Total Volume	0	6	0	0	6	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	7
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.750	0.000	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.875
Entering Leg	0	6	0	0	6	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	7
Exiting Leg						1					0					6					7
Total						7					0					7					14

PDI File #: 228519 E  
 Location: N: South Street (Route 13) S: South Street (Route 13)  
 Location: E: Emerson Road W: Armory Road  
 City, State: Milford, NH  
 Client: GPI/R. Bollinger  
 Site Code: NEX-2021414  
 Count Date: Saturday, May 14, 2022  
 Start Time: 10:00 AM  
 End Time: 1:00 PM  
 Class:



**Bicycles (on Roadway and Crosswalks)**

	South Street (Route 13)							Emerson Road							South Street (Route 13)							Armory Road							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
10:00 AM	1	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2			
10:15 AM	0	0	1	0	0	0	1	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2			
10:30 AM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1			
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Total	1	1	2	0	0	0	4	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	5			
11:00 AM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1			
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	2			
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Total	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	3			
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
12:45 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1			
Total	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1			
Grand Total	1	3	2	0	0	0	6	1	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	0	0	9			
Approach %	16.7	50.0	33.3	0.0	0.0	0.0		100.0	0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0	0.0	0.0		
Total %	11.1	33.3	22.2	0.0	0.0	0.0	66.7	11.1	0.0	0.0	0.0	0.0	0.0	11.1	0.0	11.1	0.0	0.0	0.0	0.0	0.0	11.1	0.0	0.0	0.0	11.1			
Exiting Leg Total	3							2							3							1							9

Peak Hour Analysis from 10:00 AM to 01:00 PM begins at:

	South Street (Route 13)							Emerson Road							South Street (Route 13)							Armory Road							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
10:00 AM	1	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2		
10:15 AM	0	0	1	0	0	0	1	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2		
10:30 AM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1		
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Total Volume	1	1	2	0	0	0	4	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	5		
% Approach Total	25.0	25.0	50.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.250	0.250	0.500	0.000	0.000	0.000	0.500	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.625		
Entering Leg	1	1	2	0	0	0	4	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	5			
Exiting Leg	1							2							1							1							5
Total	5							3							1							1							10

PDI File #: **228519 E**  
 Location: **N: South Street (Route 13) S: South Street (Route 13)**  
 Location: **E: Emerson Road W: Armory Road**  
 City, State: **Milford, NH**  
 Client: **GPI/R. Bollinger**  
 Site Code: **NEX-2021414**  
 Count Date: **Saturday, May 14, 2022**  
 Start Time: **10:00 AM**  
 End Time: **1:00 PM**  
 Class:



**Pedestrians**

	South Street (Route 13)							Emerson Road							South Street (Route 13)							Armory Road							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Approach %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Exiting Leg Total	0							0							0							0							

Peak Hour Analysis from 10:00 AM to 01:00 PM begins at:

10:00 AM	South Street (Route 13)							Emerson Road							South Street (Route 13)							Armory Road							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000		
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Exiting Leg	0							0							0							0							
Total	0							0							0							0							

PDI File #: **228519 F**  
 Location: **N: South Street (Route 13) S: South Street (Route 13)**  
 Location: **E: Clinton Street W: Driveway**  
 City, State: **Milford, NH**  
 Client: **GPI/R. Bollinger**  
 Site Code: **NEX-2021414**  
 Count Date: **Thursday, May 12, 2022**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



**Cars and Heavy Vehicles (Combined)**

	South Street (Route 13)					Clinton Street					South Street (Route 13)					Driveway					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	37	0	0	37	2	0	11	0	13	14	15	0	0	29	1	0	0	0	1	80
7:15 AM	0	31	0	0	31	5	0	25	0	30	26	29	0	0	55	0	0	0	0	0	116
7:30 AM	0	38	2	0	40	4	0	15	0	19	28	42	0	0	70	0	0	0	0	0	129
7:45 AM	0	49	0	0	49	5	0	21	0	26	31	29	0	0	60	0	0	0	0	0	135
<b>Total</b>	0	155	2	0	157	16	0	72	0	88	99	115	0	0	214	1	0	0	0	1	460
8:00 AM	0	38	2	0	40	2	0	18	0	20	14	38	0	0	52	0	0	0	0	0	112
8:15 AM	0	45	0	0	45	1	0	19	0	20	24	36	0	0	60	0	0	0	0	0	125
8:30 AM	0	38	1	0	39	2	0	23	0	25	20	38	0	0	58	0	0	0	0	0	122
8:45 AM	0	32	2	0	34	4	0	23	0	27	29	36	0	0	65	0	0	0	0	0	126
<b>Total</b>	0	153	5	0	158	9	0	83	0	92	87	148	0	0	235	0	0	0	0	0	485
Grand Total	0	308	7	0	315	25	0	155	0	180	186	263	0	0	449	1	0	0	0	1	945
Approach %	0.0	97.8	2.2	0.0		13.9	0.0	86.1	0.0		41.4	58.6	0.0	0.0		100.0	0.0	0.0	0.0		
Total %	0.0	32.6	0.7	0.0	33.3	2.6	0.0	16.4	0.0	19.0	19.7	27.8	0.0	0.0	47.5	0.1	0.0	0.0	0.0	0.1	
Exiting Leg Total	288					193					464					0					945
Cars	0	298	7	0	305	23	0	151	0	174	179	240	0	0	419	1	0	0	0	1	899
% Cars	0.0	96.8	100.0	0.0	96.8	92.0	0.0	97.4	0.0	96.7	96.2	91.3	0.0	0.0	93.3	100.0	0.0	0.0	0.0	100.0	95.1
Exiting Leg Total	263					186					450					0					899
Heavy Vehicles	0	10	0	0	10	2	0	4	0	6	7	23	0	0	30	0	0	0	0	0	46
% Heavy Vehicles	0.0	3.2	0.0	0.0	3.2	8.0	0.0	2.6	0.0	3.3	3.8	8.7	0.0	0.0	6.7	0.0	0.0	0.0	0.0	0.0	4.9
Exiting Leg Total	25					7					14					0					46

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

	South Street (Route 13)					Clinton Street					South Street (Route 13)					Driveway					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:30 AM	0	38	2	0	40	4	0	15	0	19	28	42	0	0	70	0	0	0	0	0	129
7:45 AM	0	49	0	0	49	5	0	21	0	26	31	29	0	0	60	0	0	0	0	0	135
8:00 AM	0	38	2	0	40	2	0	18	0	20	14	38	0	0	52	0	0	0	0	0	112
8:15 AM	0	45	0	0	45	1	0	19	0	20	24	36	0	0	60	0	0	0	0	0	125
Total Volume	0	170	4	0	174	12	0	73	0	85	97	145	0	0	242	0	0	0	0	0	501
% Approach Total	0.0	97.7	2.3	0.0		14.1	0.0	85.9	0.0		40.1	59.9	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.867	0.500	0.000	0.888	0.600	0.000	0.869	0.000	0.817	0.782	0.863	0.000	0.000	0.864	0.000	0.000	0.000	0.000	0.000	0.928
Cars	0	166	4	0	170	12	0	70	0	82	91	135	0	0	226	0	0	0	0	0	478
Cars %	0.0	97.6	100.0	0.0	97.7	100.0	0.0	95.9	0.0	96.5	93.8	93.1	0.0	0.0	93.4	0.0	0.0	0.0	0.0	0.0	95.4
Heavy Vehicles	0	4	0	0	4	0	0	3	0	3	6	10	0	0	16	0	0	0	0	0	23
Heavy Vehicles %	0.0	2.4	0.0	0.0	2.3	0.0	0.0	4.1	0.0	3.5	6.2	6.9	0.0	0.0	6.6	0.0	0.0	0.0	0.0	0.0	4.6
Cars Enter Leg	0	166	4	0	170	12	0	70	0	82	91	135	0	0	226	0	0	0	0	0	478
Heavy Enter Leg	0	4	0	0	4	0	0	3	0	3	6	10	0	0	16	0	0	0	0	0	23
Total Entering Leg	0	170	4	0	174	12	0	73	0	85	97	145	0	0	242	0	0	0	0	0	501
Cars Exiting Leg	147					95					236					0					478
Heavy Exiting Leg	10					6					7					0					23
Total Exiting Leg	157					101					243					0					501

PDI File #: **228519 F**  
 Location: **N: South Street (Route 13) S: South Street (Route 13)**  
 Location: **E: Clinton Street W: Driveway**  
 City, State: **Milford, NH**  
 Client: **GPI/R. Bollinger**  
 Site Code: **NEX-2021414**  
 Count Date: **Thursday, May 12, 2022**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



**Cars**

	South Street (Route 13)					Clinton Street					South Street (Route 13)					Driveway					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	35	0	0	35	2	0	11	0	13	14	13	0	0	27	1	0	0	0	1	76
7:15 AM	0	30	0	0	30	4	0	25	0	29	25	26	0	0	51	0	0	0	0	0	110
7:30 AM	0	37	2	0	39	4	0	15	0	19	26	38	0	0	64	0	0	0	0	0	122
7:45 AM	0	48	0	0	48	5	0	20	0	25	29	28	0	0	57	0	0	0	0	0	130
<b>Total</b>	0	150	2	0	152	15	0	71	0	86	94	105	0	0	199	1	0	0	0	1	438
8:00 AM	0	38	2	0	40	2	0	16	0	18	13	36	0	0	49	0	0	0	0	0	107
8:15 AM	0	43	0	0	43	1	0	19	0	20	23	33	0	0	56	0	0	0	0	0	119
8:30 AM	0	35	1	0	36	1	0	23	0	24	20	32	0	0	52	0	0	0	0	0	112
8:45 AM	0	32	2	0	34	4	0	22	0	26	29	34	0	0	63	0	0	0	0	0	123
<b>Total</b>	0	148	5	0	153	8	0	80	0	88	85	135	0	0	220	0	0	0	0	0	461
Grand Total	0	298	7	0	305	23	0	151	0	174	179	240	0	0	419	1	0	0	0	1	899
Approach %	0.0	97.7	2.3	0.0		13.2	0.0	86.8	0.0		42.7	57.3	0.0	0.0		100.0	0.0	0.0	0.0		
Total %	0.0	33.1	0.8	0.0	33.9	2.6	0.0	16.8	0.0	19.4	19.9	26.7	0.0	0.0	46.6	0.1	0.0	0.0	0.0	0.1	
Exiting Leg Total	263					186					450					0					899

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

	South Street (Route 13)					Clinton Street					South Street (Route 13)					Driveway					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:30 AM	0	37	2	0	39	4	0	15	0	19	26	38	0	0	64	0	0	0	0	0	122
7:45 AM	0	48	0	0	48	5	0	20	0	25	29	28	0	0	57	0	0	0	0	0	130
8:00 AM	0	38	2	0	40	2	0	16	0	18	13	36	0	0	49	0	0	0	0	0	107
8:15 AM	0	43	0	0	43	1	0	19	0	20	23	33	0	0	56	0	0	0	0	0	119
Total Volume	0	166	4	0	170	12	0	70	0	82	91	135	0	0	226	0	0	0	0	0	478
% Approach Total	0.0	97.6	2.4	0.0		14.6	0.0	85.4	0.0		40.3	59.7	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.865	0.500	0.000	0.885	0.600	0.000	0.875	0.000	0.820	0.784	0.888	0.000	0.000	0.883	0.000	0.000	0.000	0.000	0.000	0.919
Entering Leg	0	166	4	0	170	12	0	70	0	82	91	135	0	0	226	0	0	0	0	0	478
Exiting Leg	147					95					236					0					478
<b>Total</b>	317					177					462					0					956

PDI File #: **228519 F**  
 Location: **N: South Street (Route 13) S: South Street (Route 13)**  
 Location: **E: Clinton Street W: Driveway**  
 City, State: **Milford, NH**  
 Client: **GPI/R. Bollinger**  
 Site Code: **NEX-2021414**  
 Count Date: **Thursday, May 12, 2022**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class: **Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)**



	South Street (Route 13)					Clinton Street					South Street (Route 13)					Driveway					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	4
7:15 AM	0	1	0	0	1	1	0	0	0	1	1	3	0	0	4	0	0	0	0	0	6
7:30 AM	0	1	0	0	1	0	0	0	0	0	2	4	0	0	6	0	0	0	0	0	7
7:45 AM	0	1	0	0	1	0	0	1	0	1	2	1	0	0	3	0	0	0	0	0	5
<b>Total</b>	0	5	0	0	5	1	0	1	0	2	5	10	0	0	15	0	0	0	0	0	22
8:00 AM	0	0	0	0	0	0	0	2	0	2	1	2	0	0	3	0	0	0	0	0	5
8:15 AM	0	2	0	0	2	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	6
8:30 AM	0	3	0	0	3	1	0	0	0	1	0	6	0	0	6	0	0	0	0	0	10
8:45 AM	0	0	0	0	0	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	3
<b>Total</b>	0	5	0	0	5	1	0	3	0	4	2	13	0	0	15	0	0	0	0	0	24
<b>Grand Total</b>	0	10	0	0	10	2	0	4	0	6	7	23	0	0	30	0	0	0	0	0	46
Approach %	0.0	100.0	0.0	0.0		33.3	0.0	66.7	0.0		23.3	76.7	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	21.7	0.0	0.0	21.7	4.3	0.0	8.7	0.0	13.0	15.2	50.0	0.0	0.0	65.2	0.0	0.0	0.0	0.0		
Exiting Leg Total	25					7					14					0					46
Buses	0	1	0	0	1	1	0	3	0	4	4	3	0	0	7	0	0	0	0	0	12
% Buses	0.0	10.0	0.0	0.0	10.0	50.0	0.0	75.0	0.0	66.7	57.1	13.0	0.0	0.0	23.3	0.0	0.0	0.0	0.0	0.0	26.1
Exiting Leg Total	4					4					4					0					12
Single-Unit Trucks	0	7	0	0	7	1	0	1	0	2	3	15	0	0	18	0	0	0	0	0	27
% Single-Unit	0.0	70.0	0.0	0.0	70.0	50.0	0.0	25.0	0.0	33.3	42.9	65.2	0.0	0.0	60.0	0.0	0.0	0.0	0.0	0.0	58.7
Exiting Leg Total	16					3					8					0					27
Articulated Trucks	0	2	0	0	2	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	7
% Articulated	0.0	20.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	21.7	0.0	0.0	16.7	0.0	0.0	0.0	0.0	0.0	15.2
Exiting Leg Total	5					0					2					0					7

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

7:45 AM	South Street (Route 13)					Clinton Street					South Street (Route 13)					Driveway					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:45 AM	0	1	0	0	1	0	0	1	0	1	2	1	0	0	3	0	0	0	0	0	5
8:00 AM	0	0	0	0	0	0	0	2	0	2	1	2	0	0	3	0	0	0	0	0	5
8:15 AM	0	2	0	0	2	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	6
8:30 AM	0	3	0	0	3	1	0	0	0	1	0	6	0	0	6	0	0	0	0	0	10
<b>Total Volume</b>	0	6	0	0	6	1	0	3	0	4	4	12	0	0	16	0	0	0	0	0	26
% Approach Total	0.0	100.0	0.0	0.0		25.0	0.0	75.0	0.0		25.0	75.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.500	0.000	0.000	0.500	0.250	0.000	0.375	0.000	0.500	0.500	0.500	0.000	0.000	0.667	0.000	0.000	0.000	0.000	0.000	0.650
Buses	0	0	0	0	0	0	0	2	0	2	2	2	0	0	4	0	0	0	0	0	6
Buses %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	66.7	0.0	50.0	50.0	16.7	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	23.1
Single-Unit Trucks	0	5	0	0	5	1	0	1	0	2	2	6	0	0	8	0	0	0	0	0	15
Single-Unit %	0.0	83.3	0.0	0.0	83.3	100.0	0.0	33.3	0.0	50.0	50.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	57.7
Articulated Trucks	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	5
Articulated %	0.0	16.7	0.0	0.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	33.3	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	19.2
Buses	0	0	0	0	0	0	0	2	0	2	2	2	0	0	4	0	0	0	0	0	6
Single-Unit Trucks	0	5	0	0	5	1	0	1	0	2	2	6	0	0	8	0	0	0	0	0	15
Articulated Trucks	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	5
<b>Total Entering Leg</b>	0	6	0	0	6	1	0	3	0	4	4	12	0	0	16	0	0	0	0	0	26
Buses	2					2					2					0					6
Single-Unit Trucks	7					2					6					0					15
Articulated Trucks	4					0					1					0					5
<b>Total Exiting Leg</b>	13					4					9					0					26

PDI File #: **228519 F**  
 Location: **N: South Street (Route 13) S: South Street (Route 13)**  
 Location: **E: Clinton Street W: Driveway**  
 City, State: **Milford, NH**  
 Client: **GPI/R. Bollinger**  
 Site Code: **NEX-2021414**  
 Count Date: **Thursday, May 12, 2022**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



**Buses**

	South Street (Route 13)					Clinton Street					South Street (Route 13)					Driveway					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	2
7:30 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	2
7:45 AM	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	2
<b>Total</b>	0	1	0	0	1	1	0	1	0	2	3	1	0	0	4	0	0	0	0	0	7
8:00 AM	0	0	0	0	0	0	0	1	0	1	1	2	0	0	3	0	0	0	0	0	4
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
<b>Total</b>	0	0	0	0	0	0	0	2	0	2	1	2	0	0	3	0	0	0	0	0	5
<b>Grand Total</b>	0	1	0	0	1	1	0	3	0	4	4	3	0	0	7	0	0	0	0	0	12
Approach %	0.0	100.0	0.0	0.0		25.0	0.0	75.0	0.0		57.1	42.9	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	8.3	0.0	0.0	8.3	8.3	0.0	25.0	0.0	33.3	33.3	25.0	0.0	0.0	58.3	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total						4					4										12

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

	South Street (Route 13)					Clinton Street					South Street (Route 13)					Driveway					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:15 AM	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	2
7:30 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	2
7:45 AM	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	2
8:00 AM	0	0	0	0	0	0	0	1	0	1	1	2	0	0	3	0	0	0	0	0	4
<b>Total Volume</b>	0	0	0	0	0	1	0	2	0	3	4	3	0	0	7	0	0	0	0	0	10
<b>% Approach Total</b>	0.0	0.0	0.0	0.0		33.3	0.0	66.7	0.0		57.1	42.9	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.500	0.000	0.750	1.000	0.375	0.000	0.000	0.583	0.000	0.000	0.000	0.000	0.000	0.625
Entering Leg	0					1					4					0					10
Exiting Leg	4					4					2					0					10
<b>Total</b>	4					7					9					0					20



PDI File #: **228519 F**  
 Location: **N: South Street (Route 13) S: South Street (Route 13)**  
 Location: **E: Clinton Street W: Driveway**  
 City, State: **Milford, NH**  
 Client: **GPI/R. Bollinger**  
 Site Code: **NEX-2021414**  
 Count Date: **Thursday, May 12, 2022**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



**Single-Unit Trucks**

	South Street (Route 13)					Clinton Street					South Street (Route 13)					Driveway					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
7:30 AM	0	1	0	0	1	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	5
7:45 AM	0	1	0	0	1	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	3
<b>Total</b>	0	3	0	0	3	0	0	0	0	0	2	9	0	0	11	0	0	0	0	0	14
8:00 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	2	0	0	2	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	4
8:30 AM	0	2	0	0	2	1	0	0	0	1	0	4	0	0	4	0	0	0	0	0	7
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
<b>Total</b>	0	4	0	0	4	1	0	1	0	2	1	6	0	0	7	0	0	0	0	0	13
Grand Total	0	7	0	0	7	1	0	1	0	2	3	15	0	0	18	0	0	0	0	0	27
Approach %	0.0	100.0	0.0	0.0		50.0	0.0	50.0	0.0		16.7	83.3	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	25.9	0.0	0.0	25.9	3.7	0.0	3.7	0.0	7.4	11.1	55.6	0.0	0.0	66.7	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	16					3					8					0					27

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

	South Street (Route 13)					Clinton Street					South Street (Route 13)					Driveway					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:45 AM	0	1	0	0	1	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	3
8:00 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	2	0	0	2	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	4
8:30 AM	0	2	0	0	2	1	0	0	0	1	0	4	0	0	4	0	0	0	0	0	7
Total Volume	0	5	0	0	5	1	0	1	0	2	2	6	0	0	8	0	0	0	0	0	15
% Approach Total	0.0	100.0	0.0	0.0		50.0	0.0	50.0	0.0		25.0	75.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.625	0.000	0.000	0.625	0.250	0.000	0.250	0.000	0.500	0.500	0.375	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.536
Entering Leg	0	5	0	0	5	1	0	1	0	2	2	6	0	0	8	0	0	0	0	0	15
Exiting Leg	7					2					6					0					15
Total	12					4					14					0					30

PDI File #: **228519 F**  
 Location: **N: South Street (Route 13) S: South Street (Route 13)**  
 Location: **E: Clinton Street W: Driveway**  
 City, State: **Milford, NH**  
 Client: **GPI/R. Bollinger**  
 Site Code: **NEX-2021414**  
 Count Date: **Thursday, May 12, 2022**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



**Articulated Trucks**

	South Street (Route 13)					Clinton Street					South Street (Route 13)					Driveway					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
8:30 AM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
<b>Total</b>	0	1	0	0	1	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	6
Grand Total	0	2	0	0	2	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	7
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	28.6	0.0	0.0	28.6	0.0	0.0	0.0	0.0	0.0	0.0	71.4	0.0	0.0	71.4	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	5					0					2					0					7

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

	South Street (Route 13)					Clinton Street					South Street (Route 13)					Driveway					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
8:30 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
<b>Total Volume</b>	0	1	0	0	1	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	6
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.625	0.000	0.000	0.625	0.000	0.000	0.000	0.000	0.000	0.500
Entering Leg	0	1	0	0	1	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	6
Exiting Leg	5					0					1					0					6
<b>Total</b>	6					0					6					0					12

PDI File #: 228519 F  
 Location: N: South Street (Route 13) S: South Street (Route 13)  
 Location: E: Clinton Street W: Driveway  
 City, State: Milford, NH  
 Client: GPI/R. Bollinger  
 Site Code: NEX-2021414  
 Count Date: Thursday, May 12, 2022  
 Start Time: 7:00 AM  
 End Time: 9:00 AM  
 Class:



**Bicycles (on Roadway and Crosswalks)**

	South Street (Route 13)							Clinton Street							South Street (Route 13)							Driveway							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1		
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:30 AM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1		
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1		
Total	0	1	0	0	0	0	1	0	0	1	0	0	0	1	0	1	0	0	0	0	0	1	0	0	0	0	3		
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1		
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1		
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	2		
Grand Total	0	1	0	0	0	0	1	0	0	1	0	0	0	1	0	1	0	0	0	0	1	0	0	0	1	1	2	5	
Approach %	0.0	100.0	0.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	50.0	50.0		
Total %	0.0	20.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	20.0	0.0	0.0	0.0	20.0	0.0	20.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	20.0	20.0	40.0		
Exiting Leg Total	1							0							2							2							5

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

	South Street (Route 13)							Clinton Street							South Street (Route 13)							Driveway							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 AM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	1	
Total Volume	0	1	0	0	0	0	1	0	0	1	0	0	0	1	0	1	0	0	0	0	1	0	0	0	0	0	0	3	
% Approach Total	0.0	100.0	0.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0			
PHF	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.750	
Entering Leg	0	1	0	0	0	0	1	0	0	1	0	0	0	1	0	1	0	0	0	0	1	0	0	0	0	0	0	3	
Exiting Leg	1							0							2							0							3
Total	2							1							3							0							6

PDI File #: 228519 F  
 Location: N: South Street (Route 13) S: South Street (Route 13)  
 Location: E: Clinton Street W: Driveway  
 City, State: Milford, NH  
 Client: GPI/R. Bollinger  
 Site Code: NEX-2021414  
 Count Date: Thursday, May 12, 2022  
 Start Time: 7:00 AM  
 End Time: 9:00 AM  
 Class:



**Pedestrians**

	South Street (Route 13)							Clinton Street							South Street (Route 13)							Driveway							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	3	3		
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	1	0	1	2		
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1			
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	3	3			
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	5	3	8	9			
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	3			
8:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	0	1	2			
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:45 AM	0	0	0	0	2	2	4	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	1	1	7			
Total	0	0	0	0	2	2	4	0	0	0	0	1	2	3	0	0	0	0	0	0	0	0	1	4	5	12			
Grand Total	0	0	0	0	2	2	4	0	0	0	0	1	2	3	0	0	0	0	1	0	1	0	0	6	7	13	21		
Approach %	0	0	0	0	50	50		0	0	0	0	33.3	66.7		0	0	0	0	100	0		0	0	46.2	53.8				
Total %	0	0	0	0	9.52	9.52	19	0	0	0	0	4.76	9.52	14.3	0	0	0	0	4.76	0	4.76	0	0	28.6	33.3	61.9			
Exiting Leg Total	4							3							1							13							21

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

	South Street (Route 13)							Clinton Street							South Street (Route 13)							Driveway							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	3			
8:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	1	2			
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:45 AM	0	0	0	0	2	2	4	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	1	1	7			
Total Volume	0	0	0	0	2	2	4	0	0	0	0	1	2	3	0	0	0	0	0	0	0	0	1	4	5	12			
% Approach Total	0.0	0.0	0.0	0.0	50.0	50.0		0.0	0.0	0.0	0.0	33.3	66.7		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	20.0	80.0			
PHF	0.000	0.000	0.000	0.000	0.250	0.250	0.250	0.000	0.000	0.000	0.000	0.250	0.250	0.375	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.333	0.417	0.429		
Entering Leg	0	0	0	0	2	2	4	0	0	0	0	1	2	3	0	0	0	0	0	0	0	0	1	4	5	12			
Exiting Leg	4							3							0							5							12
Total	8							6							0							10							24

PDI File #: **228519 F**  
 Location: **N: South Street (Route 13) S: South Street (Route 13)**  
 Location: **E: Clinton Street W: Driveway**  
 City, State: **Milford, NH**  
 Client: **GPI/R. Bollinger**  
 Site Code: **NEX-2021414**  
 Count Date: **Thursday, May 12, 2022**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



**Cars and Heavy Vehicles (Combined)**

	South Street (Route 13)					Clinton Street					South Street (Route 13)					Driveway					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	42	2	0	44	4	0	29	0	33	23	54	1	0	78	0	0	0	0	0	155
4:15 PM	0	40	3	0	43	7	0	41	0	48	16	55	0	0	71	0	0	0	0	0	162
4:30 PM	0	42	2	0	44	3	0	37	0	40	23	56	0	0	79	0	0	0	0	0	163
4:45 PM	0	42	2	0	44	7	0	38	0	45	24	47	0	0	71	0	0	0	0	0	160
<b>Total</b>	0	166	9	0	175	21	0	145	0	166	86	212	1	0	299	0	0	0	0	0	640
5:00 PM	0	50	5	0	55	7	0	47	0	54	26	75	0	0	101	0	0	0	0	0	210
5:15 PM	0	46	1	0	47	2	1	44	0	47	24	55	0	0	79	0	0	1	0	1	174
5:30 PM	0	46	1	0	47	6	0	36	0	42	31	56	0	0	87	0	0	0	0	0	176
5:45 PM	0	45	0	0	45	2	0	39	0	41	23	48	0	0	71	0	0	0	0	0	157
<b>Total</b>	0	187	7	0	194	17	1	166	0	184	104	234	0	0	338	0	0	1	0	1	717
Grand Total	0	353	16	0	369	38	1	311	0	350	190	446	1	0	637	0	0	1	0	1	1357
Approach %	0.0	95.7	4.3	0.0		10.9	0.3	88.9	0.0		29.8	70.0	0.2	0.0		0.0	0.0	100.0	0.0		
Total %	0.0	26.0	1.2	0.0	27.2	2.8	0.1	22.9	0.0	25.8	14.0	32.9	0.1	0.0	46.9	0.0	0.0	0.1	0.0	0.1	
Exiting Leg Total	485					206					664					2					1357
Cars	0	348	16	0	364	38	1	309	0	348	187	435	1	0	623	0	0	1	0	1	1336
% Cars	0.0	98.6	100.0	0.0	98.6	100.0	100.0	99.4	0.0	99.4	98.4	97.5	100.0	0.0	97.8	0.0	0.0	100.0	0.0	100.0	98.5
Exiting Leg Total	474					203					657					2					1336
Heavy Vehicles	0	5	0	0	5	0	0	2	0	2	3	11	0	0	14	0	0	0	0	0	21
% Heavy Vehicles	0.0	1.4	0.0	0.0	1.4	0.0	0.0	0.6	0.0	0.6	1.6	2.5	0.0	0.0	2.2	0.0	0.0	0.0	0.0	0.0	1.5
Exiting Leg Total	11					3					7					0					21

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

	South Street (Route 13)					Clinton Street					South Street (Route 13)					Driveway					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:45 PM	0	42	2	0	44	7	0	38	0	45	24	47	0	0	71	0	0	0	0	0	160
5:00 PM	0	50	5	0	55	7	0	47	0	54	26	75	0	0	101	0	0	0	0	0	210
5:15 PM	0	46	1	0	47	2	1	44	0	47	24	55	0	0	79	0	0	1	0	1	174
5:30 PM	0	46	1	0	47	6	0	36	0	42	31	56	0	0	87	0	0	0	0	0	176
Total Volume	0	184	9	0	193	22	1	165	0	188	105	233	0	0	338	0	0	1	0	1	720
% Approach Total	0.0	95.3	4.7	0.0		11.7	0.5	87.8	0.0		31.1	68.9	0.0	0.0		0.0	0.0	100.0	0.0		
PHF	0.000	0.920	0.450	0.000	0.877	0.786	0.250	0.878	0.000	0.870	0.847	0.777	0.000	0.000	0.837	0.000	0.000	0.250	0.000	0.250	0.857
Cars	0	183	9	0	192	22	1	164	0	187	104	230	0	0	334	0	0	1	0	1	714
Cars %	0.0	99.5	100.0	0.0	99.5	100.0	100.0	99.4	0.0	99.5	99.0	98.7	0.0	0.0	98.8	0.0	0.0	100.0	0.0	100.0	99.2
Heavy Vehicles	0	1	0	0	1	0	0	1	0	1	1	3	0	0	4	0	0	0	0	0	6
Heavy Vehicles %	0.0	0.5	0.0	0.0	0.5	0.0	0.0	0.6	0.0	0.5	1.0	1.3	0.0	0.0	1.2	0.0	0.0	0.0	0.0	0.0	0.8
Cars Enter Leg	0	183	9	0	192	22	1	164	0	187	104	230	0	0	334	0	0	1	0	1	714
Heavy Enter Leg	0	1	0	0	1	0	0	1	0	1	1	3	0	0	4	0	0	0	0	0	6
Total Entering Leg	0	184	9	0	193	22	1	165	0	188	105	233	0	0	338	0	0	1	0	1	720
Cars Exiting Leg	253					113					347					1					714
Heavy Exiting Leg	3					1					2					0					6
Total Exiting Leg	256					114					349					1					720

PDI File #: **228519 F**  
 Location: **N: South Street (Route 13) S: South Street (Route 13)**  
 Location: **E: Clinton Street W: Driveway**  
 City, State: **Milford, NH**  
 Client: **GPI/R. Bollinger**  
 Site Code: **NEX-2021414**  
 Count Date: **Thursday, May 12, 2022**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



**Cars**

	South Street (Route 13)					Clinton Street					South Street (Route 13)					Driveway					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	41	2	0	43	4	0	29	0	33	22	51	1	0	74	0	0	0	0	0	150
4:15 PM	0	39	3	0	42	7	0	40	0	47	15	52	0	0	67	0	0	0	0	0	156
4:30 PM	0	42	2	0	44	3	0	37	0	40	23	55	0	0	78	0	0	0	0	0	162
4:45 PM	0	41	2	0	43	7	0	37	0	44	23	47	0	0	70	0	0	0	0	0	157
<b>Total</b>	0	163	9	0	172	21	0	143	0	164	83	205	1	0	289	0	0	0	0	0	625
5:00 PM	0	50	5	0	55	7	0	47	0	54	26	74	0	0	100	0	0	0	0	0	209
5:15 PM	0	46	1	0	47	2	1	44	0	47	24	55	0	0	79	0	0	1	0	1	174
5:30 PM	0	46	1	0	47	6	0	36	0	42	31	54	0	0	85	0	0	0	0	0	174
5:45 PM	0	43	0	0	43	2	0	39	0	41	23	47	0	0	70	0	0	0	0	0	154
<b>Total</b>	0	185	7	0	192	17	1	166	0	184	104	230	0	0	334	0	0	1	0	1	711
Grand Total	0	348	16	0	364	38	1	309	0	348	187	435	1	0	623	0	0	1	0	1	1336
Approach %	0.0	95.6	4.4	0.0		10.9	0.3	88.8	0.0		30.0	69.8	0.2	0.0		0.0	0.0	100.0	0.0		
Total %	0.0	26.0	1.2	0.0	27.2	2.8	0.1	23.1	0.0	26.0	14.0	32.6	0.1	0.0	46.6	0.0	0.0	0.1	0.0	0.1	
Exiting Leg Total	474					203					657					2					1336

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

	South Street (Route 13)					Clinton Street					South Street (Route 13)					Driveway					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:45 PM	0	41	2	0	43	7	0	37	0	44	23	47	0	0	70	0	0	0	0	0	157
5:00 PM	0	50	5	0	55	7	0	47	0	54	26	74	0	0	100	0	0	0	0	0	209
5:15 PM	0	46	1	0	47	2	1	44	0	47	24	55	0	0	79	0	0	1	0	1	174
5:30 PM	0	46	1	0	47	6	0	36	0	42	31	54	0	0	85	0	0	0	0	0	174
Total Volume	0	183	9	0	192	22	1	164	0	187	104	230	0	0	334	0	0	1	0	1	714
% Approach Total	0.0	95.3	4.7	0.0		11.8	0.5	87.7	0.0		31.1	68.9	0.0	0.0		0.0	0.0	100.0	0.0		
PHF	0.000	0.915	0.450	0.000	0.873	0.786	0.250	0.872	0.000	0.866	0.839	0.777	0.000	0.000	0.835	0.000	0.000	0.250	0.000	0.250	0.854
Entering Leg	0	183	9	0	192	22	1	164	0	187	104	230	0	0	334	0	0	1	0	1	714
Exiting Leg	253					113					347					1					714
Total	445					300					681					2					1428

PDI File #: **228519 F**  
 Location: **N: South Street (Route 13) S: South Street (Route 13)**  
 Location: **E: Clinton Street W: Driveway**  
 City, State: **Milford, NH**  
 Client: **GPI/R. Bollinger**  
 Site Code: **NEX-2021414**  
 Count Date: **Thursday, May 12, 2022**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



**Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)**

	South Street (Route 13)					Clinton Street					South Street (Route 13)					Driveway					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	1	0	0	1	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	5
4:15 PM	0	1	0	0	1	0	0	1	0	1	1	3	0	0	4	0	0	0	0	0	6
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
4:45 PM	0	1	0	0	1	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	3
<b>Total</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>3</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
5:45 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
<b>Total</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>
Grand Total	0	5	0	0	5	0	0	2	0	2	3	11	0	0	14	0	0	0	0	0	21
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	100.0	0.0		21.4	78.6	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	23.8	0.0	0.0	23.8	0.0	0.0	9.5	0.0	9.5	14.3	52.4	0.0	0.0	66.7	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	11					3					7					0					21
Buses	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
% Buses	0.0	20.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	9.1	0.0	0.0	7.1	0.0	0.0	0.0	0.0	0.0	9.5
Exiting Leg Total	1					0					1					0					2
Single-Unit Trucks	0	3	0	0	3	0	0	2	0	2	3	8	0	0	11	0	0	0	0	0	16
% Single-Unit	0.0	60.0	0.0	0.0	60.0	0.0	0.0	100.0	0.0	100.0	100.0	72.7	0.0	0.0	78.6	0.0	0.0	0.0	0.0	0.0	76.2
Exiting Leg Total	8					3					5					0					16
Articulated Trucks	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
% Articulated	0.0	20.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	18.2	0.0	0.0	14.3	0.0	0.0	0.0	0.0	0.0	14.3
Exiting Leg Total	2					0					1					0					3

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

4:00 PM	South Street (Route 13)					Clinton Street					South Street (Route 13)					Driveway					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	1	0	0	1	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	5
4:15 PM	0	1	0	0	1	0	0	1	0	1	1	3	0	0	4	0	0	0	0	0	6
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
4:45 PM	0	1	0	0	1	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	3
<b>Total Volume</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>3</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	100.0	0.0		30.0	70.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.750	0.000	0.000	0.750	0.000	0.000	0.500	0.000	0.500	0.750	0.583	0.000	0.000	0.625	0.000	0.000	0.000	0.000	0.000	0.625
Buses	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Buses %	0.0	33.3	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	14.3	0.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	13.3
Single-Unit Trucks	0	2	0	0	2	0	0	2	0	2	3	5	0	0	8	0	0	0	0	0	12
Single-Unit %	0.0	66.7	0.0	0.0	66.7	0.0	0.0	100.0	0.0	100.0	100.0	71.4	0.0	0.0	80.0	0.0	0.0	0.0	0.0	0.0	80.0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Articulated %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14.3	0.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	6.7
Buses	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Single-Unit Trucks	0	2	0	0	2	0	0	2	0	2	3	5	0	0	8	0	0	0	0	0	12
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
<b>Total Entering Leg</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>3</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>
Buses	1					0					1					0					2
Single-Unit Trucks	5					3					4					0					12
Articulated Trucks	1					0					0					0					1
<b>Total Exiting Leg</b>	<b>7</b>					<b>3</b>					<b>5</b>					<b>0</b>					<b>15</b>

PDI File #: **228519 F**  
 Location: **N: South Street (Route 13) S: South Street (Route 13)**  
 Location: **E: Clinton Street W: Driveway**  
 City, State: **Milford, NH**  
 Client: **GPI/R. Bollinger**  
 Site Code: **NEX-2021414**  
 Count Date: **Thursday, May 12, 2022**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



**Buses**

	South Street (Route 13)					Clinton Street					South Street (Route 13)					Driveway					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	
4:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Grand Total</b>	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0			0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Total %	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	1					0					1					0					2	

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

	South Street (Route 13)					Clinton Street					South Street (Route 13)					Driveway					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
4:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Volume</b>	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
<b>% Approach Total</b>	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0			0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500
Entering Leg	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Exiting Leg	1					0					1					0					2
<b>Total</b>	2					0					2					0					4



PDI File #: **228519 F**  
 Location: **N: South Street (Route 13) S: South Street (Route 13)**  
 Location: **E: Clinton Street W: Driveway**  
 City, State: **Milford, NH**  
 Client: **GPI/R. Bollinger**  
 Site Code: **NEX-2021414**  
 Count Date: **Thursday, May 12, 2022**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



**Single-Unit Trucks**

	South Street (Route 13)					Clinton Street					South Street (Route 13)					Driveway					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	1	0	0	1	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	4
4:15 PM	0	0	0	0	0	0	0	1	0	1	1	2	0	0	3	0	0	0	0	0	4
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
4:45 PM	0	1	0	0	1	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	3
<b>Total</b>	0	2	0	0	2	0	0	2	0	2	3	5	0	0	8	0	0	0	0	0	12
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
5:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
<b>Total</b>	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4
<b>Grand Total</b>	0	3	0	0	3	0	0	2	0	2	3	8	0	0	11	0	0	0	0	0	16
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	100.0	0.0		27.3	72.7	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	18.8	0.0	0.0	18.8	0.0	0.0	12.5	0.0	12.5	18.8	50.0	0.0	0.0	68.8	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	8					3					5					0					16

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

	South Street (Route 13)					Clinton Street					South Street (Route 13)					Driveway					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	1	0	0	1	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	4
4:15 PM	0	0	0	0	0	0	0	1	0	1	1	2	0	0	3	0	0	0	0	0	4
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
4:45 PM	0	1	0	0	1	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	3
<b>Total Volume</b>	0	2	0	0	2	0	0	2	0	2	3	5	0	0	8	0	0	0	0	0	12
<b>% Approach Total</b>	0.0	100.0	0.0	0.0		0.0	0.0	100.0	0.0		37.5	62.5	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.500	0.000	0.000	0.500	0.000	0.000	0.500	0.000	0.500	0.750	0.625	0.000	0.000	0.667	0.000	0.000	0.000	0.000	0.000	0.750
Entering Leg	0	2	0	0	2	0	0	2	0	2	3	5	0	0	8	0	0	0	0	0	12
Exiting Leg	5					3					4					0					12
<b>Total</b>	7					5					12					0					24

PDI File #: **228519 F**  
 Location: **N: South Street (Route 13) S: South Street (Route 13)**  
 Location: **E: Clinton Street W: Driveway**  
 City, State: **Milford, NH**  
 Client: **GPI/R. Bollinger**  
 Site Code: **NEX-2021414**  
 Count Date: **Thursday, May 12, 2022**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



**Articulated Trucks**

	South Street (Route 13)					Clinton Street					South Street (Route 13)					Driveway					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
<b>Total</b>	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
Grand Total	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	33.3	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	66.7	0.0	0.0	66.7	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total	2					0					1					0					3

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

	South Street (Route 13)					Clinton Street					South Street (Route 13)					Driveway					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
<b>Total Volume</b>	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
<b>% Approach Total</b>	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.250
Entering Leg	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
Exiting Leg	1					0					1					0					2
<b>Total</b>	2					0					2					0					4



PDI File #: 228519 F  
 Location: N: South Street (Route 13) S: South Street (Route 13)  
 Location: E: Clinton Street W: Driveway  
 City, State: Milford, NH  
 Client: GPI/R. Bollinger  
 Site Code: NEX-2021414  
 Count Date: Thursday, May 12, 2022  
 Start Time: 4:00 PM  
 End Time: 6:00 PM  
 Class:



**Pedestrians**

	South Street (Route 13)								Clinton Street								South Street (Route 13)								Driveway								Total							
	from North								from East								from South								from West															
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total									
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	1		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0		1
4:15 PM	0	0	0	0	0	1	1	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	3	3		4
4:30 PM	0	0	0	0	0	2	2	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	1	4	5		7
4:45 PM	0	0	0	0	1	0	1	0	0	0	0	1	2	3		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	1	0	1		5
Total	0	0	0	0	1	3	4	0	0	0	0	2	2	4		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	2	7	9		17
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0		0
5:15 PM	0	0	0	0	0	2	2	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	3	3		5
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	2	4	6		6
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0	1	1	0	0	0	0	0	0	1		0	0	0	0	0	1	1		2
Total	0	0	0	0	0	2	2	0	0	0	0	0	0	0		0	0	0	0	0	0	1	1	0	0	0	0	0	2	8	10	13								
Grand Total	0	0	0	0	1	5	6	0	0	0	0	2	2	4		0	0	0	0	0	0	1	1	0	0	0	0	4	15	19		30								
Approach %	0	0	0	0	16.7	83.3		0	0	0	0	50	50		0	0	0	0	0	0	100		0	0	0	0	21.1	78.9												
Total %	0	0	0	0	3.33	16.7	20	0	0	0	0	6.67	6.67	13.3		0	0	0	0	0	3.33	3.33		0	0	0	0	13.3	50	63.3										
Exiting Leg Total	6							4							1							19							30											

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

	South Street (Route 13)								Clinton Street								South Street (Route 13)								Driveway								Total							
	from North								from East								from South								from West															
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total									
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	1		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0		1
4:15 PM	0	0	0	0	0	1	1	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	3	3		4
4:30 PM	0	0	0	0	0	2	2	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	1	4	5		7
4:45 PM	0	0	0	0	1	0	1	0	0	0	0	1	2	3		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	1	0	1		5
Total Volume	0	0	0	0	1	3	4	0	0	0	0	2	2	4		0	0	0	0	0	0	0	0	0	0	0	0	0	2	7	9	17								
% Approach Total	0.0	0.0	0.0	0.0	25.0	75.0		0.0	0.0	0.0	0.0	50.0	50.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	22.2	77.8												
PHF	0.000	0.000	0.000	0.000	0.250	0.375	0.500	0.000	0.000	0.000	0.000	0.500	0.250	0.333		0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.438	0.450	0.607									
Entering Leg	0	0	0	0	1	3	4	0	0	0	0	2	2	4		0	0	0	0	0	0	0	0	0	0	0	0	2	7	9		17								
Exiting Leg	4							4							0							9							17											
Total	8							8							0							18							34											

PDI File #: **228519 F**  
 Location: **N: South Street (Route 13) S: South Street (Route 13)**  
 Location: **E: Clinton Street W: Driveway**  
 City, State: **Milford, NH**  
 Client: **GPI/R. Bollinger**  
 Site Code: **NEX-2021414**  
 Count Date: **Saturday, May 14, 2022**  
 Start Time: **10:00 AM**  
 End Time: **1:00 PM**  
 Class:



**Cars and Heavy Vehicles (Combined)**

	South Street (Route 13)					Clinton Street					South Street (Route 13)					Driveway					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
10:00 AM	0	44	2	0	46	1	1	20	0	22	47	57	0	0	104	0	1	0	0	1	173	
10:15 AM	0	40	4	0	44	8	0	28	0	36	45	46	0	0	91	0	0	0	0	0	171	
10:30 AM	0	36	7	0	43	7	0	30	0	37	18	63	0	0	81	0	0	0	0	0	161	
10:45 AM	0	44	5	0	49	6	0	30	0	36	34	79	0	0	113	0	0	0	0	0	198	
<b>Total</b>	<b>0</b>	<b>164</b>	<b>18</b>	<b>0</b>	<b>182</b>	<b>22</b>	<b>1</b>	<b>108</b>	<b>0</b>	<b>131</b>	<b>144</b>	<b>245</b>	<b>0</b>	<b>0</b>	<b>389</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>703</b>	
11:00 AM	0	41	5	0	46	6	0	22	0	28	37	66	0	0	103	0	0	0	0	0	177	
11:15 AM	0	41	3	0	44	7	0	33	0	40	35	49	0	0	84	0	0	0	0	0	168	
11:30 AM	0	55	5	0	60	5	0	36	0	41	33	60	0	0	93	0	0	0	0	0	194	
11:45 AM	0	52	6	0	58	6	0	47	0	53	39	59	0	0	98	0	0	0	0	0	209	
<b>Total</b>	<b>0</b>	<b>189</b>	<b>19</b>	<b>0</b>	<b>208</b>	<b>24</b>	<b>0</b>	<b>138</b>	<b>0</b>	<b>162</b>	<b>144</b>	<b>234</b>	<b>0</b>	<b>0</b>	<b>378</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>748</b>	
12:00 PM	0	42	3	0	45	6	0	43	0	49	35	71	0	0	106	0	0	0	0	0	200	
12:15 PM	0	49	2	0	51	7	0	49	0	56	23	51	0	0	74	0	0	0	0	0	181	
12:30 PM	0	41	1	0	42	3	0	24	0	27	34	51	1	0	86	0	0	0	0	0	155	
12:45 PM	0	43	4	0	47	3	0	28	0	31	24	51	0	0	75	0	0	0	0	0	153	
<b>Total</b>	<b>0</b>	<b>175</b>	<b>10</b>	<b>0</b>	<b>185</b>	<b>19</b>	<b>0</b>	<b>144</b>	<b>0</b>	<b>163</b>	<b>116</b>	<b>224</b>	<b>1</b>	<b>0</b>	<b>341</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>689</b>	
Grand Total	0	528	47	0	575	65	1	390	0	456	404	703	1	0	1108	0	1	0	0	1	2140	
Approach %	0.0	91.8	8.2	0.0		14.3	0.2	85.5	0.0		36.5	63.4	0.1	0.0		0.0	100.0	0.0	0.0			
Total %	0.0	24.7	2.2	0.0	26.9	3.0	0.0	18.2	0.0	21.3	18.9	32.9	0.0	0.0	51.8	0.0	0.0	0.0	0.0	0.0		
Exiting Leg Total						768					452					918					2	2140
Cars	0	517	46	0	563	65	1	390	0	456	402	694	1	0	1097	0	1	0	0	1	2117	
% Cars	0.0	97.9	97.9	0.0	97.9	100.0	100.0	100.0	0.0	100.0	99.5	98.7	100.0	0.0	99.0	0.0	100.0	0.0	0.0	100.0	98.9	
Exiting Leg Total						759					449					907					2	2117
Heavy Vehicles	0	11	1	0	12	0	0	0	0	0	2	9	0	0	11	0	0	0	0	0	23	
% Heavy Vehicles	0.0	2.1	2.1	0.0	2.1	0.0	0.0	0.0	0.0	0.0	0.5	1.3	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.1	
Exiting Leg Total						9					3					11					0	23

Peak Hour Analysis from 10:00 AM to 01:00 PM begins at:

11:30 AM	South Street (Route 13)					Clinton Street					South Street (Route 13)					Driveway					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
11:30 AM	0	55	5	0	60	5	0	36	0	41	33	60	0	0	93	0	0	0	0	0	194	
11:45 AM	0	52	6	0	58	6	0	47	0	53	39	59	0	0	98	0	0	0	0	0	209	
12:00 PM	0	42	3	0	45	6	0	43	0	49	35	71	0	0	106	0	0	0	0	0	200	
12:15 PM	0	49	2	0	51	7	0	49	0	56	23	51	0	0	74	0	0	0	0	0	181	
Total Volume	0	198	16	0	214	24	0	175	0	199	130	241	0	0	371	0	0	0	0	0	784	
% Approach Total	0.0	92.5	7.5	0.0		12.1	0.0	87.9	0.0		35.0	65.0	0.0	0.0		0.0	0.0	0.0	0.0			
PHF	0.000	0.900	0.667	0.000	0.892	0.857	0.000	0.893	0.000	0.888	0.833	0.849	0.000	0.000	0.875	0.000	0.000	0.000	0.000	0.000	0.938	
Cars	0	191	16	0	207	24	0	175	0	199	128	239	0	0	367	0	0	0	0	0	773	
Cars %	0.0	96.5	100.0	0.0	96.7	100.0	0.0	100.0	0.0	100.0	98.5	99.2	0.0	0.0	98.9	0.0	0.0	0.0	0.0	0.0	98.6	
Heavy Vehicles	0	7	0	0	7	0	0	0	0	0	2	2	0	0	4	0	0	0	0	0	11	
Heavy Vehicles %	0.0	3.5	0.0	0.0	3.3	0.0	0.0	0.0	0.0	0.0	1.5	0.8	0.0	0.0	1.1	0.0	0.0	0.0	0.0	0.0	1.4	
Cars Enter Leg	0	191	16	0	207	24	0	175	0	199	128	239	0	0	367	0	0	0	0	0	773	
Heavy Enter Leg	0	7	0	0	7	0	0	0	0	0	2	2	0	0	4	0	0	0	0	0	11	
Total Entering Leg	0	198	16	0	214	24	0	175	0	199	130	241	0	0	371	0	0	0	0	0	784	
Cars Exiting Leg						263					144					366					0	773
Heavy Exiting Leg						2					2					7					0	11
Total Exiting Leg						265					146					373					0	784

PDI File #: **228519 F**  
 Location: **N: South Street (Route 13) S: South Street (Route 13)**  
 Location: **E: Clinton Street W: Driveway**  
 City, State: **Milford, NH**  
 Client: **GPI/R. Bollinger**  
 Site Code: **NEX-2021414**  
 Count Date: **Saturday, May 14, 2022**  
 Start Time: **10:00 AM**  
 End Time: **1:00 PM**  
 Class:



**Cars**

	South Street (Route 13)					Clinton Street					South Street (Route 13)					Driveway					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
10:00 AM	0	44	2	0	46	1	1	20	0	22	47	55	0	0	102	0	1	0	0	1	171
10:15 AM	0	39	4	0	43	8	0	28	0	36	45	46	0	0	91	0	0	0	0	0	170
10:30 AM	0	34	6	0	40	7	0	30	0	37	18	62	0	0	80	0	0	0	0	0	157
10:45 AM	0	44	5	0	49	6	0	30	0	36	34	77	0	0	111	0	0	0	0	0	196
<b>Total</b>	0	161	17	0	178	22	1	108	0	131	144	240	0	0	384	0	1	0	0	1	694
11:00 AM	0	41	5	0	46	6	0	22	0	28	37	66	0	0	103	0	0	0	0	0	177
11:15 AM	0	41	3	0	44	7	0	33	0	40	35	49	0	0	84	0	0	0	0	0	168
11:30 AM	0	53	5	0	58	5	0	36	0	41	32	59	0	0	91	0	0	0	0	0	190
11:45 AM	0	50	6	0	56	6	0	47	0	53	39	59	0	0	98	0	0	0	0	0	207
<b>Total</b>	0	185	19	0	204	24	0	138	0	162	143	233	0	0	376	0	0	0	0	0	742
12:00 PM	0	41	3	0	44	6	0	43	0	49	34	70	0	0	104	0	0	0	0	0	197
12:15 PM	0	47	2	0	49	7	0	49	0	56	23	51	0	0	74	0	0	0	0	0	179
12:30 PM	0	40	1	0	41	3	0	24	0	27	34	51	1	0	86	0	0	0	0	0	154
12:45 PM	0	43	4	0	47	3	0	28	0	31	24	49	0	0	73	0	0	0	0	0	151
<b>Total</b>	0	171	10	0	181	19	0	144	0	163	115	221	1	0	337	0	0	0	0	0	681
Grand Total	0	517	46	0	563	65	1	390	0	456	402	694	1	0	1097	0	1	0	0	1	2117
Approach %	0.0	91.8	8.2	0.0		14.3	0.2	85.5	0.0		36.6	63.3	0.1	0.0		0.0	100.0	0.0	0.0		
Total %	0.0	24.4	2.2	0.0	26.6	3.1	0.0	18.4	0.0	21.5	19.0	32.8	0.0	0.0	51.8	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	759					449					907					2					2117

Peak Hour Analysis from 10:00 AM to 01:00 PM begins at:

	South Street (Route 13)					Clinton Street					South Street (Route 13)					Driveway					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:30 AM	0	53	5	0	58	5	0	36	0	41	32	59	0	0	91	0	0	0	0	0	190
11:45 AM	0	50	6	0	56	6	0	47	0	53	39	59	0	0	98	0	0	0	0	0	207
12:00 PM	0	41	3	0	44	6	0	43	0	49	34	70	0	0	104	0	0	0	0	0	197
12:15 PM	0	47	2	0	49	7	0	49	0	56	23	51	0	0	74	0	0	0	0	0	179
<b>Total Volume</b>	0	191	16	0	207	24	0	175	0	199	128	239	0	0	367	0	0	0	0	0	773
% Approach Total	0.0	92.3	7.7	0.0		12.1	0.0	87.9	0.0		34.9	65.1	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.901	0.667	0.000	0.892	0.857	0.000	0.893	0.000	0.888	0.821	0.854	0.000	0.000	0.882	0.000	0.000	0.000	0.000	0.000	0.934
Entering Leg	0	191	16	0	207	24	0	175	0	199	128	239	0	0	367	0	0	0	0	0	773
Exiting Leg	263					144					366					0					773
<b>Total</b>	470					343					733					0					1546

PDI File #: **228519 F**  
 Location: **N: South Street (Route 13) S: South Street (Route 13)**  
 Location: **E: Clinton Street W: Driveway**  
 City, State: **Milford, NH**  
 Client: **GPI/R. Bollinger**  
 Site Code: **NEX-2021414**  
 Count Date: **Saturday, May 14, 2022**  
 Start Time: **10:00 AM**  
 End Time: **1:00 PM**  
 Class: **Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)**



	South Street (Route 13)					Clinton Street					South Street (Route 13)					Driveway					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
10:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	2	1	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0
Total	0	3	1	0	4	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	2	0	0	2	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0
11:45 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	4	0	0	4	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0
12:00 PM	0	1	0	0	1	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0
12:15 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0
Total	0	4	0	0	4	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	0
Grand Total	0	11	1	0	12	0	0	0	0	0	2	9	0	0	11	0	0	0	0	0	0
Approach %	0.0	91.7	8.3	0.0		0.0	0.0	0.0	0.0		18.2	81.8	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	47.8	4.3	0.0	52.2	0.0	0.0	0.0	0.0	0.0	8.7	39.1	0.0	0.0	47.8	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total	9					3					11					0					23
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total	0					0					0					0					0
Single-Unit Trucks	0	9	1	0	10	0	0	0	0	0	2	8	0	0	10	0	0	0	0	0	0
% Single-Unit	0.0	81.8	100.0	0.0	83.3	0.0	0.0	0.0	0.0	0.0	100.0	88.9	0.0	0.0	90.9	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total	8					3					9					0					20
Articulated Trucks	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
% Articulated	0.0	18.2	0.0	0.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	11.1	0.0	0.0	9.1	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total	1					0					2					0					3

Peak Hour Analysis from 10:00 AM to 01:00 PM begins at:

	South Street (Route 13)					Clinton Street					South Street (Route 13)					Driveway					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:30 AM	0	2	0	0	2	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0
11:45 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	1	0	0	1	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0
12:15 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	7	0	0	7	0	0	0	0	0	2	2	0	0	4	0	0	0	0	0	0
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		50.0	50.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.875	0.000	0.000	0.875	0.000	0.000	0.000	0.000	0.000	0.500	0.500	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.688
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Buses %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Single-Unit Trucks	0	5	0	0	5	0	0	0	0	0	2	2	0	0	4	0	0	0	0	0	0
Single-Unit %	0.0	71.4	0.0	0.0	71.4	0.0	0.0	0.0	0.0	0.0	100.0	100.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0
Articulated Trucks	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated %	0.0	28.6	0.0	0.0	28.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	5	0	0	5	0	0	0	0	0	2	2	0	0	4	0	0	0	0	0	0
Articulated Trucks	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Entering Leg	0	7	0	0	7	0	0	0	0	0	2	2	0	0	4	0	0	0	0	0	0
Buses	0					0					0					0					0
Single-Unit Trucks	2					2					5					9					9
Articulated Trucks	0					0					2					2					2
Total Exiting Leg	2					2					7					0					11

PDI File #: **228519 F**  
 Location: **N: South Street (Route 13) S: South Street (Route 13)**  
 Location: **E: Clinton Street W: Driveway**  
 City, State: **Milford, NH**  
 Client: **GPI/R. Bollinger**  
 Site Code: **NEX-2021414**  
 Count Date: **Saturday, May 14, 2022**  
 Start Time: **10:00 AM**  
 End Time: **1:00 PM**  
 Class:



**Buses**

	South Street (Route 13)					Clinton Street					South Street (Route 13)					Driveway					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total	0					0					0					0					0

Peak Hour Analysis from 10:00 AM to 01:00 PM begins at:

10:00 AM	South Street (Route 13)					Clinton Street					South Street (Route 13)					Driveway					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg	0					0					0					0					0
Total	0					0					0					0					0



PDI File #: **228519 F**  
 Location: **N: South Street (Route 13) S: South Street (Route 13)**  
 Location: **E: Clinton Street W: Driveway**  
 City, State: **Milford, NH**  
 Client: **GPI/R. Bollinger**  
 Site Code: **NEX-2021414**  
 Count Date: **Saturday, May 14, 2022**  
 Start Time: **10:00 AM**  
 End Time: **1:00 PM**  
 Class:



**Single-Unit Trucks**

	South Street (Route 13)					Clinton Street					South Street (Route 13)					Driveway					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
10:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	2	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	1	0	0	1	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0
11:45 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>
12:00 PM	0	1	0	0	1	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0
12:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>
<b>Grand Total</b>	<b>0</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>
Approach %	0.0	90.0	10.0	0.0		0.0	0.0	0.0	0.0		20.0	80.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	45.0	5.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	10.0	40.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	8					3					9					0					20

Peak Hour Analysis from 10:00 AM to 01:00 PM begins at:

11:30 AM	South Street (Route 13)					Clinton Street					South Street (Route 13)					Driveway					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:30 AM	0	1	0	0	1	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0
11:45 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	1	0	0	1	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0
12:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Volume</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>
<b>% Approach Total</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.750</b>
PHF	0.000	0.625	0.000	0.000	0.625	0.000	0.000	0.000	0.000	0.000	0.500	0.500	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.750
Entering Leg	0	5	0	0	5	0	0	0	0	0	2	2	0	0	4	0	0	0	0	0	9
Exiting Leg	2					2					5					0					9
<b>Total</b>	<b>7</b>					<b>2</b>					<b>9</b>					<b>0</b>					<b>18</b>

PDI File #: **228519 F**  
 Location: **N: South Street (Route 13) S: South Street (Route 13)**  
 Location: **E: Clinton Street W: Driveway**  
 City, State: **Milford, NH**  
 Client: **GPI/R. Bollinger**  
 Site Code: **NEX-2021414**  
 Count Date: **Saturday, May 14, 2022**  
 Start Time: **10:00 AM**  
 End Time: **1:00 PM**  
 Class:



**Articulated Trucks**

	South Street (Route 13)					Clinton Street					South Street (Route 13)					Driveway					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
<b>Total</b>	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
<b>Total</b>	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
<b>Grand Total</b>	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3	
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0			
Total %	0.0	66.7	0.0	0.0	66.7	0.0	0.0	0.0	0.0	0.0	0.0	33.3	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0		
Exiting Leg Total						1					0					2					0	3

Peak Hour Analysis from 10:00 AM to 01:00 PM begins at:

11:30 AM	South Street (Route 13)					Clinton Street					South Street (Route 13)					Driveway					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
11:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
<b>Total Volume</b>	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
<b>% Approach Total</b>	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0			
PHF	0.000	0.500	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	
Entering Leg	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
Exiting Leg						0					2					0					2	
<b>Total</b>						2					0					2					0	4

PDI File #: 228519 F  
 Location: N: South Street (Route 13) S: South Street (Route 13)  
 Location: E: Clinton Street W: Driveway  
 City, State: Milford, NH  
 Client: GPI/R. Bollinger  
 Site Code: NEX-2021414  
 Count Date: Saturday, May 14, 2022  
 Start Time: 10:00 AM  
 End Time: 1:00 PM  
 Class:



**Bicycles (on Roadway and Crosswalks)**

	South Street (Route 13)							Clinton Street							South Street (Route 13)							Driveway							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
10:00 AM	0	2	0	0	0	0	2	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	3		
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
10:30 AM	0	1	0	0	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2		
10:45 AM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1		
Total	0	4	0	0	0	0	4	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	6		
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
11:15 AM	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	3		
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	1		
Total	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	0	0	0	0	4		
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Grand Total	0	4	0	0	2	0	6	0	0	0	0	0	2	2	0	2	0	0	0	0	2	0	0	0	0	0	10		
Approach %	0.0	66.7	0.0	0.0	33.3	0.0		0.0	0.0	0.0	0.0	0.0	100.0		0.0	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0			
Total %	0.0	40.0	0.0	0.0	20.0	0.0	60.0	0.0	0.0	0.0	0.0	0.0	20.0	20.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
Exiting Leg Total	4							2							4							0							10

Peak Hour Analysis from 10:00 AM to 01:00 PM begins at:

	South Street (Route 13)							Clinton Street							South Street (Route 13)							Driveway							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
10:00 AM	0	2	0	0	0	0	2	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	3		
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
10:30 AM	0	1	0	0	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2		
10:45 AM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1		
Total Volume	0	4	0	0	0	0	4	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	6		
% Approach Total	0.0	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	100.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0			
PHF	0.000	0.500	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.500	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500		
Entering Leg	0	4	0	0	0	0	4	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	6		
Exiting Leg	0							2							4							0							6
Total	4							4							4							0							12

PDI File #: 228519 F  
 Location: N: South Street (Route 13) S: South Street (Route 13)  
 Location: E: Clinton Street W: Driveway  
 City, State: Milford, NH  
 Client: GPI/R. Bollinger  
 Site Code: NEX-2021414  
 Count Date: Saturday, May 14, 2022  
 Start Time: 10:00 AM  
 End Time: 1:00 PM  
 Class:



**Pedestrians**

	South Street (Route 13)							Clinton Street							South Street (Route 13)							Driveway							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
10:00 AM	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	3	4		
10:15 AM	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	3	4			
10:30 AM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	1	6	7			
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	3	4	0	0	0	0	0	0	0	0	0	4	4	8			
Total	0	0	0	0	2	1	3	0	0	0	0	1	3	4	0	0	0	0	0	0	0	0	8	8	16	23			
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:15 AM	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2			
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	5	6	6			
11:45 AM	0	0	0	0	0	0	0	0	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4			
Total	0	0	0	0	1	0	1	0	0	0	0	4	0	4	0	0	0	0	0	0	0	0	2	5	7	12			
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	1	1	2			
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1			
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	2	2	3			
Grand Total	0	0	0	0	3	1	4	0	0	0	0	5	3	8	0	0	0	0	1	0	1	0	0	10	15	25	38		
Approach %	0	0	0	0	75	25		0	0	0	0	62.5	37.5		0	0	0	0	100	0		0	0	40	60				
Total %	0	0	0	0	7.89	2.63	10.5	0	0	0	0	13.2	7.89	21.1	0	0	0	0	2.63	0	2.63	0	0	26.3	39.5	65.8			
Exiting Leg Total	4							8							1							25							38

Peak Hour Analysis from 10:00 AM to 01:00 PM begins at:

	South Street (Route 13)							Clinton Street							South Street (Route 13)							Driveway							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
10:00 AM	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	3	4			
10:15 AM	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	3	4			
10:30 AM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	1	6	7			
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	3	4	0	0	0	0	0	0	0	0	0	4	4	8			
Total Volume	0	0	0	0	2	1	3	0	0	0	0	1	3	4	0	0	0	0	0	0	0	0	8	8	16	23			
% Approach Total	0.0	0.0	0.0	0.0	66.7	33.3		0.0	0.0	0.0	0.0	25.0	75.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	50.0	50.0					
PHF	0.000	0.000	0.000	0.000	0.500	0.250	0.750	0.000	0.000	0.000	0.000	0.250	0.250	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.400	0.500	0.667	0.719			
Entering Leg	0	0	0	0	2	1	3	0	0	0	0	1	3	4	0	0	0	0	0	0	0	0	0	8	8	16	23		
Exiting Leg	3							4							0							16							23
Total	6							8							0							32							46

## Traffic Volume Adjustments Summary

	<u>Calculated</u>	<u>Used</u>
COVID-19 Adjustment	-7%	0%
Seasonal Adjustment	1.04	4%
Historical Growth	-0.2%	1%

### NOTES

Traffic counts were conducted on:

Thursday, May 12, 2022 &  
Saturday, May 14, 2022

**Covid Adj. - Local ATR Data**

NHDOT Count Station 82303057 - NH 13 (SOUTH ST) NORTH OF MILFORD BYPASS  
Last Year that data were collected = 2019

		ADT	Adj. to Avg.	Adj. ADT
Thursday	8/15/2019	6,072	0.92	5,586
Friday	8/16/2019	6,373	0.92	5,863
Saturday	8/17/2019	5,143	0.92	4,732

May 2022 GPI Daily Volume  
NH 13 (SOUTH ST) SOUTH OF NATHANIEL DR.

		ADT	Adj. to Avg.	Adj. ADT	COVID Adj.
Thursday	5/12/2022	5,945	0.95	5,648	-1%
Friday	5/13/2022	6,594	0.95	6,264	-6%
Saturday	5/14/2022	5,716	0.95	5,430	-13%
					-7% Average

# DAILY TRAFFIC VOLUME PEAK ADJUSTMENT FACTORS

Automatic Traffic Recorder Report (2017-2019)  
Compiled from Data Prepared by the NHDOT Bureau of Traffic

Month	Daily
January	1.264
February	1.190
March	1.157
April	1.098
May	1.037
June	1.006
July	1.023
August	1.007
September	1.052
October	1.058
November	1.135
December	1.179

Year 2017 Monthly Data

Group 4 Averages: Urban Highways

Month	ADT	Adjustment to		GROUP	COUNTER	TOWN	LOCATION
		Average	Peak				
January	12,254	1.21	1.33	04	02051003	BOW	NH 3A south of Robinson Rd
February	13,494	1.10	1.21	04	02089001	CHICHESTER	NH 28 (Suncook Valley Rd) north of Bear Hill Rd
March	14,335	1.03	1.14	04	02091001	CLAREMONT	NH 12/103 east of Vermont SL
April	15,004	0.99	1.09	04	62099056	CONCORD	NH 106 (Sheep Davis Rd) at Loudon TL (north of Ashby Rd)
May	15,547	0.95	1.05	04	72099278	CONCORD	US 3 (Fisherville Rd) north of Sewalls Falls Rd
June	16,310	0.91	1.00	04	02125001	DOVER	Dover Point Rd south of Thornwood Ln
July	15,523	0.95	1.05	04	02133021	DURHAM	US 4 east of NH 108
August	15,974	0.93	1.02	04	82197076	HAMPTON	US 1 (Lafayette Rd) south of Ramp to NH 101
September	15,546	0.95	1.05	04	02229022	HUDSON	Circumferential Hwy east of Nashua TL
October	15,104	0.98	1.08	04	02253025	LEBANON	NH 120 1 mile south of Hanover TL (south of Lahaye Dr)
November	14,544	1.02	1.12	04	02255001	LEE	NH 125 (Calef Hwy) north of Pinkham Rd
December	14,151	1.05	1.15	04	02287001	MARLBOROUGH	NH 12 at Swanzey TL
Average ADT:	14,816			04	02297001	MERRIMACK	US 3 (Daniel Webster Hwy) north of Hilton Dr
Peak ADT:	16,310			04	02303001	MILFORD	NH 101A at Amherst TL (west of Overlook Dr)
				04	02315051	NASHUA	NH 111 (Bridge / Ferry St) at Hudson TL
				04	02339001	NEWPORT	NH 10 1 mile south of Croydon TL (north of Corbin Rd)
				04	02345001	NORTH HAMPTON	US 1 (Lafayette Rd) north of North Rd
				04	62387052	RINDGE	US 202 at Jaffrey TL (north of County Rd)
				04	62389040	ROCHESTER	NH 16 (Spaulding TPK) between Exit 12-13
				04	02445001	TEMPLE	NH 101 at Wilton TL (west of Old County Farm Rd)
				04	02489001	WINDHAM	NH 28 at Derry TL (north of Northland Rd)

*counters in red color are not included in calculation*



Year 2018 Monthly Data

Group 4 Averages: Urban Highways

Month	ADT	Adjustment to		GROUP	COUNTER	TOWN	LOCATION
		Average	Peak				
January	11,282	1.13	1.24	04	02051003	BOW	NH 3A south of Robinson Rd
February	11,848	1.08	1.18	04	02089001	CHICHESTER	NH 28 (Suncook Valley Rd) north of Bear Hill Rd
March	11,828	1.08	1.18	04	02091001	CLAREMONT	NH 12/103 east of Vermont SL
April	12,491	1.02	1.12	04	62099056	CONCORD	NH 106 (Sheep Davis Rd) at Loudon TL (north of Ashby Rd)
May	13,587	0.94	1.03	04	72099278	CONCORD	US 3 (Fisherville Rd) north of Sewalls Falls Rd
June	13,911	0.92	1.00	04	02125001	DOVER	Dover Point Rd south of Thornwood Ln
July	13,765	0.93	1.01	04	02133021	DURHAM	US 4 east of NH 108
August	13,945	0.92	1.00	04	82197076	HAMPTON	US 1 (Lafayette Rd) south of Ramp to NH 101
September	13,168	0.97	1.06	04	02229022	HUDSON	<i>Circumferential Hwy east of Nashua TL</i>
October	13,367	0.96	1.04	04	02253025	LEBANON	NH 120 1 mile south of Hanover TL (south of Lahaye Dr)
November	12,215	1.05	1.14	04	02255001	LEE	NH 125 (Calef Hwy) north of Pinkham Rd
December	11,963	1.07	1.17	04	02287001	MARLBOROUGH	NH 12 at Swanzey TL
Average ADT:	12,781			04	02297001	MERRIMACK	US 3 (Daniel Webster Hwy) north of Hilton Dr
Peak ADT:	13,945			04	02303001	MILFORD	<i>NH 101A at Amherst TL (west of Overlook Dr)</i>
				04	02315051	NASHUA	<i>NH 111 (Bridge / Ferry St) at Hudson TL</i>
				04	02339001	NEWPORT	NH 10 1 mile south of Croydon TL (north of Corbin Rd)
				04	02345001	NORTH HAMPTON	US 1 (Lafayette Rd) north of North Rd
				04	62387052	RINDGE	<i>US 202 at Jaffrey TL (north of County Rd)</i>
				04	02445001	TEMPLE	NH 101 at Wilton TL (west of Old County Farm Rd)
				04	02489001	WINDHAM	NH 28 at Derry TL (north of Northland Rd)

*counters in red color are not included in calculation*

Year 2019 Monthly Data

Group 4 Averages: Urban Highways

Month	ADT	Adjustment to Average	Adjustment to Peak	GROUP	COUNTER	TOWN	LOCATION
January	11,431	1.12	1.23	04	02051003	BOW	NH 3A south of Robinson Rd
February	11,848	1.08	1.18	04	02089001	CHICHESTER	NH 28 (Suncook Valley Rd) north of Bear Hill Rd
March	12,141	1.06	1.15	04	02091001	CLAREMONT	NH 12/103 east of Vermont SL
April	12,860	1.00	1.09	04	62099056	CONCORD	NH 106 (Sheep Davis Rd) at Loudon TL (north of Ashby Rd)
May	13,551	0.95	1.03	04	72099278	CONCORD	US 3 (Fisherville Rd) north of Sewalls Falls Rd
June	13,785	0.93	1.02	04	02125001	DOVER	Dover Point Rd south of Thornwood Ln
July	13,942	0.92	1.01	04	02133021	DURHAM	US 4 east of NH 108
August	14,016	0.92	1.00	04	82197076	HAMPTON	US 1 (Lafayette Rd) south of Ramp to NH 101
September	13,379	0.96	1.05	04	02229022	HUDSON*	Circumferential Hwy east of Nashua TL
October	13,339	0.96	1.05	04	02253025	LEBANON	NH 120 1 mile south of Hanover TL (south of Lahaye Dr)
November	12,265	1.05	1.14	04	02255001	LEE	NH 125 (Calef Hwy) north of Pinkham Rd
December	11,496	1.12	1.22	04	02287001	MARLBOROUGH	NH 12 at Swanzey TL
				04	02297001	MERRIMACK	US 3 (Daniel Webster Hwy) north of Hilton Dr
Average ADT:	12,838			04	02303001	MILFORD*	NH 101A at Amherst TL (west of Overlook Dr)
Peak ADT:	14,016			04	02315051	NASHUA*	NH 111 (Bridge / Ferry St) at Hudson TL
				04	02339001	NEWPORT	NH 10 1 mile south of Croydon TL (north of Corbin Rd)
				04	02345001	NORTH HAMPTON	US 1 (Lafayette Rd) north of North Rd
				04	62387052	RINDGE*	US 202 at Jaffrey TL (north of County Rd)
				04	02445001	TEMPLE	NH 101 at Wilton TL (west of Old County Farm Rd)
				04	02489001	WINDHAM	NH 28 at Derry TL (north of Northland Rd)

\* denotes counter that is not included in calculation

## Traffic Growth Rate<sup>a</sup>

Location	2013	2014	2015	2016	2017	2018	2019	Annual Rate
STATION 82303071 - MILFORD - LINCOLN STREET OVER GREAT BROOK	2,400			2,032			1,895	-3.85%
STATION 82303087 - MILFORD - NH 101A (ELM ST) EAST OF COTTAGE ST			13,000			12,517		-1.25%
STATION 82303016 - MILFORD - UNION ST NORTH OF GEORGE ST		3,600			3,744			1.32%
STATION 82303014 - MILFORD - NH 101A (NASHUA ST) EAST OF NH 13	13,000			10,989			11,484	-1.98%
STATION 82303057 - MILFORD - NH 13 (SOUTH ST) NORTH OF MILFORD BYPASS	5,000			4,813			5,086	0.30%
STATION 82303098 - MILFORD - ARMORY RD WEST OF NH 13		3,400			3,858			4.30%
STATION 82303086 - MILFORD - UNION ST WEST OF NH 13	2,000			1,770			1,802	-1.70%
STATION 82303066 - MILFORD - NH 101 (MILFORD BYPASS) EAST OF NH 13			24,000			24,373		0.52%
STATION 62303064 - MILFORD - NH 101 (MILFORD BYPASS) WEST OF NH 13			18,000			17,516		-0.90%
STATION 82303054 - MILFORD - NH 13 (SOUTH ST) NORTH OF COLBURN RD	10,000			11,323			11,688	2.65%
STATION 82303056 - MILFORD - NH 101A (NASHUA ST) EAST OF CAPRON RD			18,000			16,887		-2.11%
STATION 82303065 - MILFORD - NH 101 AT AMHERST TL			15,000			14,922		-0.17%
STATION 02303001 - MILFORD - NH 101A (MILFORD RD) WEST OF OVERLOOK DR	29,902	30,111	30,504	31,109	30,988	30,752		0.57%

Average Annual Growth Rate = **-0.18%**

USE **1.00%**

Per NHDOT  
current standard

<sup>a</sup> Source: Based upon historical data; NHDOT Transportation Data Management System.

**SIGHT DISTANCE CALCULATIONS**

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## AASHTO Recommended Sight Distance Summary (Passenger Vehicles)

LOCATION: South Street at Site Driveway

Side Street Direction: WB  
 Number of Lanes on Mainline = 2  
 Median Width (Feet) = 0

### STOPPING SIGHT DISTANCE

Mainline Direction: NB  
 85th Percentile Speed (V) = 45 MPH  
 Grade (G) = 0.0%  
 Apply Grade Adjustment No  
 Brake Reaction Time (T) = 2.5 seconds  
 Deceleration Rate (A) = 11.2 ft/s<sup>2</sup>  
 SSD = 1.47 V \* T + 1.075 V<sup>2</sup>/A = 360 FT  

<b>SSD =</b>	<b>360 FT</b>
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Mainline Direction: SB  
 85th Percentile Speed (V) = 46 MPH  
 Grade (G) = 0.0%  
 Apply Grade Adjustment No  
 Brake Reaction Time (T) = 2.5 seconds  
 Deceleration Rate (A) = 11.2 ft/s<sup>2</sup>  
 SSD = 1.47 V \* T + 1.075 V<sup>2</sup>/A = 372 FT  

<b>SSD =</b>	<b>375 FT</b>
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### INTERSECTION SIGHT DISTANCE

RIGHT TURN FROM STOP: South of Driveway  
 Posted Speed (V) = 35 MPH  
 Minor Street Approach Grade (G) = 0.0%  
 Apply Grade Adjustment No  
 Time Gap (t<sub>g</sub>) = 6.5 seconds  
 ISD (Right Turn from Stop) = 1.47 \* t<sub>g</sub> \* V = 335 FT  

<b>ISD (Right Turn from Stop) =</b>	<b>335 FT</b>
-------------------------------------	---------------

LEFT TURN FROM STOP: North of Driveway  
 Posted Speed (V) = 35 MPH  
 Minor Street Approach Grade (G) = 0.0%  
 Apply Grade Adjustment No  
 Time Gap (t<sub>g</sub>) = 7.5 seconds  
 ISD (Left Turn from Stop) = 1.47 \* t<sub>g</sub> \* V = 386 FT  

<b>ISD (Left Turn from Stop) =</b>	<b>390 FT</b>
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## AASHTO Recommended Sight Distance Summary (Passenger Vehicles)

LOCATION: South Street at Nathaniel Drive

Side Street Direction: WB  
 Number of Lanes on Mainline = 2  
 Median Width (Feet) = 0

### STOPPING SIGHT DISTANCE

Mainline Direction: NB  
 85th Percentile Speed (V) = 45 MPH  
 Grade (G) = 0.0%  
 Apply Grade Adjustment No  
 Brake Reaction Time (T) = 2.5 seconds  
 Deceleration Rate (A) = 11.2 ft/s<sup>2</sup>  
 SSD = 1.47 V \* T + 1.075 V<sup>2</sup>/A = 360 FT  

<b>SSD =</b>	<b>360 FT</b>
--------------	---------------

Mainline Direction: SB  
 85th Percentile Speed (V) = 46 MPH  
 Grade (G) = 0.0%  
 Apply Grade Adjustment No  
 Brake Reaction Time (T) = 2.5 seconds  
 Deceleration Rate (A) = 11.2 ft/s<sup>2</sup>  
 SSD = 1.47 V \* T + 1.075 V<sup>2</sup>/A = 372 FT  

<b>SSD =</b>	<b>375 FT</b>
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### INTERSECTION SIGHT DISTANCE

RIGHT TURN FROM STOP: South of Driveway  
 Posted Speed (V) = 35 MPH  
 Minor Street Approach Grade (G) = 2.0%  
 Apply Grade Adjustment No  
 Time Gap (t<sub>g</sub>) = 6.5 seconds  
 ISD (Right Turn from Stop) = 1.47 \* t<sub>g</sub> \* V = 335 FT  

<b>ISD (Right Turn from Stop) =</b>	<b>335 FT</b>
-------------------------------------	---------------

LEFT TURN FROM STOP: North of Driveway  
 Posted Speed (V) = 35 MPH  
 Minor Street Approach Grade (G) = 2.0%  
 Apply Grade Adjustment No  
 Time Gap (t<sub>g</sub>) = 7.5 seconds  
 ISD (Left Turn from Stop) = 1.47 \* t<sub>g</sub> \* V = 386 FT  

<b>ISD (Left Turn from Stop) =</b>	<b>390 FT</b>
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## AASHTO Recommended Sight Distance Summary (Passenger Vehicles)

LOCATION: Nathaniel Drive at Site Driveway

Side Street Direction: SB  
 Number of Lanes on Mainline = 2  
 Median Width (Feet) = 0

**STOPPING SIGHT DISTANCE**

Mainline Direction: WB  
 85th Percentile Speed (V) = 30 MPH  
 Grade (G) = 0.0%  
 Apply Grade Adjustment No  
 Brake Reaction Time (T) = 2.5 seconds  
 Deceleration Rate (A) = 11.2 ft/s<sup>2</sup>  
 SSD = 1.47 V \* T + 1.075 V<sup>2</sup>/A = 197 FT  

<b>SSD =</b>	<b>200 FT</b>
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Mainline Direction: EB  
 85th Percentile Speed (V) = 30 MPH  
 Grade (G) = 0.0%  
 Apply Grade Adjustment No  
 Brake Reaction Time (T) = 2.5 seconds  
 Deceleration Rate (A) = 11.2 ft/s<sup>2</sup>  
 SSD = 1.47 V \* T + 1.075 V<sup>2</sup>/A = 197 FT  

<b>SSD =</b>	<b>200 FT</b>
--------------	---------------

**INTERSECTION SIGHT DISTANCE**

RIGHT TURN FROM STOP: East of Driveway  
 Posted Speed (V) = 30 MPH  
 Minor Street Approach Grade (G) = 0.0%  
 Apply Grade Adjustment No  
 Time Gap (t<sub>g</sub>) = 6.5 seconds  
 ISD (Right Turn from Stop) = 1.47 \* t<sub>g</sub> \* V = 287 FT  

<b>ISD (Right Turn from Stop) =</b>	<b>290 FT</b>
-------------------------------------	---------------

LEFT TURN FROM STOP: West of Driveway  
 Posted Speed (V) = 30 MPH  
 Minor Street Approach Grade (G) = 0.0%  
 Apply Grade Adjustment No  
 Time Gap (t<sub>g</sub>) = 7.5 seconds  
 ISD (Left Turn from Stop) = 1.47 \* t<sub>g</sub> \* V = 331 FT  

<b>ISD (Left Turn from Stop) =</b>	<b>335 FT</b>
------------------------------------	---------------

**VEHICLE SPEED CALCULATION WORKSHEET**

Location: **Nathaniel Drive**  
Project: Milford, NH  
Weather: Sunny - Mid 30s

Date: 3/9/2023  
Time: 1:30  
Job #: NEX-2200251.00

Eastbound Speed (mph)	Westbound Speed (mph)
21	24
20	22
20	22
23	23
21	22
21	24
23	22
23	23

---

22	23	= Average Speeds
23	24	= 85th Percentile Speeds

\* Based on floating car method.



**TRIP GENERATION CALCULATIONS**

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PROPOSED

6,700 SF C-Store/Coffee Shop w. Drive-Thru  
 14 VFPS Gas Station

	PROPOSED			Proposed Trips		
	LUC 945	LUC 945	AVERAGE	Total	Pass-By	New
	SF	VFPS				
<b>Weekday Daily</b>						
<b>In</b>	2,346	2,420	2,383	2,383	1,787	596
<b>Out</b>	<u>2,346</u>	<u>2,420</u>	<u>2,383</u>	<u>2,383</u>	<u>1,787</u>	<u>596</u>
<b>Total</b>	4,692	4,840	4,766	4,766	3,574	1,192
<b>Weekday AM</b>						
<b>In</b>	189	221	205	205	156	49
<b>Out</b>	<u>190</u>	<u>221</u>	<u>206</u>	<u>206</u>	<u>156</u>	<u>50</u>
<b>Total</b>	379	442	411	411	312	99
<b>Weekday PM</b>						
<b>In</b>	182	188	185	185	139	46
<b>Out</b>	<u>183</u>	<u>189</u>	<u>186</u>	<u>186</u>	<u>139</u>	<u>47</u>
<b>Total</b>	365	377	371	371	278	93
<b>Saturday Daily</b>						
<b>In</b>	2,345	2,974	2,660	2,660	1,995	665
<b>Out</b>	<u>2,345</u>	<u>2,974</u>	<u>2,660</u>	<u>2,660</u>	<u>1,995</u>	<u>665</u>
<b>Total</b>	4,690	5,948	5,320	5,320	3,990	1,330
<b>Saturday Midday</b>						
<b>In</b>	215	204	210	210	159	51
<b>Out</b>	<u>215</u>	<u>213</u>	<u>214</u>	<u>214</u>	<u>159</u>	<u>55</u>
<b>Total</b>	430	417	424	424	318	106

LUC 945 Pass-By	
Weekday	75%
AM	76%
PM	75%
Saturday	75%
SAT	75%

***Institute of Transportation Engineers (ITE)***

**Land Use Code (LUC) 945 - Convenience Store/Gas Station**

**Subcategory: VFP (9-15vfps)**

**General Urban/Suburban**

Average Vehicle Trips Ends vs: 1,000 Sq. Feet Gross Floor Area

Independent Variable (X): 6.700

**AVERAGE WEEKDAY DAILY**

$$T = 700.43 * (X)$$

$$T = 700.43 * 6.700$$

$$T = 4692.88$$

$$T = 4,692 \text{ vehicle trips}$$

with 50% ( 2,346 vpd) entering and 50% ( 2,346 vpd) exiting.

**WEEKDAY MORNING PEAK HOUR OF ADJACENT STREET TRAFFIC**

$$T = 56.52 * (X)$$

$$T = 56.52 * 6.700$$

$$T = 378.68$$

$$T = 379 \text{ vehicle trips}$$

with 50% ( 189 vph) entering and 50% ( 190 vph) exiting.

**WEEKDAY EVENING PEAK HOUR OF ADJACENT STREET TRAFFIC**

$$T = 54.52 * (X)$$

$$T = 54.52 * 6.700$$

$$T = 365.28$$

$$T = 365 \text{ vehicle trips}$$

with 50% ( 182 vph) entering and 50% ( 183 vph) exiting.

**SATURDAY DAILY**

$$T = 700.00 * (X)$$

$$T = 700.00 * 6.700$$

$$T = 4690.00$$

$$T = 4,690 \text{ vehicle trips}$$

with 50% ( 2,345 vpd) entering and 50% ( 2,345 vpd) exiting.

**SATURDAY PEAK HOUR OF GENERATOR**

$$T = 64.13 * (X)$$

$$T = 64.13 * 6.700$$

$$T = 429.67$$

$$T = 430 \text{ vehicle trips}$$

with 50% ( 215 vph) entering and 50% ( 215 vph) exiting.

**Institute of Transportation Engineers (ITE)**  
**Land Use Code (LUC) 945 - Convenience Store/Gas Station**  
**Subcategory: GFA (5.5-10k)**  
**General Urban/Suburban**

Average Vehicle Trips Ends vs: Vehicle Fueling Positions  
 Independent Variable (X): 14

**AVERAGE WEEKDAY DAILY**

T = 345.75 \* (X)  
 T = 345.75 \* 14  
 T = 4840.50  
 T = 4,840 vehicle trips  
 with 50% ( 2,420 vpd) entering and 50% ( 2,420 vpd) exiting.

**WEEKDAY MORNING PEAK HOUR OF ADJACENT STREET TRAFFIC**

T = 31.60 \* (X)  
 T = 31.60 \* 14  
 T = 442.40  
 T = 442 vehicle trips  
 with 50% ( 221 vph) entering and 50% ( 221 vph) exiting.

**WEEKDAY EVENING PEAK HOUR OF ADJACENT STREET TRAFFIC**

T = 26.90 \* (X)  
 T = 26.90 \* 14  
 T = 376.60  
 T = 377 vehicle trips  
 with 50% ( 188 vph) entering and 50% ( 189 vph) exiting.

**SATURDAY DAILY**

$$\frac{\text{ITE LUC 945 [4-5.5k] Saturday Daily Trip Rate}}{\text{ITE LUC 945 [4-5.5k] Saturday Midday Trip Rate}} = \frac{\text{ITE LUC 945 [5.5-10k] Saturday Daily Trip Rate}}{\text{ITE LUC 945 [5.5-10k] Saturday Midday Trip Rate}}$$

$$\frac{291.67}{20.44} = \frac{(Y)}{29.77} \quad Y = 424.81$$

T = Y \* 14  
 T = 5947.27  
 T = 5,948 vehicle trips  
 with 50% ( 2,974 vpd) entering and 50% ( 2,974 vpd) exiting.  
*(same distribution split as ITE LUC 945 [4-5.5k] during the saturday daily traffic)*

**SATURDAY PEAK HOUR OF GENERATOR**

T = 29.77 \* (X)  
 T = 29.77 \* 14  
 T = 416.78  
 T = 417 vehicle trips  
 with 49% ( 204 vph) entering and 51% ( 213 vph) exiting.

**Vehicle Pass-By Rates by Land Use**

Source: ITE Trip Generation Manual, 11th Edition

Land Use Code	945									
Land Use	Convenience Store/Gas Station									
Setting	General Urban/Suburban									
Time Period	Weekday AM Peak Period									
# Data Sites	16 Sites with between 2 and 8 VFP					28 Sites with between 9 and 20 VFP				
Average Pass-By Rate	60% for Sites with between 2 and 8 VFP					76% for Sites with between 9 and 20 VFP				
Pass-By Characteristics for Individual Sites										
GFA (000)	VFP	State or Province	Survey Year	# Interviews	Pass-By Trip (%)	Non-Pass-By Trips			Adj Street Peak Hour Volume	Source
						Primary (%)	Diverted (%)	Total (%)		
2	8	Maryland	1992	46	87	13	0	13	2235	25
2.1	6	Maryland	1992	26	58	23	19	42	2080	25
2.1	6	Maryland	1992	26	58	23	19	42	2080	25
2.2	8	Maryland	1992	31	47	34	19	53	1785	25
2.2	< 8	Indiana	1993	79	56	6	38	44	635	2
2.2	8	Maryland	1992	35	78	9	13	22	7080	25
2.3	6	Maryland	1992	37	32	41	27	68	2080	25
2.3	< 8	Kentucky	1993	58	64	5	31	36	1255	2
2.3	6	Maryland	1992	37	32	41	27	68	2080	25
2.4	< 8	Kentucky	1993	—	48	17	35	52	1210	2
2.6	< 8	Kentucky	1993	—	72	15	13	28	940	2
2.8	< 8	Kentucky	1993	—	54	11	35	46	1240	2
3	< 8	Indiana	1993	62	74	10	16	26	790	2
3.6	< 8	Kentucky	1993	49	67	4	29	33	1985	2
3.7	< 8	Kentucky	1993	49	66	16	18	34	990	2
4.694	12	Maryland	2000	—	72	—	—	28	2440	30
4.694	12	Maryland	2000	—	78	—	—	22	1561	30
4.694	12	Maryland	2000	—	79	—	—	21	2764	30
4.848	12	Virginia	2000	—	55	—	—	45	1398	30
5.06	12	Pennsylvania	2000	—	84	—	—	16	3219	30
5.242	12	Virginia	2000	—	74	—	—	26	1160	30
5.242	12	Virginia	2000	—	71	—	—	29	548	30
5.488	12	Delaware	2000	—	80	—	—	20	—	30
5.5	12	Pennsylvania	2000	—	85	—	—	15	2975	30
4.2	< 8	Kentucky	1993	47	62	19	19	38	1705	2
4.694	16	Maryland	2000	—	90	—	—	10	2278	30
4.694	16	Delaware	2000	—	74	—	—	26	2185	30
4.694	16	Delaware	2000	—	58	—	—	42	962	30
4.694	16	Delaware	2000	—	84	—	—	16	2956	30
4.694	16	New Jersey	2000	—	79	—	—	21	1859	30
4.694	20	Delaware	2000	—	84	—	—	16	3864	30
4.848	16	Virginia	2000	—	68	—	—	32	2106	30
4.848	16	Virginia	2000	—	85	—	—	15	2676	30
4.848	16	Virginia	2000	—	75	—	—	25	3244	30
4.848	16	Virginia	2000	—	71	—	—	29	1663	30
4.993	16	Pennsylvania	2000	—	75	—	—	25	1991	30
5.094	16	New Jersey	2000	—	86	—	—	14	1260	30
5.5	16	Pennsylvania	2000	—	82	—	—	18	1570	30
5.543	16	Pennsylvania	2000	—	84	—	—	16	1933	30
5.565	16	Pennsylvania	2000	—	77	—	—	23	2262	30
5.565	16	Pennsylvania	2000	—	68	—	—	32	2854	30
5.565	16	New Jersey	2000	—	58	—	—	42	1253	30
5.565	16	New Jersey	2000	—	79	—	—	21	1928	30
5.565	16	New Jersey	2000	---	84	---	---	16	1953	30

**Vehicle Pass-By Rates by Land Use**

Source: ITE Trip Generation Manual, 11th Edition

Land Use Code	945									
Land Use	Convenience Store/Gas Station									
Setting	General Urban/Suburban									
Time Period	Weekday PM Peak Period									
# Data Sites	12 Sites with between 2 and 8 VFP					28 Sites with between 9 and 20 VFP				
Average Pass-By Rate	56% for Sites with between 2 and 8 VFP					75% for Sites with between 9 and 20 VFP				
Pass-By Characteristics for Individual Sites										
GFA (000)	VFP	State or Province	Survey Year	# Interviews	Pass-By Trip (%)	Non-Pass-By Trips			Adj Street Peak Hour Volume	Source
						Primary (%)	Diverted (%)	Total (%)		
2.1	8	Maryland	1992	31	52	13	35	48	1785	25
2.1	6	Maryland	1992	30	53	20	27	47	1060	25
2.2	< 8	Indiana	1993	115	48	16	36	52	820	2
2.3	< 8	Kentucky	1993	67	57	16	27	43	1954	2
2.3	6	Maryland	1992	55	40	11	49	60	2760	25
2.4	< 8	Kentucky	1993	—	58	13	29	42	2655	2
2.6	< 8	Kentucky	1993	68	67	15	18	33	950	2
2.8	< 8	Kentucky	1993	—	62	11	27	38	2875	2
3	< 8	Indiana	1993	80	65	15	20	35	1165	2
3.6	< 8	Kentucky	1993	60	56	17	27	44	2505	2
3.7	< 8	Kentucky	1993	70	61	16	23	39	2175	2
4.2	< 8	Kentucky	1993	61	58	26	16	42	2300	2
4.694	12	Maryland	2000	—	78	—	—	22	3549	30
4.694	12	Maryland	2000	—	67	—	—	33	2272	30
4.694	12	Maryland	2000	—	66	—	—	34	3514	30
4.848	12	Virginia	2000	—	71	—	—	29	2350	30
5.06	12	Pennsylvania	2000	—	91	—	—	9	4181	30
5.242	12	Virginia	2000	—	70	—	—	30	2445	30
5.242	12	Virginia	2000	—	56	—	—	44	950	30
5.488	12	Delaware	2000	—	73	—	—	27	—	30
5.5	12	Pennsylvania	2000	—	84	—	—	16	4025	30
4.694	16	Maryland	2000	—	89	—	—	11	2755	30
4.694	16	Delaware	2000	—	73	—	—	27	1858	30
4.694	16	Delaware	2000	—	59	—	—	41	1344	30
4.694	16	Delaware	2000	—	72	—	—	28	3434	30
4.694	16	New Jersey	2000	—	81	—	—	19	1734	30
4.694	20	Delaware	2000	—	76	—	—	24	1616	30
4.848	16	Virginia	2000	—	67	—	—	33	2.954	30
4.848	16	Virginia	2000	—	78	—	—	22	3086	30
4.848	16	Virginia	2000	—	83	—	—	17	4143	30
4.848	16	Virginia	2000	—	73	—	—	27	2534	30
4.993	16	Pennsylvania	2000	—	72	—	—	28	2917	30
5.094	16	New Jersey	2000	—	86	—	—	14	1730	30
5.5	16	Pennsylvania	2000	—	90	—	—	10	2616	30
5.543	16	Pennsylvania	2000	—	87	—	—	13	2363	30
5.565	16	Pennsylvania	2000	—	81	—	—	19	2770	30
5.565	16	Pennsylvania	2000	—	76	—	—	24	3362	30
5.565	16	New Jersey	2000	—	61	—	—	39	1713	30
5.565	16	New Jersey	2000	—	86	—	—	14	1721	30
5.565	16	New Jersey	2000	---	81	---	---	19	2227	30

**WARRANT ANALYSES**

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

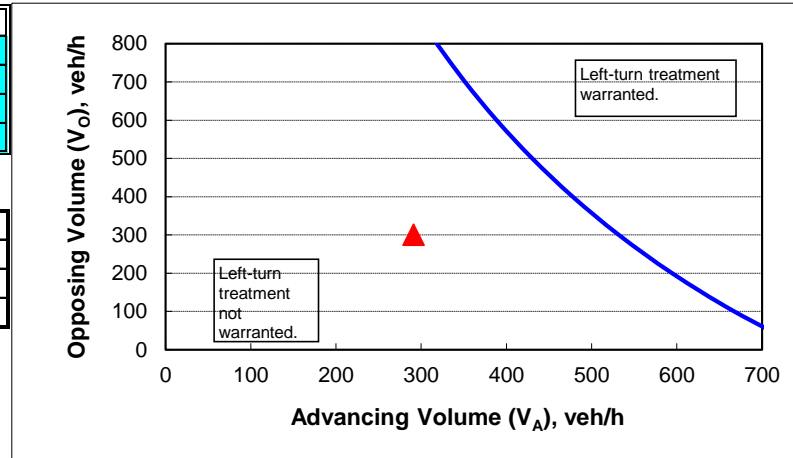
**2-lane roadway (English)**

INPUT

Variable	Value
85 <sup>th</sup> percentile speed, mph:	46
Percent of left-turns in advancing volume ( $V_A$ ), %:	4%
Advancing volume ( $V_A$ ), veh/h:	291
Opposing volume ( $V_O$ ), veh/h:	301

OUTPUT

Variable	Value
Limiting advancing volume ( $V_A$ ), veh/h:	460
<b>Guidance for determining the need for a major-road left-turn bay:</b>	
<b>Left-turn treatment NOT warranted.</b>	



CALIBRATION CONSTANTS

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.**

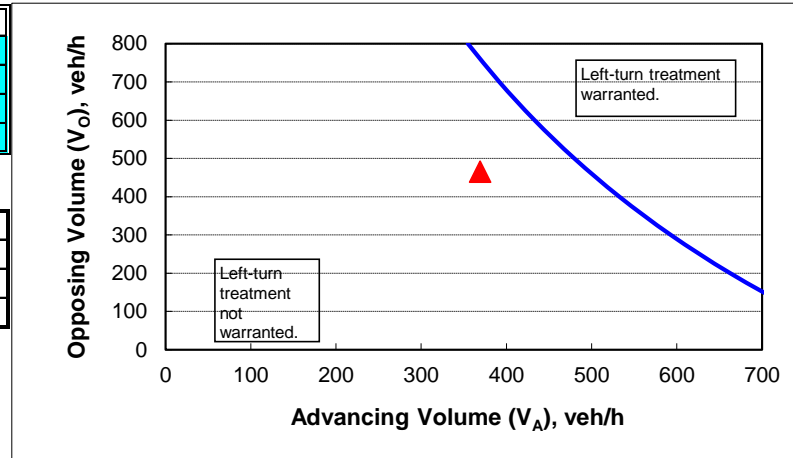
**2-lane roadway (English)**

INPUT

Variable	Value
85 <sup>th</sup> percentile speed, mph:	46
Percent of left-turns in advancing volume ( $V_A$ ), %:	4%
Advancing volume ( $V_A$ ), veh/h:	369
Opposing volume ( $V_O$ ), veh/h:	465

OUTPUT

Variable	Value
Limiting advancing volume ( $V_A$ ), veh/h:	497
<b>Guidance for determining the need for a major-road left-turn bay:</b>	
<b>Left-turn treatment NOT warranted.</b>	



CALIBRATION CONSTANTS

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.**

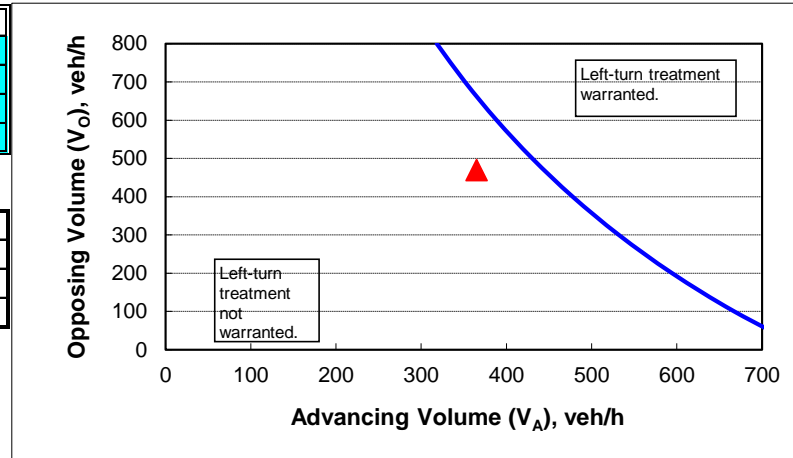
**2-lane roadway (English)**

INPUT

Variable	Value
85 <sup>th</sup> percentile speed, mph:	46
Percent of left-turns in advancing volume ( $V_A$ ), %:	4%
Advancing volume ( $V_A$ ), veh/h:	365
Opposing volume ( $V_O$ ), veh/h:	470

OUTPUT

Variable	Value
Limiting advancing volume ( $V_A$ ), veh/h:	460
<b>Guidance for determining the need for a major-road left-turn bay:</b>	
<b>Left-turn treatment NOT warranted.</b>	



CALIBRATION CONSTANTS

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

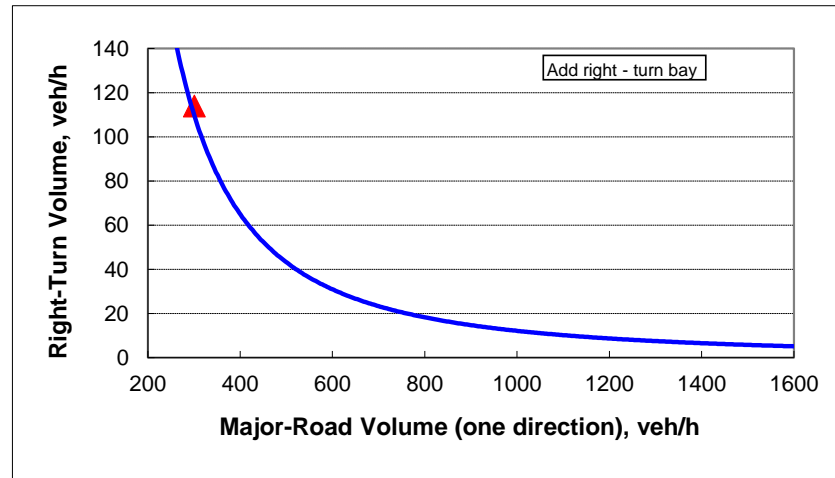
**Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.**

INPUT

Roadway geometry:		2-lane roadway
Variable	Value	
Major-road speed, mph:	45	
Major-road volume (one direction), veh/h:	301	
Right-turn volume, veh/h:	114	

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	55
<b>Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:</b>	
<a href="#">Add right-turn bay.</a>	



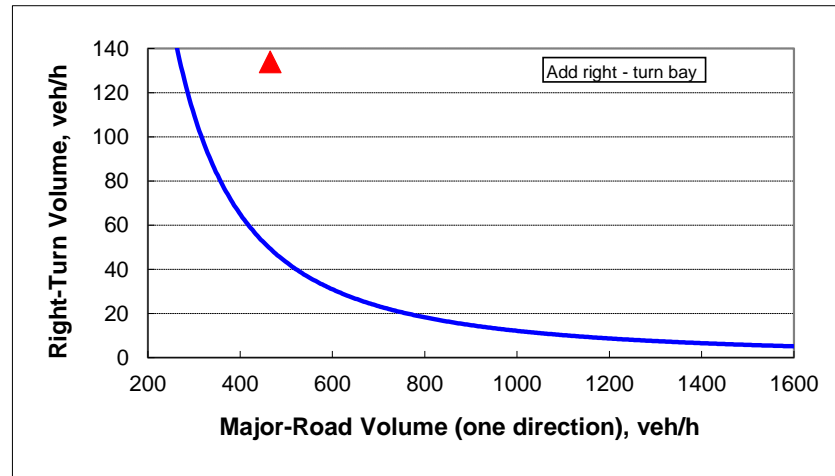
**Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.**

INPUT

Roadway geometry:	
Variable	Value
Major-road speed, mph:	45
Major-road volume (one direction), veh/h:	465
Right-turn volume, veh/h:	134

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	49
<b>Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:</b>	
<a href="#">Add right-turn bay.</a>	



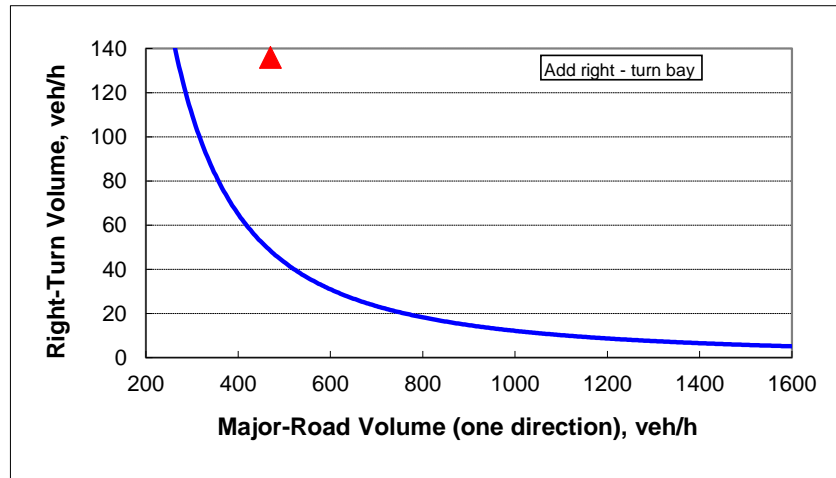
**Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.**

INPUT

Roadway geometry:		2-lane roadway
Variable	Value	
Major-road speed, mph:	45	
Major-road volume (one direction), veh/h:	470	
Right-turn volume, veh/h:	136	

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	55
<b>Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:</b>	
<a href="#">Add right-turn bay.</a>	



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

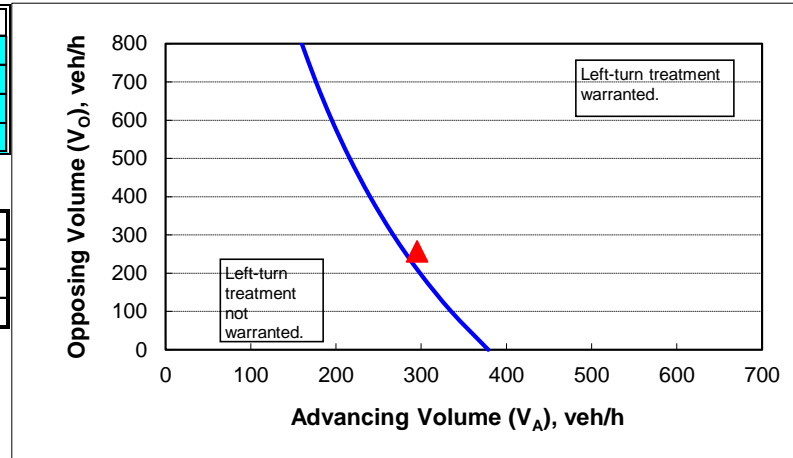
**2-lane roadway (English)**

INPUT

Variable	Value
85 <sup>th</sup> percentile speed, mph:	46
Percent of left-turns in advancing volume ( $V_A$ ), %:	27%
Advancing volume ( $V_A$ ), veh/h:	295
Opposing volume ( $V_O$ ), veh/h:	257

OUTPUT

Variable	Value
Limiting advancing volume ( $V_A$ ), veh/h:	249
<b>Guidance for determining the need for a major-road left-turn bay:</b>	
<b>Left-turn treatment warranted.</b>	



CALIBRATION CONSTANTS

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.**

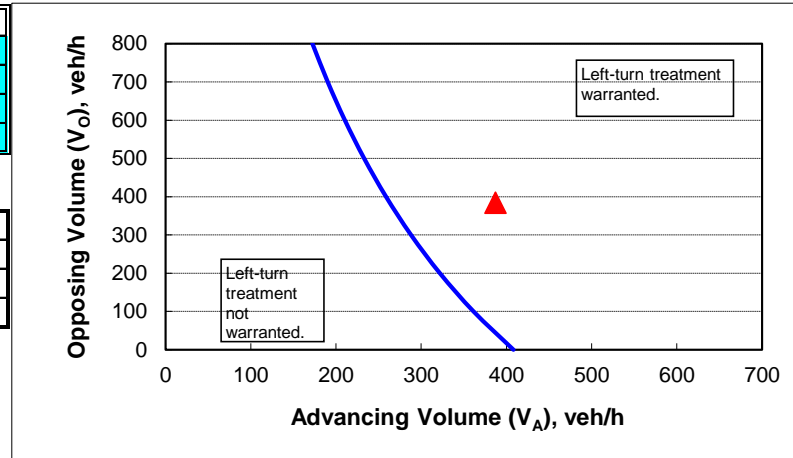
**2-lane roadway (English)**

INPUT

Variable	Value
85 <sup>th</sup> percentile speed, mph:	46
Percent of left-turns in advancing volume ( $V_A$ ), %:	19%
Advancing volume ( $V_A$ ), veh/h:	387
Opposing volume ( $V_O$ ), veh/h:	384

OUTPUT

Variable	Value
Limiting advancing volume ( $V_A$ ), veh/h:	263
<b>Guidance for determining the need for a major-road left-turn bay:</b>	
<b>Left-turn treatment warranted.</b>	



CALIBRATION CONSTANTS

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.**

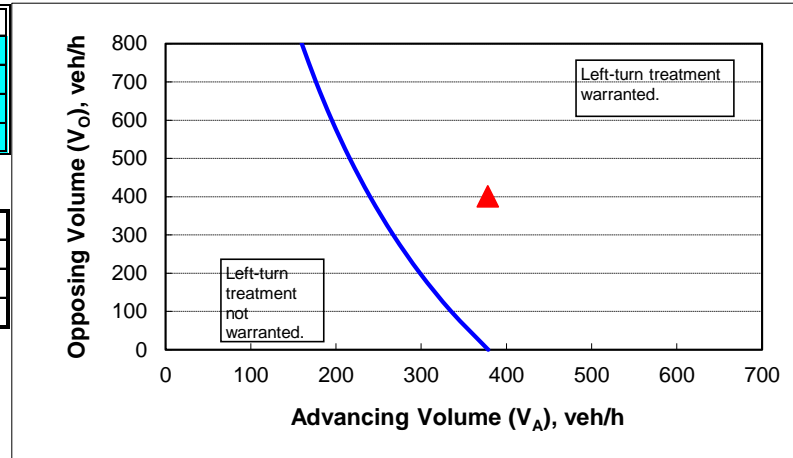
**2-lane roadway (English)**

INPUT

Variable	Value
85 <sup>th</sup> percentile speed, mph:	46
Percent of left-turns in advancing volume ( $V_A$ ), %:	22%
Advancing volume ( $V_A$ ), veh/h:	378
Opposing volume ( $V_O$ ), veh/h:	401

OUTPUT

Variable	Value
Limiting advancing volume ( $V_A$ ), veh/h:	249
<b>Guidance for determining the need for a major-road left-turn bay:</b>	
<b>Left-turn treatment warranted.</b>	



CALIBRATION CONSTANTS

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



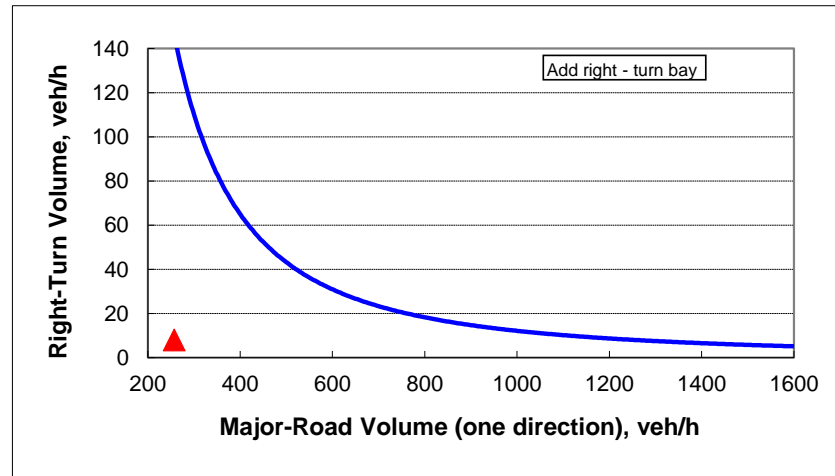
**Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.**

INPUT

Roadway geometry:		2-lane roadway
Variable	Value	
Major-road speed, mph:	45	
Major-road volume (one direction), veh/h:	257	
Right-turn volume, veh/h:	8	

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	76
<b>Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:</b>	
Do NOT add right-turn bay.	



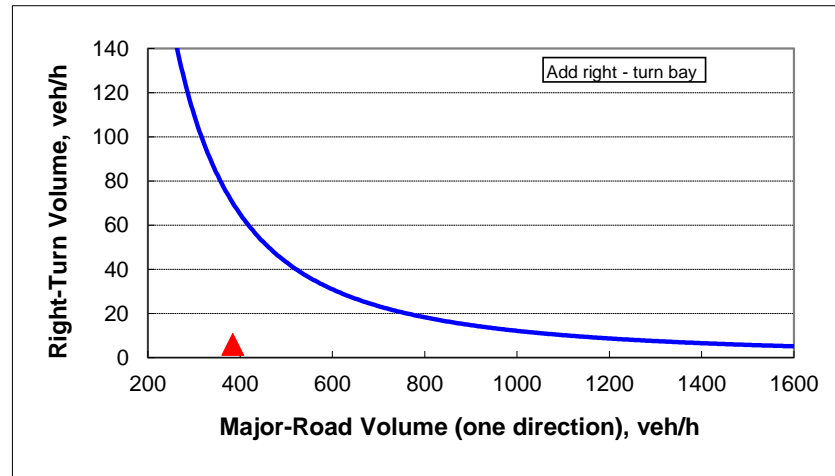
**Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.**

INPUT

Roadway geometry:	2-lane roadway
Variable	Value
Major-road speed, mph:	45
Major-road volume (one direction), veh/h:	384
Right-turn volume, veh/h:	6

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	70
<b>Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:</b>	
Do NOT add right-turn bay.	



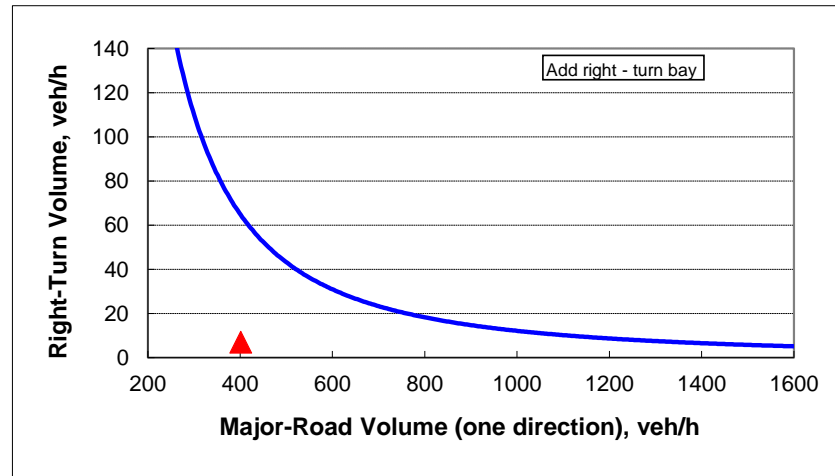
**Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.**

INPUT

Roadway geometry:		2-lane roadway
Variable	Value	
Major-road speed, mph:	45	
Major-road volume (one direction), veh/h:	401	
Right-turn volume, veh/h:	7	

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	76
<b>Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:</b>	
Do NOT add right-turn bay.	



# Traffic Control Signal Warrant Analyses

(Based on MUTCD-2009 Edition)

Intersection: **South Street at Nathaniel Drive**

Pop. <10,000? (Y/N) **N** Count Date: **May, 2022** Analysis Date: **03/14/23**

Speed (in mph): **46 mph** Analysis Year: **2023** Analyst: **SET**

Is Major?\* (Y/N) #Lanes\* (one way) Adjustment Factor: **1** Raw counts

EB			Major Lanes: <b>1</b>	Enter the higher number of lanes for the major street approach
WB	<b>N</b>	<b>1</b>	Minor Lanes: <b>1</b>	Enter the number of lanes for the minor street approach you want to analyze
NB	<b>Y</b>	<b>1</b>		
SB	<b>Y</b>	<b>1</b>		

\*Note: If intersection is a "T" intersection, leave cells blank for the non-existent approach

Time	EB LT	EB TH	EB RT	WB LT	WB TH	WB RT	NB LT	NB TH	NB RT	SB LT	SB TH	SB RT
7:00	0	0	0	84	0	48	0	133	76	6	190	0
8:00	0	0	0	78	0	50	0	200	85	7	180	0
9:00	0	0	0	51	0	41	0	203	71	6	153	0
10:00	0	0	0	41	0	36	0	195	70	6	173	0
11:00	0	0	0	39	0	39	0	219	79	7	175	0
12:00	0	0	0	46	0	46	0	204	91	8	210	0
13:00	0	0	0	42	0	41	0	203	87	7	196	0
14:00	0	0	0	39	0	42	0	222	83	7	210	0
15:00	0	0	0	43	0	46	0	271	100	9	202	0
16:00	0	0	0	47	0	45	0	287	108	12	236	0
17:00	0	0	0	51	0	48	0	310	128	15	233	0
18:00	0	0	0	46	0	38	0	217	110	13	175	0
19:00	0	0	0	39	0	29	0	160	83	10	126	0

Time	Σ EB	Σ WB	Σ NB	Σ SB	Σ Major	Σ Minor	Σ Max Minor	W1 A	W1 B	W1combo	W2	W3
7:00	0	132	209	196	404	132	132	Y	N	N	N	N
8:00	0	128	285	187	472	128	128	Y	N	Y	N	N
9:00	0	92	274	159	433	92	92	N	N	Y	N	N
10:00	0	77	265	179	444	77	77	N	N	N	N	N
11:00	0	78	298	182	481	78	78	N	N	N	N	N
12:00	0	92	295	218	513	92	92	N	N	Y	N	N
13:00	0	83	290	203	493	83	83	N	N	N	N	N
14:00	0	81	305	217	522	81	81	N	N	N	N	N
15:00	0	89	371	211	582	89	89	N	Y	Y	N	N
16:00	0	92	395	248	642	92	92	N	Y	Y	Y	N
17:00	0	99	438	248	686	99	99	N	Y	Y	Y	N
18:00	0	84	327	188	516	84	84	N	N	Y	N	N
19:00	0	68	243	136	380	68	68	N	N	N	N	N

2 of 8    3 of 8    7 of 8    2 of 4    0 of 1

Warrant Analyses	
<b>Warrant 1: Condition A Minimum Vehicular Volume Warrant is Not Met</b>	
<b>Warrant 1: Condition B Interruption of Continuous Traffic Warrant is Not Met</b>	
<b>Warrant 1: Combination of Warrants 1A and 1B is Not Met</b>	
<b>Warrant 2: Four-Hour Warrant is Not Met</b>	
<b>Warrant 3: One-Hour Warrant is Not Met</b>	

## Raw Counts

Time	<u>EB LT</u>	<u>EB TH</u>	<u>EB RT</u>	<u>WB LT</u>	<u>WB TH</u>	<u>WB RT</u>	<u>NB LT</u>	<u>NB TH</u>	<u>NB RT</u>	<u>SB LT</u>	<u>SB TH</u>	<u>SB RT</u>
7:00	0	0	0	0	0	0	0	130	0	0	186	0
8:00	0	0	0	0	0	0	0	196	0	0	177	0
9:00	0	0	0	0	0	0	0	199	0	0	150	0
10:00	0	0	0	0	0	0	0	191	0	0	170	0
11:00	0	0	0	0	0	0	0	215	0	0	172	0
12:00	0	0	0	0	0	0	0	200	0	0	206	0
13:00	0	0	0	0	0	0	0	199	0	0	192	0
14:00	0	0	0	0	0	0	0	218	0	0	206	0
15:00	0	0	0	0	0	0	0	266	0	0	198	0
16:00	0	0	0	0	0	0	0	281	0	0	231	0
17:00	0	0	0	0	0	0	0	304	0	0	229	0
18:00	0	0	0	0	0	0	0	213	0	0	172	0
19:00	0	0	0	0	0	0	0	157	0	0	124	0

Nathaniel Drive

South Street

South Street

\* Count data from ATR A (South Street, south of Stoneyard Drive) on May 12, 2022 for Project # NEX-2021414

Covid Adjustment (Percentage) = 0.0%

### Covid 19 Adjusted Volumes

<u>Time</u>	<u>EB LT</u>	<u>EB TH</u>	<u>EB RT</u>	<u>WB LT</u>	<u>WB TH</u>	<u>WB RT</u>	<u>NB LT</u>	<u>NB TH</u>	<u>NB RT</u>	<u>SB LT</u>	<u>SB TH</u>	<u>SB RT</u>
7:00	0	0	0	0	0	0	0	130	0	0	186	0
8:00	0	0	0	0	0	0	0	196	0	0	177	0
9:00	0	0	0	0	0	0	0	199	0	0	150	0
10:00	0	0	0	0	0	0	0	191	0	0	170	0
11:00	0	0	0	0	0	0	0	215	0	0	172	0
12:00	0	0	0	0	0	0	0	200	0	0	206	0
13:00	0	0	0	0	0	0	0	199	0	0	192	0
14:00	0	0	0	0	0	0	0	218	0	0	206	0
15:00	0	0	0	0	0	0	0	266	0	0	198	0
16:00	0	0	0	0	0	0	0	281	0	0	231	0
17:00	0	0	0	0	0	0	0	304	0	0	229	0
18:00	0	0	0	0	0	0	0	213	0	0	172	0
19:00	0	0	0	0	0	0	0	157	0	0	124	0

Seasonal Adjustment to Average Month Conditions (Percentage) = 0.95%

## Seasonally Adjusted Volumes

<u>Time</u>	<u>EB LT</u>	<u>EB TH</u>	<u>EB RT</u>	<u>WB LT</u>	<u>WB TH</u>	<u>WB RT</u>	<u>NB LT</u>	<u>NB TH</u>	<u>NB RT</u>	<u>SB LT</u>	<u>SB TH</u>	<u>SB RT</u>
7:00	0	0	0	0	0	0	0	131	0	0	188	0
8:00	0	0	0	0	0	0	0	198	0	0	179	0
9:00	0	0	0	0	0	0	0	201	0	0	151	0
10:00	0	0	0	0	0	0	0	193	0	0	172	0
11:00	0	0	0	0	0	0	0	217	0	0	174	0
12:00	0	0	0	0	0	0	0	202	0	0	208	0
13:00	0	0	0	0	0	0	0	201	0	0	194	0
14:00	0	0	0	0	0	0	0	220	0	0	208	0
15:00	0	0	0	0	0	0	0	269	0	0	200	0
16:00	0	0	0	0	0	0	0	284	0	0	233	0
17:00	0	0	0	0	0	0	0	307	0	0	231	0
18:00	0	0	0	0	0	0	0	215	0	0	174	0
19:00	0	0	0	0	0	0	0	158	0	0	125	0

### Background Development Volumes

Time	EB LT	EB TH	EB RT	WB LT	WB TH	WB RT	NB LT	NB TH	NB RT	SB LT	SB TH	SB RT
7:00	0	0	0	61	0	11	0	0	10	2	0	0
8:00	0	0	0	53	0	9	0	0	13	2	0	0
9:00	0	0	0	29	0	5	0	0	9	2	0	0
10:00	0	0	0	20	0	3	0	0	11	2	0	0
11:00	0	0	0	17	0	3	0	0	14	3	0	0
12:00	0	0	0	20	0	4	0	0	18	3	0	0
13:00	0	0	0	19	0	3	0	0	19	3	0	0
14:00	0	0	0	15	0	3	0	0	17	3	0	0
15:00	0	0	0	16	0	3	0	0	25	4	0	0
16:00	0	0	0	21	0	4	0	0	38	7	0	0
17:00	0	0	0	24	0	4	0	0	54	10	0	0
18:00	0	0	0	25	0	4	0	0	51	9	0	0
19:00	0	0	0	23	0	4	0	0	39	7	0	0

Exiting

Entering

85%	15%	85%	15%
WB LT	WB RT	NB RT	SB LT
61	11	10	2
53	9	13	2
29	5	9	2
20	3	11	2
17	3	14	3
20	4	18	3
19	3	19	3
15	3	17	3
16	3	25	4
21	4	38	7
24	4	54	10
25	4	51	9
23	4	39	7

\*Proposed residential development on Ponemah Hill Road (access on Nathaniel Drive)

Historical Growth Rate (Percentage) = 1.00%

### Historic Growth Rate Volumes

Time	EB LT	EB TH	EB RT	WB LT	WB TH	WB RT	NB LT	NB TH	NB RT	SB LT	SB TH	SB RT
7:00	0	0	0	0	0	0	0	133	0	0	190	0
8:00	0	0	0	0	0	0	0	200	0	0	180	0
9:00	0	0	0	0	0	0	0	203	0	0	153	0
10:00	0	0	0	0	0	0	0	195	0	0	173	0
11:00	0	0	0	0	0	0	0	219	0	0	175	0
12:00	0	0	0	0	0	0	0	204	0	0	210	0
13:00	0	0	0	0	0	0	0	203	0	0	196	0
14:00	0	0	0	0	0	0	0	222	0	0	210	0
15:00	0	0	0	0	0	0	0	271	0	0	202	0
16:00	0	0	0	0	0	0	0	287	0	0	236	0
17:00	0	0	0	0	0	0	0	310	0	0	233	0
18:00	0	0	0	0	0	0	0	217	0	0	175	0
19:00	0	0	0	0	0	0	0	160	0	0	126	0

### No-Build Adjusted Volumes

Time	EB LT	EB TH	EB RT	WB LT	WB TH	WB RT	NB LT	NB TH	NB RT	SB LT	SB TH	SB RT
7:00	0	0	0	61	0	11	0	133	10	2	190	0
8:00	0	0	0	53	0	9	0	200	13	2	180	0
9:00	0	0	0	29	0	5	0	203	9	2	153	0
10:00	0	0	0	20	0	3	0	195	11	2	173	0
11:00	0	0	0	17	0	3	0	219	14	3	175	0
12:00	0	0	0	20	0	4	0	204	18	3	210	0
13:00	0	0	0	19	0	3	0	203	19	3	196	0
14:00	0	0	0	15	0	3	0	222	17	3	210	0
15:00	0	0	0	16	0	3	0	271	25	4	202	0
16:00	0	0	0	21	0	4	0	287	38	7	236	0
17:00	0	0	0	24	0	4	0	310	54	10	233	0
18:00	0	0	0	25	0	4	0	217	51	9	175	0
19:00	0	0	0	23	0	4	0	160	39	7	126	0



### Hourly Distribution of Entering and Exiting Vehicle Trips by Land Use

Source: ITE Trip Generation Manual , 11th Edition

Land Use Code	221		
Land Use	Multifamily Housing (Mid-Rise)		
Subcategory	Not Close to Rail transit		
Setting	General Urban/Suburban		
Time Period	Weekday		
# Data Sites	6		
	% of 24-Hour Vehicle Trips		
Time	Total	Entering	Exiting
12:00 - 1:00 AM	0.8%	1.2%	0.4%
1:00 - 2:00 AM	0.4%	0.6%	0.3%
2:00 - 3:00 AM	0.2%	0.3%	0.1%
3:00 - 4:00 AM	0.2%	0.2%	0.2%
4:00 - 5:00 AM	0.3%	0.1%	0.5%
5:00 - 6:00 AM	1.2%	0.4%	2.0%
6:00 - 7:00 AM	4.4%	1.0%	7.8%
7:00 - 8:00 AM	8.6%	2.5%	14.7%
8:00 - 9:00 AM	7.8%	3.0%	12.5%
9:00 - 10:00 AM	4.5%	2.2%	6.9%
10:00 - 11:00 AM	3.7%	2.7%	4.6%
11:00 - 12:00 PM	3.7%	3.4%	4.0%
12:00 - 1:00 PM	4.6%	4.3%	4.8%
1:00 - 2:00 PM	4.4%	4.4%	4.4%
2:00 - 3:00 PM	3.9%	4.1%	3.7%
3:00 - 4:00 PM	4.9%	5.9%	3.8%
4:00 - 5:00 PM	7.2%	9.2%	5.1%
5:00 - 6:00 PM	9.4%	13.1%	5.8%
6:00 - 7:00 PM	9.0%	12.1%	6.0%
7:00 - 8:00 PM	7.4%	9.4%	5.4%
8:00 - 9:00 PM	5.4%	7.7%	3.1%
9:00 - 10:00 PM	4.0%	6.5%	1.5%
10:00 - 11:00 PM	2.6%	3.7%	1.6%
11:00 - 12:00 AM	1.4%	2.1%	0.8%

Residential Development		
492	492	
Entering	Exiting	
6	2	8
3	2	5
1	1	2
1	1	2
1	3	4
2	10	12
5	38	43
12	72	84
15	62	77
11	34	45
13	23	36
17	20	37
21	24	45
22	22	44
20	18	38
29	19	48
45	25	70
64	28	92
60	29	89
46	27	73
38	15	53
32	7	39
18	8	26
10	4	14
492	494	

### Site Generated Volumes

Time	EB LT	EB TH	EB RT	WB LT	WB TH	WB RT	NB LT	NB TH	NB RT	SB LT	SB TH	SB RT
7:00	0	0	0	23	0	37	0	0	66	4	0	0
8:00	0	0	0	25	0	41	0	0	72	5	0	0
9:00	0	0	0	22	0	36	0	0	62	4	0	0
10:00	0	0	0	21	0	33	0	0	59	4	0	0
11:00	0	0	0	22	0	36	0	0	65	4	0	0
12:00	0	0	0	26	0	42	0	0	73	5	0	0
13:00	0	0	0	23	0	38	0	0	68	4	0	0
14:00	0	0	0	24	0	39	0	0	66	4	0	0
15:00	0	0	0	27	0	43	0	0	75	5	0	0
16:00	0	0	0	26	0	41	0	0	70	5	0	0
17:00	0	0	0	27	0	44	0	0	74	5	0	0
18:00	0	0	0	21	0	34	0	0	59	4	0	0
19:00	0	0	0	16	0	25	0	0	44	3	0	0

Exiting		Entering	
17%	27%	47%	3%
WB LT	WB RT	NB RT	SB LT
23	37	66	4
25	41	72	5
22	36	62	4
21	33	59	4
22	36	65	4
26	42	73	5
23	38	68	4
24	39	66	4
27	43	75	5
26	41	70	5
27	44	74	5
21	34	59	4
16	25	44	3

### Build Adjusted Volumes

Time	EB LT	EB TH	EB RT	WB LT	WB TH	WB RT	NB LT	NB TH	NB RT	SB LT	SB TH	SB RT
7:00	0	0	0	84	0	48	0	133	76	6	190	0
8:00	0	0	0	78	0	50	0	200	85	7	180	0
9:00	0	0	0	51	0	41	0	203	71	6	153	0
10:00	0	0	0	41	0	36	0	195	70	6	173	0
11:00	0	0	0	39	0	39	0	219	79	7	175	0
12:00	0	0	0	46	0	46	0	204	91	8	210	0
13:00	0	0	0	42	0	41	0	203	87	7	196	0
14:00	0	0	0	39	0	42	0	222	83	7	210	0
15:00	0	0	0	43	0	46	0	271	100	9	202	0
16:00	0	0	0	47	0	45	0	287	108	12	236	0
17:00	0	0	0	51	0	48	0	310	128	15	233	0
18:00	0	0	0	46	0	38	0	217	110	13	175	0
19:00	0	0	0	39	0	29	0	160	83	10	126	0

### Hourly Distribution of Entering and Exiting Vehicle Trips by Land Use

Source: ITE Trip Generation Manual , 11th Edition

Land Use Code	945		
Land Use	Convenience Store/Gas Station		
Subcategory	GFA (4-10k)		
Setting	General Urban/Suburban		
Time Period	Weekday		
# Data Sites	5		
	% of 24-Hour Vehicle Trips		
Time	Total	Entering	Exiting
12:00 - 1:00 AM	1.3%	1.2%	1.3%
1:00 - 2:00 AM	0.8%	0.8%	0.9%
2:00 - 3:00 AM	0.6%	0.6%	0.6%
3:00 - 4:00 AM	0.8%	0.8%	0.7%
4:00 - 5:00 AM	1.5%	1.6%	1.5%
5:00 - 6:00 AM	3.1%	3.1%	3.0%
6:00 - 7:00 AM	4.6%	4.7%	4.5%
7:00 - 8:00 AM	5.9%	6.0%	5.9%
8:00 - 9:00 AM	6.5%	6.5%	6.4%
9:00 - 10:00 AM	5.7%	5.6%	5.7%
10:00 - 11:00 AM	5.3%	5.3%	5.3%
11:00 - 12:00 PM	5.8%	5.8%	5.7%
12:00 - 1:00 PM	6.6%	6.6%	6.6%
1:00 - 2:00 PM	6.1%	6.2%	5.9%
2:00 - 3:00 PM	6.1%	6.0%	6.2%
3:00 - 4:00 PM	6.8%	6.8%	6.8%
4:00 - 5:00 PM	6.4%	6.3%	6.5%
5:00 - 6:00 PM	6.8%	6.7%	6.9%
6:00 - 7:00 PM	5.4%	5.3%	5.4%
7:00 - 8:00 PM	4.0%	3.9%	4.0%
8:00 - 9:00 PM	3.4%	3.4%	3.4%
9:00 - 10:00 PM	2.7%	2.8%	2.7%
10:00 - 11:00 PM	2.1%	2.1%	2.1%
11:00 - 12:00 AM	1.9%	1.9%	2.0%

Gas Station Development		
2383	2383	
Entering	Exiting	
28	31	59
19	21	40
15	14	29
19	18	37
37	35	72
74	72	146
112	106	218
143	140	283
155	153	308
134	136	270
126	126	252
139	136	275
158	157	315
147	142	289
143	148	291
162	162	324
150	155	305
160	165	325
126	129	255
94	96	190
81	80	161
67	64	131
50	49	99
45	46	91
2384	2381	

**CAPACITY ANALYSIS METHODOLOGY**

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## **CAPACITY ANALYSIS METHODOLOGY**

A primary result of capacity analysis is the assignment of levels of service to traffic facilities under various traffic flow conditions. The capacity analysis methodology is based on the concepts and procedures in the *Highway Capacity Manual* (HCM).<sup>13</sup> The concept of level of service (LOS) is defined as a qualitative measure describing operational conditions within a traffic stream and their perception by motorists and/or passengers. A level-of-service definition provides an index to quality of traffic flow in terms of such factors as speed, travel time, freedom to maneuver, traffic interruptions, comfort, convenience, and safety.

Six levels of service are defined for each type of facility. They are given letter designations from A to F, with LOS A representing the best operating conditions and LOS F the worst. Since the level of service of a traffic facility is a function of the traffic flows placed upon it, such a facility may operate at a wide range of levels of service, depending on the time of day, day of week, or period of year. A description of the operating condition under each level of service is provided below:

- *LOS A* describes conditions with little to no delay to motorists.
- *LOS B* represents a desirable level with relatively low delay to motorists.
- *LOS C* describes conditions with average delays to motorists.
- *LOS D* describes operations where the influence of congestion becomes more noticeable. Delays are still within an acceptable range.
- *LOS E* represents operating conditions with high delay values. This level is considered by many agencies to be the limit of acceptable delay.
- *LOS F* is considered to be unacceptable to most drivers with high delay values that often occur when arrival flow rates exceed the capacity of the intersection.

## **Unsignalized Intersections**

Levels of service for unsignalized intersections are calculated using the operational analysis methodology of the HCM. The procedure accounts for lane configuration on both the minor and major street approaches, conflicting traffic stream volumes, and the type of intersection control (STOP, YIELD, or all-way STOP control). The definition of level of service for unsignalized intersections is a function of average *control* delay. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. The level-of-service criteria for unsignalized intersections are shown in Table A-1.

## **Signalized Intersections**

Levels of service for signalized intersections are also calculated using the operational analysis methodology of the HCM. The methodology for signalized intersections assesses the effects of signal type, timing, phasing, and progression; vehicle mix; and geometrics on average *control* delay. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. Table A-1 summarizes the relationship between level of service and average control delay.

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<sup>13</sup> *Highway Capacity Manual 6<sup>th</sup> Edition*, Transportation Research Board; Washington, D.C.; 2016.

**TABLE A-1**  
**Level-of-Service Criteria for Intersections**

Level of Service	Unsignalized Intersection Criteria Average Control Delay (Seconds per Vehicle)	Signalized Intersection Criteria Average Control Delay (Seconds per Vehicle)
A	≤10	≤10
B	>10 and ≤15	>10 and ≤20
C	>15 and ≤25	>20 and ≤35
D	>25 and ≤35	>35 and ≤55
E	>35 and ≤50	>55 and ≤80
F	>50 or v/c > 1.0	>80 or v/c > 1.0

Source *Highway Capacity Manual 6<sup>th</sup> Edition*, Transportation Research Board; Washington, D.C.; 2016. Pages 19-16, 20-6, and 21-9.

For signalized intersections, this delay criterion may be applied in assigning level-of-service designations to individual lane groups, to individual intersection approaches, or to the entire intersection. For unsignalized intersections, this delay criterion may be applied in assigning level-of-service designations to individual lane groups or to individual intersection approaches.

**CAPACITY AND QUEUE ANALYSIS WORKSHEETS**

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Intersection

Int Delay, s/veh	1.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		T			T
Traffic Vol, veh/h	60	10	178	21	6	200
Future Vol, veh/h	60	10	178	21	6	200
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	7	7	6	6
Mvmt Flow	67	11	198	23	7	222

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	446	210	0	0	221
Stage 1	210	-	-	-	-
Stage 2	236	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.16
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.254
Pot Cap-1 Maneuver	570	830	-	-	1325
Stage 1	825	-	-	-	-
Stage 2	803	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	567	830	-	-	1325
Mov Cap-2 Maneuver	567	-	-	-	-
Stage 1	825	-	-	-	-
Stage 2	798	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12	0	0.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	594	1325
HCM Lane V/C Ratio	-	-	0.131	0.005
HCM Control Delay (s)	-	-	12	7.7
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.4	0



Intersection

Int Delay, s/veh	1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	35	8	323	46	9	297
Future Vol, veh/h	35	8	323	46	9	297
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	1	1	1	1
Mvmt Flow	39	9	359	51	10	330

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	735	385	0	0	410
Stage 1	385	-	-	-	-
Stage 2	350	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.11
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.209
Pot Cap-1 Maneuver	387	663	-	-	1154
Stage 1	688	-	-	-	-
Stage 2	713	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	383	663	-	-	1154
Mov Cap-2 Maneuver	383	-	-	-	-
Stage 1	688	-	-	-	-
Stage 2	705	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14.8	0	0.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	416	1154
HCM Lane V/C Ratio	-	-	0.115	0.009
HCM Control Delay (s)	-	-	14.8	8.1
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.4	0

Intersection

Int Delay, s/veh	1.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	34	11	325	36	10	279
Future Vol, veh/h	34	11	325	36	10	279
Conflicting Peds, #/hr	0	0	0	1	1	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	1	1	3	3
Mvmt Flow	38	12	361	40	11	310

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	714	382	0	0	402
Stage 1	382	-	-	-	-
Stage 2	332	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.13
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.227
Pot Cap-1 Maneuver	398	665	-	-	1151
Stage 1	690	-	-	-	-
Stage 2	727	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	393	664	-	-	1150
Mov Cap-2 Maneuver	393	-	-	-	-
Stage 1	689	-	-	-	-
Stage 2	718	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14.3	0	0.3
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	437	1150
HCM Lane V/C Ratio	-	-	0.114	0.01
HCM Control Delay (s)	-	-	14.3	8.2
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.4	0

Intersection

Int Delay, s/veh	3.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	88	70	168	114	13	256
Future Vol, veh/h	88	70	168	114	13	256
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	7	7	6	6
Mvmt Flow	98	78	187	127	14	284

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	563	251	0	0	314
Stage 1	251	-	-	-	-
Stage 2	312	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.16
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.254
Pot Cap-1 Maneuver	487	788	-	-	1224
Stage 1	791	-	-	-	-
Stage 2	742	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	480	788	-	-	1224
Mov Cap-2 Maneuver	480	-	-	-	-
Stage 1	791	-	-	-	-
Stage 2	732	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.9	0	0.4
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	581	1224
HCM Lane V/C Ratio	-	-	0.302	0.012
HCM Control Delay (s)	-	-	13.9	8
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	1.3	0

HCM 6th TWSC  
2: South St. & Site Driveway

2023 Build  
Timing Plan: Weekday AM

Intersection

Int Delay, s/veh	3.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	76	25	230	8	80	193
Future Vol, veh/h	76	25	230	8	80	193
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	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	7	7	6	6
Mvmt Flow	84	28	256	9	89	214

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	653	261	0	0	265
Stage 1	261	-	-	-	-
Stage 2	392	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.16
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.254
Pot Cap-1 Maneuver	432	778	-	-	1276
Stage 1	783	-	-	-	-
Stage 2	683	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	398	778	-	-	1276
Mov Cap-2 Maneuver	398	-	-	-	-
Stage 1	783	-	-	-	-
Stage 2	629	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14.8	0	2.4
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	398	778	1276
HCM Lane V/C Ratio	-	-	0.212	0.036	0.07
HCM Control Delay (s)	-	-	16.5	9.8	8
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	0.8	0.1	0.2

Intersection

Int Delay, s/veh 5.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
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Lane Configurations		↔	↔		↔	
Traffic Vol, veh/h	100	27	70	17	17	88
Future Vol, veh/h	100	27	70	17	17	88
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	111	30	78	19	19	98

Major/Minor	Major1	Major2	Minor2
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Conflicting Flow All	97	0	0	340	88
Stage 1	-	-	-	88	-
Stage 2	-	-	-	252	-
Critical Hdwy	4.12	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	3.518	3.318
Pot Cap-1 Maneuver	1496	-	-	656	970
Stage 1	-	-	-	935	-
Stage 2	-	-	-	790	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	1496	-	-	607	970
Mov Cap-2 Maneuver	-	-	-	607	-
Stage 1	-	-	-	865	-
Stage 2	-	-	-	790	-

Approach	EB	WB	SB
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HCM Control Delay, s	6	0	9.7
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
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Capacity (veh/h)	1496	-	-	-	884
HCM Lane V/C Ratio	0.074	-	-	-	0.132
HCM Control Delay (s)	7.6	0	-	-	9.7
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.2	-	-	-	0.5

Intersection

Int Delay, s/veh	2.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		B			A
Traffic Vol, veh/h	71	53	297	134	14	323
Future Vol, veh/h	71	53	297	134	14	323
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	1	1	1	1
Mvmt Flow	79	59	330	149	16	359

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	796	405	0	0	479
Stage 1	405	-	-	-	-
Stage 2	391	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.11
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.209
Pot Cap-1 Maneuver	356	646	-	-	1089
Stage 1	673	-	-	-	-
Stage 2	683	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	350	646	-	-	1089
Mov Cap-2 Maneuver	350	-	-	-	-
Stage 1	673	-	-	-	-
Stage 2	671	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	17.1	0	0.3
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	435	1089
HCM Lane V/C Ratio	-	-	0.317	0.014
HCM Control Delay (s)	-	-	17.1	8.4
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	1.3	0

HCM 6th TWSC  
2: South St. & Site Driveway

2023 Build  
Timing Plan: Weekday PM

Intersection

Int Delay, s/veh	2.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	56	37	344	6	74	281
Future Vol, veh/h	56	37	344	6	74	281
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	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	1	1	1	1
Mvmt Flow	62	41	382	7	82	312

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	862	386	0	0	389
Stage 1	386	-	-	-	-
Stage 2	476	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.11
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.209
Pot Cap-1 Maneuver	325	662	-	-	1175
Stage 1	687	-	-	-	-
Stage 2	625	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	298	662	-	-	1175
Mov Cap-2 Maneuver	298	-	-	-	-
Stage 1	687	-	-	-	-
Stage 2	573	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	16.5	0	1.7
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	298	662	1175	-
HCM Lane V/C Ratio	-	-	0.209	0.062	0.07	-
HCM Control Delay (s)	-	-	20.2	10.8	8.3	0
HCM Lane LOS	-	-	C	B	A	A
HCM 95th %tile Q(veh)	-	-	0.8	0.2	0.2	-

Intersection

Int Delay, s/veh	5.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Traffic Vol, veh/h	93	55	43	12	12	81
Future Vol, veh/h	93	55	43	12	12	81
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	103	61	48	13	13	90

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	61	0	-	0	322
Stage 1	-	-	-	-	55
Stage 2	-	-	-	-	267
Critical Hdwy	4.12	-	-	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	2.218	-	-	-	3.518
Pot Cap-1 Maneuver	1542	-	-	-	672
Stage 1	-	-	-	-	968
Stage 2	-	-	-	-	778
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1542	-	-	-	626
Mov Cap-2 Maneuver	-	-	-	-	626
Stage 1	-	-	-	-	901
Stage 2	-	-	-	-	778

Approach	EB	WB	SB
HCM Control Delay, s	4.7	0	9.3
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1542	-	-	-	937
HCM Lane V/C Ratio	0.067	-	-	-	0.11
HCM Control Delay (s)	7.5	0	-	-	9.3
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.2	-	-	-	0.4



HCM 6th TWSC  
1: South St. & Nathaniel Dr.

2023 Build  
Timing Plan: Saturday MIDDAY

Intersection

Int Delay, s/veh	2.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		T			T
Traffic Vol, veh/h	70	67	300	136	16	320
Future Vol, veh/h	70	67	300	136	16	320
Conflicting Peds, #/hr	0	0	0	1	1	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	1	1	3	3
Mvmt Flow	78	74	333	151	18	356

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	802	410	0	0	485
Stage 1	410	-	-	-	-
Stage 2	392	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.13
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.227
Pot Cap-1 Maneuver	353	642	-	-	1073
Stage 1	670	-	-	-	-
Stage 2	683	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	345	641	-	-	1072
Mov Cap-2 Maneuver	345	-	-	-	-
Stage 1	669	-	-	-	-
Stage 2	669	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	17.2	0	0.4
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	446	1072
HCM Lane V/C Ratio	-	-	0.341	0.017
HCM Control Delay (s)	-	-	17.2	8.4
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	1.5	0.1

HCM 6th TWSC  
2: South St. & Site Driveway

2023 Build  
Timing Plan: Saturday MIDDAY

Intersection

Int Delay, s/veh	3.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	69	38	360	7	82	267
Future Vol, veh/h	69	38	360	7	82	267
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	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	1	1	3	3
Mvmt Flow	77	42	400	8	91	297

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	883	404	0	0	408
Stage 1	404	-	-	-	-
Stage 2	479	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.13
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.227
Pot Cap-1 Maneuver	316	647	-	-	1145
Stage 1	674	-	-	-	-
Stage 2	623	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	286	647	-	-	1145
Mov Cap-2 Maneuver	286	-	-	-	-
Stage 1	674	-	-	-	-
Stage 2	564	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	18.2	0	2
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	286	647	1145
HCM Lane V/C Ratio	-	-	0.268	0.065	0.08
HCM Control Delay (s)	-	-	22.1	11	8.4
HCM Lane LOS	-	-	C	B	A
HCM 95th %tile Q(veh)	-	-	1.1	0.2	0.3

HCM 6th TWSC  
6: Nathaniel Dr. & Site Driveway

2023 Build  
Timing Plan: Saturday MIDDAY

Intersection

Int Delay, s/veh	5.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Traffic Vol, veh/h	106	46	45	15	15	92
Future Vol, veh/h	106	46	45	15	15	92
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	118	51	50	17	17	102

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	67	0	-	0	346 59
Stage 1	-	-	-	-	59 -
Stage 2	-	-	-	-	287 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1535	-	-	-	651 1007
Stage 1	-	-	-	-	964 -
Stage 2	-	-	-	-	762 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1535	-	-	-	600 1007
Mov Cap-2 Maneuver	-	-	-	-	600 -
Stage 1	-	-	-	-	888 -
Stage 2	-	-	-	-	762 -

Approach	EB	WB	SB
HCM Control Delay, s	5.3	0	9.5
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1535	-	-	-	920
HCM Lane V/C Ratio	0.077	-	-	-	0.129
HCM Control Delay (s)	7.5	0	-	-	9.5
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.2	-	-	-	0.4

Intersection

Int Delay, s/veh	1.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		B			A
Traffic Vol, veh/h	60	10	197	21	6	222
Future Vol, veh/h	60	10	197	21	6	222
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	7	7	6	6
Mvmt Flow	67	11	219	23	7	247

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	492	231	0	0	242
Stage 1	231	-	-	-	-
Stage 2	261	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.16
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.254
Pot Cap-1 Maneuver	536	808	-	-	1301
Stage 1	807	-	-	-	-
Stage 2	783	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	533	808	-	-	1301
Mov Cap-2 Maneuver	533	-	-	-	-
Stage 1	807	-	-	-	-
Stage 2	778	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.5	0	0.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	560	1301
HCM Lane V/C Ratio	-	-	0.139	0.005
HCM Control Delay (s)	-	-	12.5	7.8
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.5	0

Intersection

Int Delay, s/veh	1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	35	8	357	46	9	329
Future Vol, veh/h	35	8	357	46	9	329
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	1	1	1	1
Mvmt Flow	39	9	397	51	10	366

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	809	423	0	0	448
Stage 1	423	-	-	-	-
Stage 2	386	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.11
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.209
Pot Cap-1 Maneuver	350	631	-	-	1118
Stage 1	661	-	-	-	-
Stage 2	687	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	346	631	-	-	1118
Mov Cap-2 Maneuver	346	-	-	-	-
Stage 1	661	-	-	-	-
Stage 2	679	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	15.9	0	0.2
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	378	1118
HCM Lane V/C Ratio	-	-	0.126	0.009
HCM Control Delay (s)	-	-	15.9	8.2
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	0.4	0

HCM 6th TWSC  
1: South St. & Nathaniel Dr.

2033 No-Build  
Timing Plan: Saturday MIDDAY

Intersection

Int Delay, s/veh	1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	TT		TT			TT
Traffic Vol, veh/h	34	11	359	36	10	308
Future Vol, veh/h	34	11	359	36	10	308
Conflicting Peds, #/hr	0	0	0	1	1	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	1	1	3	3
Mvmt Flow	38	12	399	40	11	342

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	784	420	0	0	440
Stage 1	420	-	-	-	-
Stage 2	364	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.13
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.227
Pot Cap-1 Maneuver	362	633	-	-	1115
Stage 1	663	-	-	-	-
Stage 2	703	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	357	632	-	-	1114
Mov Cap-2 Maneuver	357	-	-	-	-
Stage 1	662	-	-	-	-
Stage 2	695	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	15.3	0	0.3
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	399	1114
HCM Lane V/C Ratio	-	-	0.125	0.01
HCM Control Delay (s)	-	-	15.3	8.3
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	0.4	0

Intersection

Int Delay, s/veh	3.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	88	70	187	114	13	278
Future Vol, veh/h	88	70	187	114	13	278
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	7	7	6	6
Mvmt Flow	98	78	208	127	14	309

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	609	272	0	0	335
Stage 1	272	-	-	-	-
Stage 2	337	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.16
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.254
Pot Cap-1 Maneuver	458	767	-	-	1202
Stage 1	774	-	-	-	-
Stage 2	723	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	452	767	-	-	1202
Mov Cap-2 Maneuver	452	-	-	-	-
Stage 1	774	-	-	-	-
Stage 2	713	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14.5	0	0.4
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	553	1202
HCM Lane V/C Ratio	-	-	0.317	0.012
HCM Control Delay (s)	-	-	14.5	8
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	1.4	0

HCM 6th TWSC  
2: South St. & Site Driveway

2033 Build  
Timing Plan: Weekday AM

Intersection

Int Delay, s/veh	3.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	76	25	249	8	80	215
Future Vol, veh/h	76	25	249	8	80	215
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	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	7	7	6	6
Mvmt Flow	84	28	277	9	89	239

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	699	282	0	0	286
Stage 1	282	-	-	-	-
Stage 2	417	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.16
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.254
Pot Cap-1 Maneuver	406	757	-	-	1253
Stage 1	766	-	-	-	-
Stage 2	665	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	373	757	-	-	1253
Mov Cap-2 Maneuver	373	-	-	-	-
Stage 1	766	-	-	-	-
Stage 2	610	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	15.6	0	2.2
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	373	757	1253
HCM Lane V/C Ratio	-	-	0.226	0.037	0.071
HCM Control Delay (s)	-	-	17.5	9.9	8.1
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	0.9	0.1	0.2



Intersection

Int Delay, s/veh	5.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Traffic Vol, veh/h	100	27	70	17	17	88
Future Vol, veh/h	100	27	70	17	17	88
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	111	30	78	19	19	98

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	97	0	-	0	340 88
Stage 1	-	-	-	-	88 -
Stage 2	-	-	-	-	252 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1496	-	-	-	656 970
Stage 1	-	-	-	-	935 -
Stage 2	-	-	-	-	790 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1496	-	-	-	607 970
Mov Cap-2 Maneuver	-	-	-	-	607 -
Stage 1	-	-	-	-	865 -
Stage 2	-	-	-	-	790 -

Approach	EB	WB	SB
HCM Control Delay, s	6	0	9.7
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1496	-	-	-	884
HCM Lane V/C Ratio	0.074	-	-	-	0.132
HCM Control Delay (s)	7.6	0	-	-	9.7
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.2	-	-	-	0.5

Intersection

Int Delay, s/veh	2.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		P			4
Traffic Vol, veh/h	71	53	331	134	14	355
Future Vol, veh/h	71	53	331	134	14	355
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	1	1	1	1
Mvmt Flow	79	59	368	149	16	394

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	869	443	0	0	517
Stage 1	443	-	-	-	-
Stage 2	426	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.11
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.209
Pot Cap-1 Maneuver	322	615	-	-	1054
Stage 1	647	-	-	-	-
Stage 2	659	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	316	615	-	-	1054
Mov Cap-2 Maneuver	316	-	-	-	-
Stage 1	647	-	-	-	-
Stage 2	646	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	18.7	0	0.3
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	399	1054
HCM Lane V/C Ratio	-	-	0.345	0.015
HCM Control Delay (s)	-	-	18.7	8.5
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	1.5	0

HCM 6th TWSC  
2: South St. & Site Driveway

2033 Build  
Timing Plan: Weekday PM

Intersection

Int Delay, s/veh	2.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	56	37	378	6	74	313
Future Vol, veh/h	56	37	378	6	74	313
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	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	1	1	1	1
Mvmt Flow	62	41	420	7	82	348

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	936	424	0	0	427
Stage 1	424	-	-	-	-
Stage 2	512	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.11
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.209
Pot Cap-1 Maneuver	294	630	-	-	1138
Stage 1	660	-	-	-	-
Stage 2	602	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	268	630	-	-	1138
Mov Cap-2 Maneuver	268	-	-	-	-
Stage 1	660	-	-	-	-
Stage 2	548	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	17.9	0	1.6
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	268	630	1138
HCM Lane V/C Ratio	-	-	0.232	0.065	0.072
HCM Control Delay (s)	-	-	22.4	11.1	8.4
HCM Lane LOS	-	-	C	B	A
HCM 95th %tile Q(veh)	-	-	0.9	0.2	0.2

Intersection

Int Delay, s/veh 5.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
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Lane Configurations		↶	↷		↶	↷
Traffic Vol, veh/h	93	55	43	12	12	81
Future Vol, veh/h	93	55	43	12	12	81
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	103	61	48	13	13	90

Major/Minor	Major1	Major2	Minor2
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Conflicting Flow All	61	0	0	322	55
Stage 1	-	-	-	55	-
Stage 2	-	-	-	267	-
Critical Hdwy	4.12	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	3.518	3.318
Pot Cap-1 Maneuver	1542	-	-	672	1012
Stage 1	-	-	-	968	-
Stage 2	-	-	-	778	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	1542	-	-	626	1012
Mov Cap-2 Maneuver	-	-	-	626	-
Stage 1	-	-	-	901	-
Stage 2	-	-	-	778	-

Approach	EB	WB	SB
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HCM Control Delay, s	4.7	0	9.3
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
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Capacity (veh/h)	1542	-	-	-	937
HCM Lane V/C Ratio	0.067	-	-	-	0.11
HCM Control Delay (s)	7.5	0	-	-	9.3
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.2	-	-	-	0.4

Intersection

Int Delay, s/veh	2.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	70	67	334	136	16	349
Future Vol, veh/h	70	67	334	136	16	349
Conflicting Peds, #/hr	0	0	0	1	1	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	1	1	3	3
Mvmt Flow	78	74	371	151	18	388

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	872	448	0	0	523
Stage 1	448	-	-	-	-
Stage 2	424	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.13
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.227
Pot Cap-1 Maneuver	321	611	-	-	1038
Stage 1	644	-	-	-	-
Stage 2	660	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	314	610	-	-	1037
Mov Cap-2 Maneuver	314	-	-	-	-
Stage 1	643	-	-	-	-
Stage 2	645	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	18.8	0	0.4
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	412	1037
HCM Lane V/C Ratio	-	-	0.369	0.017
HCM Control Delay (s)	-	-	18.8	8.5
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	1.7	0.1

HCM 6th TWSC  
2: South St. & Site Driveway

2033 Build  
Timing Plan: Saturday MIDDAY

Intersection

Int Delay, s/veh	3.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	69	38	394	7	82	296
Future Vol, veh/h	69	38	394	7	82	296
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	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	1	1	3	3
Mvmt Flow	77	42	438	8	91	329

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	953	442	0	0	446
Stage 1	442	-	-	-	-
Stage 2	511	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.13
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.227
Pot Cap-1 Maneuver	287	615	-	-	1109
Stage 1	648	-	-	-	-
Stage 2	602	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	258	615	-	-	1109
Mov Cap-2 Maneuver	258	-	-	-	-
Stage 1	648	-	-	-	-
Stage 2	542	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	19.9	0	1.9
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	258	615	1109
HCM Lane V/C Ratio	-	-	0.297	0.069	0.082
HCM Control Delay (s)	-	-	24.7	11.3	8.5
HCM Lane LOS	-	-	C	B	A
HCM 95th %tile Q(veh)	-	-	1.2	0.2	0.3

HCM 6th TWSC  
6: Nathaniel Dr. & Site Driveway

2033 Build  
Timing Plan: Saturday MIDDAY

Intersection

Int Delay, s/veh	5.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Traffic Vol, veh/h	106	46	45	15	15	92
Future Vol, veh/h	106	46	45	15	15	92
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	118	51	50	17	17	102

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	67	0	-	0	346 59
Stage 1	-	-	-	-	59 -
Stage 2	-	-	-	-	287 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1535	-	-	-	651 1007
Stage 1	-	-	-	-	964 -
Stage 2	-	-	-	-	762 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1535	-	-	-	600 1007
Mov Cap-2 Maneuver	-	-	-	-	600 -
Stage 1	-	-	-	-	888 -
Stage 2	-	-	-	-	762 -

Approach	EB	WB	SB
HCM Control Delay, s	5.3	0	9.5
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1535	-	-	-	920
HCM Lane V/C Ratio	0.077	-	-	-	0.129
HCM Control Delay (s)	7.5	0	-	-	9.5
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.2	-	-	-	0.4