



TOWN OF MILFORD, NH
OFFICE OF COMMUNITY DEVELOPMENT

1 UNION SQUARE, MILFORD, NH 03055

TEL: (603)249-0620

WEB: WWW.MILFORD.NH.GOV

STAFF MEMORANDUM

Date: July 15, 2022

To: Planning Board

From: Lincoln Daley, Community Development Director

Subject: **Zoning Board Case 2022-14 TM Bolduc Holdings, LLC and Salt Creek Properties, LLC. for the property located at Tax Map 43, Lot 69 – Special Exception Application to exceed the maximum height structure height in the Commercial and Limited Commercial-Business district. (Public Meeting)**

BACKGROUND/PROPOSAL:

The applicants are before the Board of Adjustment seeking a Special Exception from the Milford Zoning Ordinance, Article V, Section 5.05.8.C and 5.07.7.C to allow the construction of six, multi-family buildings (totaling approx. 216 units) with a maximum height of 56 feet where 35 feet is permitted in the Limited Commercial-Business District "LCB" Zoning District and 45 feet is permitted in the Commercial 'C' Zoning District.

At their July 7, 2022 public hearing, the Board of Adjustment requested preliminary input from the Planning Board regarding the height of the proposed multi-family buildings. Attached, please find the staff memorandum to the Board of Adjustment that provides the additional background/information, conceptual site layout, and elevations.

APPLICATION STATUS:

The application is before the Board of Adjustment for the height of the proposed buildings. To date, no additional relief is being sought by the applicants. If approved, the applicants would proceed to submit formal subdivision and site plans to the Planning Board along with an AoT permit to the NHDES.

STAFF RECOMMENDATIONS:

At the conclusion of the discussion, the Planning Board should be in a position to provide non-binding input and guidance to the Board of the Adjustment involving the height of the proposed buildings.

TOWN OF MILFORD

Office of Community Development
Planning • Zoning • Building Safety • Code Enforcement • Health
Economic Development • Active Projects



Administrative Review

Date: July 14, 2022
To: Jason Plourde, Chair, Zoning Board of Adjustment
From: Lincoln Daley, Community Development Director
Subject: **Case #2022-14 TM Bolduc Holdings, LLC. and Salt Creek Properties, LLC. for the property located at Tax Map 43, Lot 69** – Special Exception Application to Exceed Maximum Structure Height. *Continued from 7/7/22*

The applicants are before the Board of Adjustment seeking a Special Exception from the Milford Zoning Ordinance, Article V, Section 5.05.8.C and 5.07.7.C to allow the construction of six, multi-family buildings with a maximum height of 56 feet where 35 feet is permitted in the Limited Commercial-Business District “LCB” Zoning District and 45 feet is permitted in the Commercial ‘C’ Zoning District. In reviewing the files for this property, I offer the following comments:

1. Existing Conditions:
 - a. The subject property is approximately 61 acres with 900 linear feet of frontage on Stoneyard Drive and 90 feet Ponemah Hill Road. The property is undeveloped.
 - b. The subject property is situated an established mixed use area. To the north, southeast, and east, the subject property abut single- and multi-family uses and vacant land. To the west and southwest, the property abuts commercial uses on Hammond Road and vacant land.
 - c. The property is bisected by the Commercial Zoning District to the west and the Limited Commercial Business District to east.
2. The proposal calls for the construction of six (6) residential, multi-family buildings with a maximum stated height of 56 feet within both the Commercial Zoning District and Limited Commercial Business Zoning District.
3. In accordance with Section 5.07.7.C, the maximum height of a structure within the Limited Commercial-Business District “LCB” Zoning District is 35 feet. In accordance with Section 5.05.8.C, the maximum height of a structure permitted within the Commercial Zoning District is 45 feet. As such, a special exception is required by the applicant to receive the requested relief.
4. Staff Comments:
 - a. The applicant should explain the total amount of area to be cleared/disturbed to construct the proposed buildings. What impact will the removal of natural vegetation/trees have on the visibility of said buildings from the neighboring properties and roadways?

In response, the applicant has provided a visual rendering illustrating the conceptual site plan of the multi-family buildings and proposed modified tree line. See attached plan labeled “Existing Conditions, The Q at Milford”, dated 4/11/22.

- b. The applicant states that maximum height of the buildings is 56 feet. The applicant should explain if additional architectural features (eg. cupola, roof mounted equipment) will increase the overall height of the structure.

The applicant responded The applicant submitted a revised amendment to the Special Exception application to include a provision seeking approval for 10 additional feet for any architectural components or accessories required by the Town of Milford Planning Board in addition to the relief of 56' tall buildings. See attached letter from Attorney Chris Swiniarski, Devine Millimet dated 7/12/22.

- c. The application states that there will be minimal visual impact on abutting properties given it proposed location and natural buffering. The applicant should be prepared to explain/detail what analysis has been completed to make this determination? The Board may want to consider additional analysis to determine the potential visual impact along abutting properties and Route 101, South Street/Rte. 13 South, Ponemah Hill Road, Powers Street, and Hammond Road.

A site walk and visual impact test (cranes/lifts) has been scheduled for July 14, 2022. Staff will provide a summary of the site walk at the meeting. It is recommended that the results of the site walk and visual impact test be discussed at the meeting on July 21st and incorporated into the record.

- d. In addition to requiring a Special Exception, the project will also require approval by the Planning Board for a major site plan application. It is recommended that the Board request formal input from the Planning Board.

At the July 7, 2022 ZBA meeting, members formally requested input and comments from the Planning Board. The item has been placed on the July 19, 2022 Planning Board agenda for discussion and input regarding the height. Staff will provide a summary of the discussion to the Board at the next scheduled meeting.

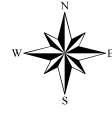
- e. At the July 7, 2022 ZBA meeting, the Board requested traffic information related the proposed 216 units and potential impacts to South Street/Rte 13, Union Street Clinton Street, Armory Road, Emerson Road, and Route 101.

In response, the applicant provided a technical memorandum and Traffic Impact & Access Stud detailing and analyzing the traffic impacts of the 216 proposed multi-family units. See attached Traffic Impact And Access Study dated July 2022.

- f. At the July 7, 2022 ZBA meeting, the Board requested general input from the Conservation Commission. Staff anticipates receipt of correspondence prior to the next scheduled meeting.

Aerial Photos of Subject Property:





Map 43 Lot 69

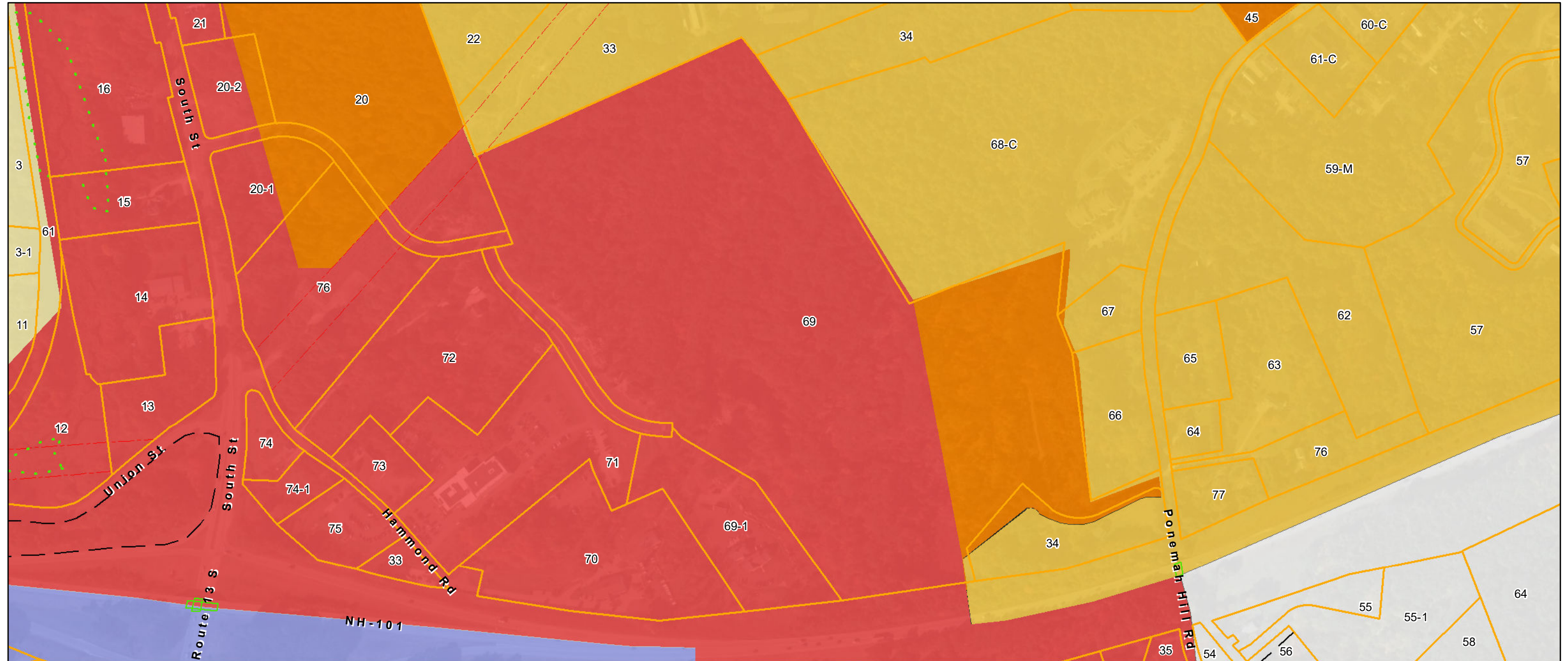
Zoning Map

1 inch = 350 Feet



www.cai-tech.com

July 2, 2022



Private Road	Utility	Residence B
Property Line	Bridge	Residence R
Public Road	Intergrated Commercial Industrial	
Wetland	Commercial	
Right of Way	Limited Commercial	
Private Road ROW	Residence A	

Data shown on this map is provided for planning and informational purposes only. The municipality and CAI Technologies are not responsible for any use for other purposes or misuse or misrepresentation of this map.

CHRISTOPHER A. SWINIARSKI
Admitted in NH and MA

Devine, Millimet & Branch
111 Amherst Street
Manchester, NH 03105

Direct Dial: 603.695-8709
cswiniarski@devinemillimet.com

July 12, 2022

VIA email to Lincoln Daley: ldaley@milford.nh.gov

Zoning Board of Adjustment (the "Board")
Town of Milford
1 Union Square
Milford, NH 03055

RE: Amendment to Application for Special Exception (the "Application") of TM Bolduc Holdings, LLC (the "Applicant") for building heights in excess of 35 feet at Tax Map 43 Lot 69, on Ponemah Hill Road, Milford, NH (the "Property")

Hello Board Members:

The purpose of this submission is to amend the above referenced application pursuant to the Board's discussion at its July 7, 2022 public meeting. Specifically, the Applicant hereby amends the application for Special Exception from allowing a height of 56 feet to allowing a height of 56 feet for all buildings, plus up to 10 additional feet for any architectural components or accessories required by the Town of Milford Planning Board to be placed above the roofline of any of the buildings. Thank you.

Sincerely,



Christopher Swiniarski
Attorney for TM Bolduc Holdings, LLC



CHRISTOPHER A. SWINIARSKI
Admitted in NH and MA

Devine, Millimet & Branch, P.A.
111 Amherst Street
Manchester, NH 03105

Direct Dial: 603.695-8709
cswiniarski@devinemillimet.com

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Application for Special Exception

The Q

Ponemah Hill Road, Milford, NH

Tax Map 43 Lot 69

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Application for Special Exception	2.
Project Narrative and Special Exception Criteria	3.
Conceptual Site Plan	4.
Elevation Plans	5.
Abutter's List	6.
Tax Map	7.
GIS Map	8.
Letter of Authorization	9.

May 19, 2022



ZBA Application
MILFORD ZONING BOARD OF ADJUSTMENT
GENERAL PROPERTY INFORMATION FOR ALL APPLICATIONS

PROPERTY INFORMATION

Street Address: Ponemah Hill Road

Tax Map / Parcel #: Map 43 Lot 69 Lot Size: 60.73 acres +/-

PROPERTY CURRENTLY USED AS

Vacant land - historic quarry site

If the application involves multiple lots with different owners, attach additional copies of this page.

PROPERTY OWNER

Name: Salt Creek Properties, L.L.C.

Address: P.O. Box 967

City/State/Zip: Amherst, New Hampshire 03031

Phone: () (603) 554-1749

Email: tqinn@tfqtitle.com

APPLICANT/REPRESENTATIVE

The applicant is the person who is making this proposal on behalf of themselves, the owner or a third party. This is usually the same as the property owner, but might be a tenant, someone who plans to purchase the property, an engineer or lawyer, etc. If the applicant is the same as the owner, just check "Same as owner" and leave the rest of this section blank.

APPLICANT/REPRESENTATIVE

SAME AS OWNER

Name: TM Bolduc Holdings, LLC

Address: c/o Devine Millimet, 111 Amherst Street

City/State/Zip: Manchester, NH 03101

Email: cswiniarski@devinemillimet.com

Phone: () 603-695-8709 Cell: ()

The undersigned property owner(s) hereby authorize(s) the filing of this application and agree to comply with all code requirements applicable to this application.

5/19/22

Property Owner's signature

Date:

Date Received: _____

Case Number: _____

Application Number: _____

Hearing Date: _____

Decision Date: _____

Decision: _____

Zoning District (check one):

- Residence A
- Residence B Residence R
- Commercial
- Limited Commercial
- Industrial
- Integrated Commercial-Industrial
- Integrated Commercial-Industrial-2

Overlay District (check any that apply):

- West Elm Street Overlay
- Nashua/Elm Street Overlay
- Commerce & Community Overlay
- Open Space & Conservation
- Wetlands Conservation
- Groundwater Protection
- Floodplain Management

APPLICATION FEES

Application Fee: \$75.00

Abutters Fee: \$4 x _____

Amount received: _____

Date Received: _____

Check _____ Cash _____

THE FEES ASSOCIATED WITH THIS APPLICATION DO NOT APPLY TO ANY OTHER FEES REQUIRED FOR APPROVAL OF THIS PROJECT. PLANNING, IMPACT, BUILDING AND OTHER FEES MAY APPLY.



ZBA Application – Special Exception
MILFORD ZONING BOARD OF ADJUSTMENT

Date Received: _____
 Case Number: _____
 Application #: _____
 Date Complete: _____
 Hearing Date: _____
 Decision Date: _____
 Decision: _____

PROPERTY INFORMATION

Street Address: Ponemah Hill Road

Tax Map / Parcel #: Map 43, Lot 69

A Special Exception is a use which is permitted by the Zoning Ordinance, but requires approval from the Zoning Board of Adjustment. Most special exceptions have a list of additional criteria that must be met in order for the ZBA to approve the application.

***Note that in addition to the specific criteria that may be listed for a particular special exception, all special exceptions are subject to the general criteria in Section 10.02.1 of the Zoning Ordinance.**

What section of the Zoning Ordinance are you applying under?

Article 5 Section 5.8 C and/or 7.7 C

Describe the **use** you are proposing under the above section of the Ordinance.

Multi-family residential development

**Application for
 (check all that apply):**

- Change/Expansion of Non-conforming Use/Structure (2.03.1.C)
- Wetland Buffer Impact (6.02.6)
- Accessory Dwelling Unit (10.2.6)
- Office in Res-A & B (10.2.7)
- Home Business (7.12.6)
- Side/Rear Yard Setback Reduction (Zoning District Specific)
- Other

General Criteria Section 10.02.1

Describe the project you are requesting a Special Exception for:

Redevelop abandoned old quarry property into 6 buildings of multi-family housing with approximately 216 units on approximately 43 acres of available land on a parcel which is approximately 60 acres.

Explain how the proposal meets the general criteria as specified in Article X, Section 10.02.1 of the Zoning Ordinance:

A. The proposed use is similar to those permitted in the district because:

see project narrative and special exception criteria at Tab 3

B. The specific site is an appropriate location for the proposed use because:

see project narrative and special exception criteria at Tab 3

C. The use as developed will not adversely affect the adjacent area because:

see project narrative and special exception criteria at Tab 3

D. There will be no nuisance or serious hazard to vehicles or pedestrians because:

see project narrative and special exception criteria at Tab 3

E. Adequate appropriate facilities will be provided for the proper operation of the proposed use because:

see project narrative and special exception criteria at Tab 3

May 19, 2022

VIA Hand Delivery
Zoning Board of Adjustment (the "Board")
Town of Milford
1 Union Square
Milford, NH 03055

RE: Application for Special Exception (the "Application") of TM Bolduc Holdings, LLC (the "Applicant") for building heights in excess of 35 feet at Tax Map 43 Lot 69, on Ponemah Hill Road, Milford, NH (the "Property")

Hello Board Members:

The purpose of this submission is to provide you with the information evidencing the Applicant's compliance with the Special Exception criteria set forth in of the Town of Milford Zoning Ordinance, 2022 Edition (the "Ordinance"). Specifically, this submission addresses the special exception criteria for building heights in excess of 35 feet as set forth in § 5.05.8 C (C District) or § 5.07.7 C (LC District) of the Ordinance.

INTRODUCTION

The Property is an approximately 61 acre parcel located off of Ponemah Hill Road. It is in partially in the C zoning district, and partially in the LCB zoning district. The Property is currently vacant land, but was historically one of the many granite quarries in Milford. The Property is surrounded by dense vegetative buffers to the North, South, East, and partially to the West, with some commercial development to the South West on Hammond Road. Access to the Property and proposed development would be via Stoneyard Drive out to Route 13, linking residents to Rt 101.

The Applicant requests a Special Exception to construct six (6) buildings in the development at heights that exceed the Ordinance's stated maximums of 40 (C District) and 35 (LC District) feet. Specifically, both § 5.05.8 (C District) or § 5.07.7 (LC District) state as follows (highlighting added):

5.05.8 HEIGHT REQUIREMENTS (2005)

A. *The maximum height of a building or structure in the Commercial District shall be forty (40) feet, except as noted in B. below.*

B. The maximum height of school and municipal buildings or structures in the Commercial District shall be forty-five (45) feet.

C. A Special Exception shall be required for heights greater than allowed in either A or B above.

5.07.7 HEIGHT REQUIREMENTS (2005)

A. The maximum height of a building or structure in the Limited Commercial-Business District shall be thirty-five (35) feet, except as noted in B. below.

B. The maximum height of school and municipal buildings or structures in the Limited Commercial-Business District shall be forty-five (45) feet.

C. A Special Exception shall be required for heights greater than allowed in either A or B above.

The Applicant seeks the Special Exception analyzed below to construct the six (6) buildings of the proposed development at the heights set forth in the table below. Building designations are shown on the Conceptual Site Plan found at Tab 4. The elevations showing the heights are depicted on the Elevation Plans found at Tab 5. The maximum height of buildings by the Special Exception sought in this Application will be 56 feet.

Building	Front Height	Rear Height	Side Heights
B	56'	56'	56'
C	56'	56'	56'
D	56'	56'	56'
E	56'	56'	56'
F	56'	46'	51'
G	56'	46'	51'

ANALYSIS

Section 10.02.1 of the Ordinance provides the following special exception criteria in pertinent part:

The Board of Adjustment, in acting on an application for a special exception shall take into consideration the following conditions: (1992)

- A. *The proposed use shall be similar to those permitted in the district.*
- B. *The specific site is an appropriate location for the proposed use.*
- C. *The use as developed will not adversely affect the adjacent area.*
- D. *There will be no nuisance or serious hazard to vehicles or pedestrians.*
- E. *Adequate appropriate facilities will be provided for the proper operation of the proposed*

use.

The Applicant provides the following analysis for each of the foregoing criteria:

A. The proposed use shall be similar to those permitted in the district.

The proposed use is a multi-family residential development, which is expressly permitted in both the LC and C Districts. Sections 5.05.01 P (C District) and 5.07.01 H (LC District) specifically allow as an "Acceptable Use" the following:

"Two-family and multi-family dwellings and their accessory uses and structures, with their related conditions set forth in the Residence "B" District."

Section 5.03.01 C. (pertaining to the RB District) specifically allows as an "Acceptable Use" the following:

"Multi-family dwellings with municipal sewerage and water systems and their accessory uses and structures."

The proposed project that is the subject of this Application will be served by municipal sewerage and water systems accessed from Ponemah Hill Road via the gated utility road shown at the Eastern edge of the Conceptual Site Plan at Tab 4. It is therefore fully compliant with this criteria for Special Exception.

Similar use completed in the past five years located east of the Property.



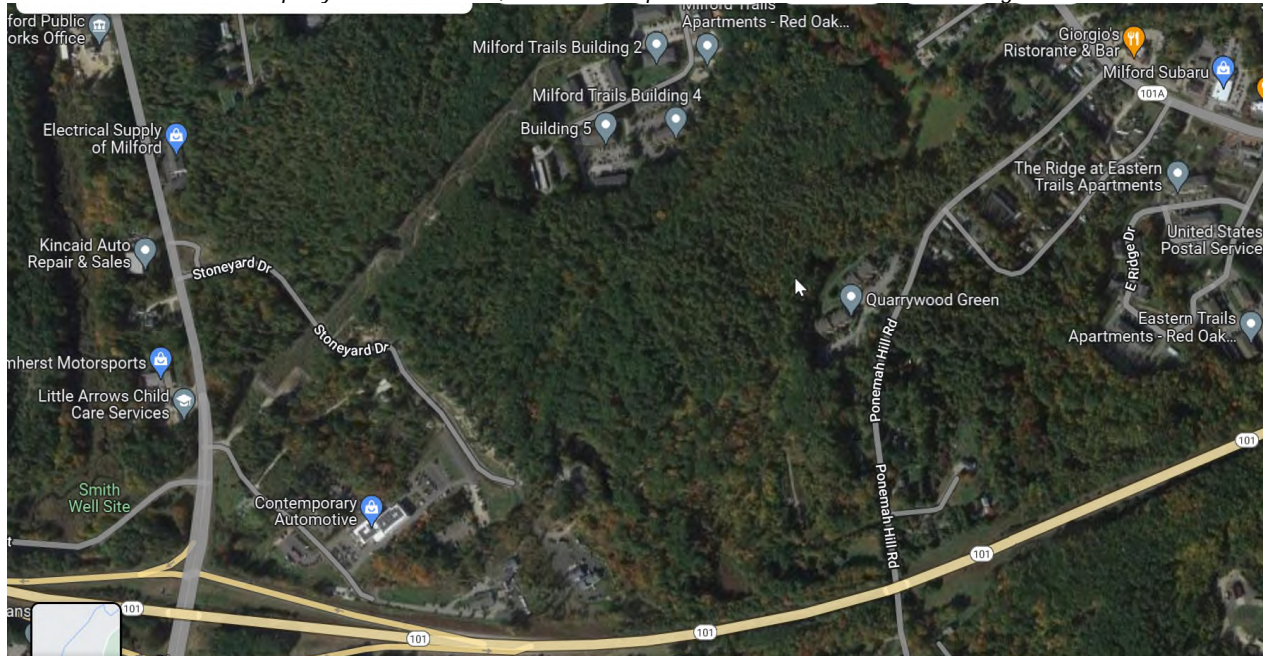
B. The specific site is an appropriate location for the proposed use.

The Property is quite perfectly suited for the proposed use. Among other things:

- Proposed use is expressly allowed in the zoning district in which the Property is located
- Access to the property is virtually direct to Route 13 from Stoneyard Road and from there only approximately 1,500 feet to Route 101.
- The Property is not visible from residential properties in the community, or from Route 13 or Route 101.

- The proposed project on the Property is an adaptive re-use of a historic quarry site that utilizes the land for much needed housing while leaving large areas of land undeveloped and green.
- The proposed project conserves vast wetlands while making the best use of the density allowed by the Ordinance, i.e., 5 units per acre.

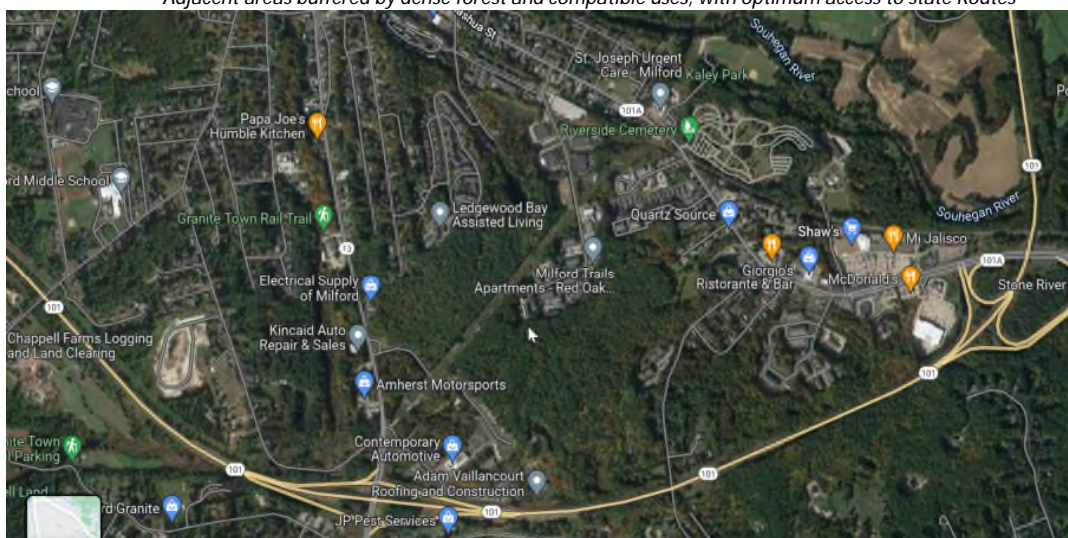
Property shown at middle, with several apartments and amenities surrounding



C. The use as developed will not adversely affect the adjacent area.

Quite the opposite, proposed use will be a vital enhancement to the adjacent commercial areas on Route 13 and Route 101, providing a significant additional customer base that will be an economic boost to this micro-economy. This economic boost comes with no discernable detriment, as the buildings even at their tallest 56 foot height will not be visible from any surrounding properties. There will be no adverse effect on water supplies or septic capabilities, as the project will utilize municipal utilities for both.

Adjacent areas buffered by dense forest and compatible uses, with optimum access to state Routes



D. There will be no nuisance or serious hazard to vehicles or pedestrians.

The proposed project has no discernable way to cause nuisance or hazard to pedestrians or vehicles. As stated above, the housing units will access Route 13 from Stoneyard Road only, and Route 101 from Route 13. The Applicant has commenced a traffic study in anticipation of its site plan review before the Planning Board. Preliminary results show no significant impact to vehicular traffic.

E. Adequate appropriate facilities will be provided for the proper operation of the proposed use.

The proposed project requires no extraordinary facilities and will utilize municipal water and sewer. Residents of the community will have ample parking, including garage parking under several of the buildings. As shown on the Conceptual Site Plan, large areas of the development will remain green.

SUMMARY

The Applicant seeks to provide much needed housing by reuse of a historic granite quarry at the Property now abandoned. The proposal unquestionably meets the exception special exception criteria as noted above, and largely exceeds the criteria in several instances. The Ordinance expressly allows for the increased height that the Applicant seeks when the Special Exception criteria are met as set forth above. The Applicant therefore respectfully requests that this Board grant the Special Exception sought for 56' building heights for the proposed use described above, which will be known as "The Q." Thank you.

Sincerely,

A handwritten signature in blue ink, appearing to read 'CS', is positioned above the typed name of Christopher Swiniarski.

Christopher Swiniarski
Attorney for TM Bolduc Holdings, LLC

SOILS LEGEND

MAP UNIT	SOIL TYPE
CmC	CANTON FINE SANDY LOAM 8 TO 15 PERCENT SLOPES
CmD	CANTON FINE SANDY LOAM 15 TO 25 PERCENT SLOPES, VERY STONY
CmC	CHATFIELD-HOLLIS COMPLEX 8 TO 15 PERCENT SLOPES, ROCKY
CLD	CHATFIELD-HOLLIS-ROCK OUTCROP COMPLEX 15 TO 35 PERCENT SLOPES
CvA	LEICESTER-WALPOLE COMPLEX STONY, 0 TO 3 PERCENT SLOPES
Qr	QUARRIES
SaB	SCITUATE FINE SANDY LOAM 3 TO 8 PERCENT SLOPES

SOURCE: USDA-SCS WEB SOIL SURVEY
HILLSBOROUGH COUNTY

REFERENCE PLANS:

- "SUBDIVISION PLAN, PONEMAH HILL ROAD." SCALE: 1"=100'. DATED: MAY 8, 1978. PREPARED BY: ALLAN H. SWANSON, INC. H.C.R.D. PLAN #1131
- "BOUNDARY & SUBDIVISION PLAN, CUTTS ESTATE." SCALE: 1"=100'. DATED: JUNE 1, 1995. PREPARED BY: T.F. MORAN INC. H.C.R.D. PLAN #2776
- "SUBDIVISION PLAN LAND OF ROGER G. CHAPPELL." SCALE: 1"=40'. DATED: AUGUST 28, 2000. PREPARED BY: MERIDIAN LAND SERVICES. H.C.R.D. PLAN #30761
- "ALTA/ACSM LAND TITLE SURVEY, WOODLAND HEIGHTS APARTMENTS." SCALE: 1"=50'. DATED: MAY 2, 2003. PREPARED BY: T.F. MORAN INC. H.C.R.D. PLAN #32443
- "EXISTING CONDITIONS PLAN, QUARRYWOOD GREEN CONDOMINIUMS." SCALE: 1"=50', DATED: JULY 7, 2006. PREPARED BY: HOLDEN ENGINEERING & SURVEYING, INC. H.C.R.D. PLAN #36053
- "OVERALL LOT LINE ADJUSTMENT & EASEMENT PLAN." SCALE: AS-SHOWN. DATED: SEPTEMBER 1, 2018. PREPARED BY: SANDFORD SURVEYING AND ENGINEERING. H.C.R.D. PLAN #39063
- "OVERALL SUBDIVISION PLAN MAP 43 LOT 69; SUBDIVISION PLAN MAP 43 LOT 69" SCALE: AS SHOWN. DATED: JUNE 19, 2018. PREPARED BY SANDFORD SURVEYING AND ENGINEERING. H.C.R.D. PLAN #39998



LOCUS MAP
SCALE: 1" = 1000'

NOTES:

- THE PURPOSE OF THIS PLAN IS TO DEPICT THE EXISTING CONDITIONS PRESENT ON MAP 43 LOT 69 IN THE MILFORD, N.H.
- EXISTING LOT AREA:
XXXX
- OWNER OF RECORD:
SALT CREEK PROPERTIES, LLC
P.O. BOX 967
AMHERST, N.H. 03031-0967
BK. 8420 PG. 1596
- THE SUBJECT PARCEL IS LOCATED WITHIN THE COMMERCIAL (C) & LIMITED COMMERCIAL (LC) ZONING DISTRICT. DIMENSIONAL REQUIREMENTS ARE AS FOLLOWS:
FRONT: 30'
SIDE: 15' (30' IF BORDERING A STREET, LANE OR PUBLIC WAY)
REAR: 15'
- HORIZONTAL DATUM IS NAD 83. VERTICAL DATUM IS NAVD 88 OBTAINED THROUGH GPS OBSERVATIONS POST PROCESSED THROUGH NOAA-OPUS.
- TOPOGRAPHIC AND BOUNDARY INFORMATION SHOWN HEREON IS THE RESULT OF AN ACTUAL FILED SURVEY PERFORMED BY THIS OFFICE IN XXX OF 2022.
- THE LOCATION OF ANY UNDERGROUND UTILITY INFORMATION SHOWN ON THIS PLAN IS APPROXIMATE. KEACH-NORDSTROM ASSOCIATES, INC. MAKES NO CLAIM TO THE ACCURACY OR COMPLETENESS OF UTILITIES SHOWN. PRIOR TO ANY EXCAVATION ON SITE THE CONTRACTOR SHALL CONTACT DIG SAFE AT 811.
- EXAMINATION OF THE FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA) FLOOD INSURANCE RATE MAP (FIRM) FOR THE TOWN OF MILFORD MAP NUMBER 33011C04590, PANEL NUMBER 459 OF 701 EFFECTIVE DATE: SEPTEMBER 25, 2009 INDICATES THAT NO PORTION OF THE SUBJECT PARCEL IS LOCATED WITHIN A DESIGNATED FLOOD HAZARD AREA.
- EASEMENTS, RIGHTS AND RESTRICTIONS SHOWN OR IDENTIFIED HEREON ARE THOSE FOUND DURING RESEARCH AT THE HILLSBOROUGH COUNTY REGISTRY OF DEEDS. OTHER EASEMENTS, RIGHTS AND RESTRICTIONS MAY EXIST WHICH A TITLE EXAMINATION OF THE SUBJECT PREMISES MAY DETERMINE.



**EXISTING CONDITIONS
THE Q AT MILFORD**
MAP 43 LOT 69
0 PONEMAH HILL ROAD
MILFORD, NEW HAMPSHIRE
HILLSBOROUGH COUNTY

OWNER OF RECORD:
SALT CREEK PROPERTIES, LLC
P.O. BOX 967
AMHERST, N.H. 03031-0967
BK. 8420 PG. 1596

APPLICANT:
LOYAL HOLDINGS, LLC
131 BURKE STREET
SUITE A
NASHUA, N.H. 03080

KN KEACH-NORDSTROM ASSOCIATES, INC.
Civil Engineering Land Surveying Landscape Architecture
10 Commerce Park North, Suite 303, Bedford, NH 03110 Phone (603) 687-2881

SURVEYOR'S CERTIFICATION:

I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR THOSE UNDER MY DIRECT SUPERVISION. FURTHER, THAT THIS PLAN IS BASED ON AN ACTUAL FIELD SURVEY MADE BY THIS OFFICE DURING XXX OF 2022. SAID SURVEY HAS A RELATIVE ERROR OF CLOSURE OF ONE PART IN TEN THOUSAND (1:10,000) OR BETTER.

LICENSED LAND SURVEYOR DATE

REVISIONS

No.	DATE	DESCRIPTION	BY

DATE: APRIL 11, 2022 SCALE: 1" = 100'
PROJECT NO: 21-1216-1 SHEET 1 OF 1



UTILITY NOTE

THE UNDERGROUND UTILITIES DEPICTED HEREON HAVE BEEN DRAWN FROM FIELD SURVEY INFORMATION AND OR PLOTTED FROM EXISTING DRAWINGS. KEACH-NORDSTROM ASSOCIATES, INC. MAKES NO GUARANTEES THAT THE UNDERGROUND UTILITIES DEPICTED COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. FURTHER, KEACH-NORDSTROM ASSOCIATES, INC. DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED ALTHOUGH THEY ARE LOCATED AS ACCURATELY AS POSSIBLE FROM THE INFORMATION AVAILABLE. KEACH-NORDSTROM ASSOCIATES, INC. HAS NOT PHYSICALLY LOCATED THE UNDERGROUND PORTIONS OF THE UTILITIES.

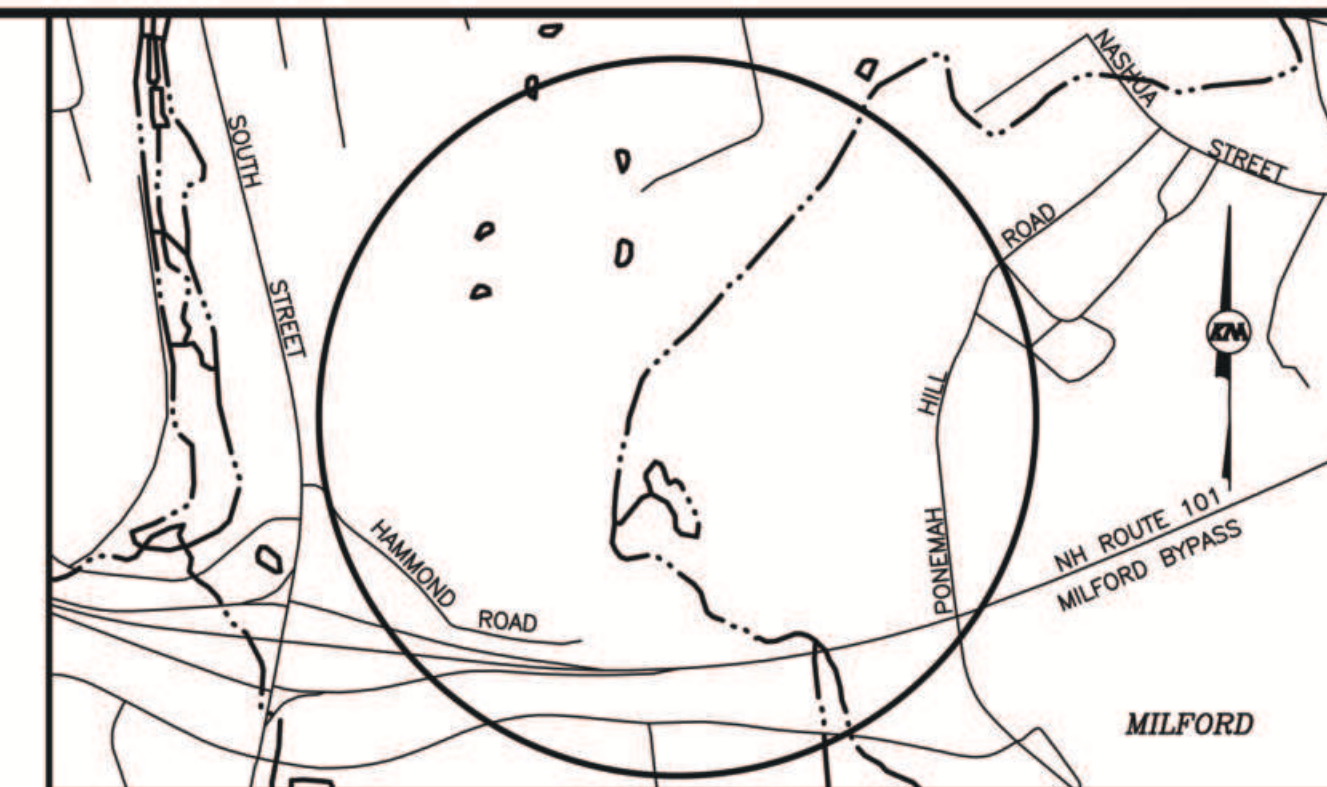
SOILS LEGEND

MAP UNIT	SOIL TYPE
CaC	CANTON FINE SANDY LOAM 8 TO 15 PERCENT SLOPES
CmD	CANTON FINE SANDY LOAM 15 TO 25 PERCENT SLOPES, VERY STONY
CaC	CHATFIELD-HOLLIS COMPLEX 8 TO 15 PERCENT SLOPES, ROCKY
CLD	CHATFIELD-HOLLIS-ROCK OUTCROP COMPLEX 15 TO 35 PERCENT SLOPES
CvA	LEICESTER-WALPOLE COMPLEX STONY, 0 TO 3 PERCENT SLOPES
Qr	QUARRIES
SaB	SCITUATE FINE SANDY LOAM 3 TO 8 PERCENT SLOPES

SOURCE: USDA-SCS WEB SOIL SURVEY
HILLSBOROUGH COUNTY

REFERENCE PLANS:

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- "BOUNDARY & SUBDIVISION PLAN, CUTTS ESTATE." SCALE: 1"=100'. DATED: JUNE 1, 1995. PREPARED BY: T.F. MORAN INC. H.C.R.D. PLAN #2776
- "SUBDIVISION PLAN LAND OF ROGER G. CHAPPELL." SCALE: 1"=40'. DATED: AUGUST 28, 2000. PREPARED BY: MERIDIAN LAND SERVICES. H.C.R.D. PLAN #30761
- "ALTA/ACSM LAND TITLE SURVEY, WOODLAND HEIGHTS APARTMENTS." SCALE: 1"=50'. DATED: MAY 2, 2003. PREPARED BY: T.F. MORAN INC. H.C.R.D. PLAN #32443
- "EXISTING CONDITIONS PLAN, QUARRYWOOD GREEN CONDOMINIUMS." SCALE: 1"=50'. DATED: JULY 7, 2006. PREPARED BY: HOLDEN ENGINEERING & SURVEYING, INC. H.C.R.D. PLAN #35053
- "OVERALL LOT LINE ADJUSTMENT & EASEMENT PLAN." SCALE: AS-SHOWN. DATED: SEPTEMBER 1, 2016. PREPARED BY: SANDFORD SURVEYING AND ENGINEERING. H.C.R.D. PLAN #39063
- "OVERALL SUBDIVISION PLAN MAP 43 LOT 69; SUBDIVISION PLAN MAP 43 LOT 69" SCALE: AS SHOWN. DATED: JUNE 19, 2018. PREPARED BY SANDFORD SURVEYING AND ENGINEERING. H.C.R.D. PLAN #39996



LOCUS MAP
SCALE: 1" = 1000'

NOTES:

- THE PURPOSE OF THIS PLAN IS TO DEPICT THE EXISTING CONDITIONS PRESENT ON MAP 43 LOT 69 IN THE MILFORD, N.H.
- EXISTING LOT AREA:
XXXX
- OWNER OF RECORD:
SALT CREEK PROPERTIES, LLC
P.O. BOX 967
AMHERST, N.H. 03031-0967
BK. 8420 PG. 1596
- THE SUBJECT PARCEL IS LOCATED WITHIN THE COMMERCIAL (C) & LIMITED COMMERCIAL (LC) ZONING DISTRICT. DIMENSIONAL REQUIREMENTS ARE AS FOLLOWS:
FRONT: 30'
SIDE: 15' (30' IF BORDERING A STREET, LANE OR PUBLIC WAY)
REAR: 15'
- HORIZONTAL DATUM IS NAD 83 VERTICAL DATUM IS NAVD 88 OBTAINED THROUGH GPS OBSERVATIONS POST PROCESSED THROUGH NOAA-OPUS.
- TOPOGRAPHIC AND BOUNDARY INFORMATION SHOWN HEREON IS THE RESULT OF AN ACTUAL FILED SURVEY PERFORMED BY THIS OFFICE IN XXX OF 2022.
- THE LOCATION OF ANY UNDERGROUND UTILITY INFORMATION SHOWN ON THIS PLAN IS APPROXIMATE. KEACH-NORDSTROM ASSOCIATES, INC. MAKES NO CLAIM TO THE ACCURACY OR COMPLETENESS OF UTILITIES SHOWN. PRIOR TO ANY EXCAVATION ON SITE THE CONTRACTOR SHALL CONTACT DIG SAFE AT 811.
- EXAMINATION OF THE FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA) FLOOD INSURANCE RATE MAP (FIRM) FOR THE TOWN OF MILFORD MAP NUMBER 33011C0459D, PANEL NUMBER 459 OF 701 EFFECTIVE DATE: SEPTEMBER 25, 2009 INDICATES THAT NO PORTION OF THE SUBJECT PARCEL IS LOCATED WITHIN A DESIGNATED FLOOD HAZARD AREA.
- EASEMENTS, RIGHTS AND RESTRICTIONS SHOWN OR IDENTIFIED HEREON ARE THOSE FOUND DURING RESEARCH AT THE HILLSBOROUGH COUNTY REGISTRY OF DEEDS. OTHER EASEMENTS, RIGHTS AND RESTRICTIONS MAY EXIST WHICH A TITLE EXAMINATION OF THE SUBJECT PREMISES MAY DETERMINE.



MAP 43 LOT 71
HAMMER FAMILY REALTY L LLC
219 CAMPBELL ROAD
BEDFORD, N.H. 03110
BK. 8917 PG. 822

MAP 43 LOT 68-C
NEW POINT, LLC
1 VILLAGE LANE
LITTLETON, MA. 01460
BK. 8884 PG. 1026

MAP 43 LOT 67
ERIN WHITE
79 PONEMAH HILL ROAD
MILFORD, N.H. 03055-4926
BK. 6311 PG. 2813

MAP 43 LOT 66
MAUREEN M. O'REILLY
91 PONEMAH HILL ROAD
MILFORD, N.H. 03055-4926
BK. 4717 PG. 27

MAP 48 LOT 34
STEPHANIE H. SUTHERLAND
115 PONEMAH HILL ROAD
MILFORD, N.H. 03055-4926
BK. 6310 PG. 785



UTILITY NOTE

THE UNDERGROUND UTILITIES DEPICTED HEREON HAVE BEEN DRAWN FROM FIELD SURVEY INFORMATION AND OR PLOTTED FROM EXISTING DRAWINGS. KEACH-NORDSTROM ASSOCIATES, INC. MAKES NO GUARANTEES THAT THE UNDERGROUND UTILITIES DEPICTED COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. FURTHER, KEACH-NORDSTROM ASSOCIATES, INC. DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED ALTHOUGH THEY ARE LOCATED AS ACCURATELY AS POSSIBLE FROM THE INFORMATION AVAILABLE. KEACH-NORDSTROM ASSOCIATES, INC. HAS NOT PHYSICALLY LOCATED THE UNDERGROUND PORTIONS OF THE UTILITIES.

SURVEYOR'S CERTIFICATION:

I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR THOSE UNDER MY DIRECT SUPERVISION. FURTHER, THAT THIS PLAN IS BASED ON AN ACTUAL FIELD SURVEY MADE BY THIS OFFICE DURING XXXX OF 2022. SAID SURVEY HAS A RELATIVE ERROR OF CLOSURE OF ONE PART IN TEN THOUSAND (1:10,000) OR BETTER.

LICENSED LAND SURVEYOR

DATE

EXISTING CONDITIONS
THE Q AT MILFORD
MAP 43 LOT 69
0 PONEMAH HILL ROAD
MILFORD, NEW HAMPSHIRE
HILLSBOROUGH COUNTY

OWNER OF RECORD: SALT CREEK PROPERTIES, LLC P.O. BOX 967 AMHERST, N.H. 03031-0967 BK. 8420 PG. 1596	APPLICANT: LOYAL HOLDINGS, LLC 131 BURKE STREET SUITE A NASHUA, N.H. 03060
--	---

KMA KEACH-NORDSTROM ASSOCIATES, INC.
Civil Engineering Land Surveying Landscape Architecture
10 Commerce Park North, Suite 3B, Bedford, NH 03110 Phone (603) 627-2881

REVISIONS			
No.	DATE	DESCRIPTION	BY


DATE: APRIL 11, 2022	SCALE: 1" = 100'
PROJECT NO: 21-1216-1	SHEET 1 OF 1



FRONT ELEVATION BUILDING B&D

NOT SCALE

THE Q at MILFORD
MILFORD, NEW HAMPSHIRE

BURNELL  **JOHNSON**
ARCHITECTS

80 STARK STREET, MANCHESTER, NEW HAMPSHIRE 03101
(603) 625-5098 (603) 625-5107 FAX

MAY 16, 2022

EMAIL: burnell@burnellarchitects.com



1 Front Bldg C Elev
SCALE: 1/8" = 1'-0"

FRONT ELEVATION BUILDING C
NOT SCALE

THE Q at MILFORD
MILFORD, NEW HAMPSHIRE

BURNELL  JOHNSON
ARCHITECTS

80 STARK STREET, MANCHESTER, NEW HAMPSHIRE 03101
(603) 625-5098 (603) 625-5107 FAX

MAY 16, 2022

EMAIL: burnell@burnellarchitects.com



FRONT ELEVATION BUILDING F&G
SCALE 1/8" = 1'-0"

56'



LEFT SIDE BUILDING ELEVATION F&G
SCALE 1/8" = 1'-0"

51'

THE Q at MILFORD
MILFORD, NEW HAMPSHIRE

BURNELL & JOHNSON
ARCHITECTS

89 STARK STREET, MANCHESTER, NEW HAMPSHIRE 03101
(603) 625-5098 (603) 625-5107 FAX

MAY 16, 2022

EMAIL: tburnell@burnellarchitects.com



46'

REAR ELEVATION BUILDING F&G
SCALE 1/8" = 1'-0"



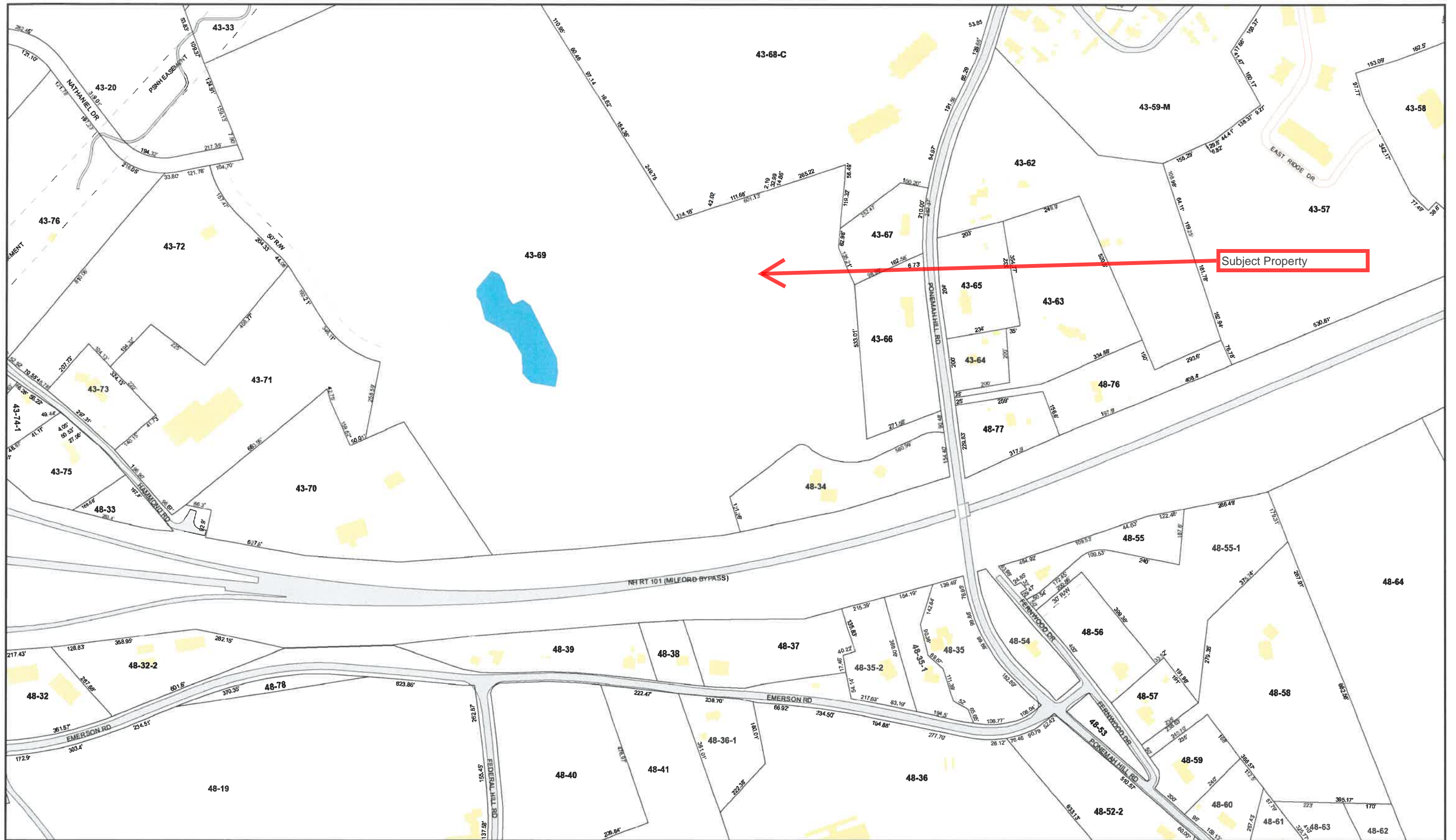
51'

RIGHT SIDE BUILDING ELEVATION F&G
SCALE 1/8" = 1'-0"

THE Q at MILFORD
MILFORD, NEW HAMPSHIRE

BURNELL & JOHNSON
ARCHITECTS
80 STARK STREET, MANCHESTER, NEW HAMPSHIRE 03101
(603) 625-5098 (603) 625-5167 FAX
EMAIL: sburnell@burnellarchitects.com

MAY 16, 2022



- Parcel
- Town Owned Land
- Cemetery
- State
- Class VI
- Wetlands
- Water
- Road
- Abandoned/Discontinued Rd
- Conservation Easement
- Easement
- Private

MILFORD, NH

This document has been prepared to show approximate lot location only. Information shown is not to be used for deed descriptions. The Community Development Department maintains a continuing program to identify and correct errors. The Department makes no claims to the veracity or reliability, or to any implied uses of this representation.

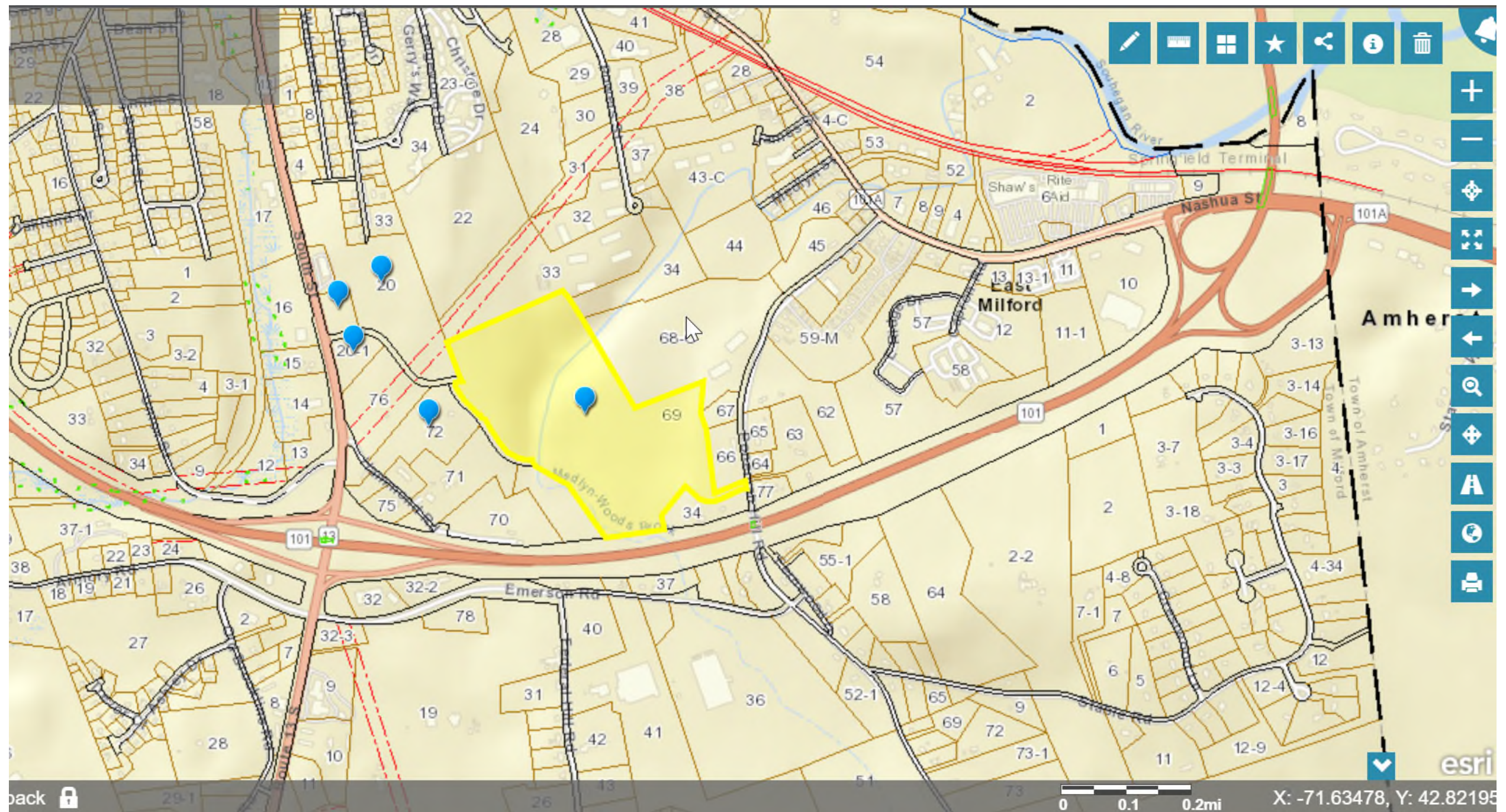


Date:
April 2018
 1 inch approx. 300 feet



G6

THE Q
Milford, NH



TRAFFIC IMPACT AND ACCESS STUDY

RESIDENTIAL DEVELOPMENT
MILFORD, NEW HAMPSHIRE

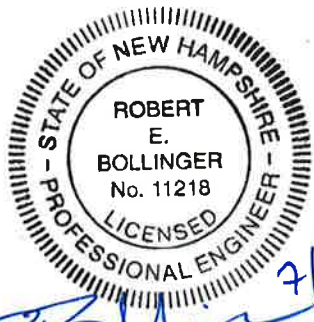
GPI

GPI

116 South River Road
Building B, Suite 1
Bedford, NH 03110
(603) 766-5229

SUBMITTED TO:

Mr. Tommy Bolduc
TM Bolduc Holdings, LLC
131 Burke St., Suite A
Nashua, New Hampshire 03060



[Handwritten signature]
7/12/2022

July 2022

Mr. Tommy Bolduc
Residential Development
Traffic Impact and Access Study
July 2022

TECHNICAL MEMORANDUM

REF: NEX-2021414.00

DATE: July 12, 2022

TO: Mr. Tommy Bolduc
TM Bolduc Holdings, LLC
131 Burke St., Suite A
Nashua, NH 03060

FROM: Mr. Robert E. Bollinger, P.E., PTOE, Senior Project Manager
Mr. Donald Panjaitan, Assistant Designer

RE: Traffic Impact & Access Study
Proposed Residential Development
South Street (NH Route 13) – Milford, New Hampshire

INTRODUCTION

Greenman-Pedersen, Inc. (GPI) has prepared this *Traffic Impact and Access Study* (TIAS) for a proposed residential development to be located at 0 Ponemah Hill Road (Map 43 Block 69) in Milford, New Hampshire. The site is currently vacant. The project consists of constructing 216 garden style apartments housed in 6 (six) separate buildings.

Primary access and egress are proposed to the site via Nathaniel Drive, an existing driveway on the east side of NH Route 13 (South Street), approximately 1,000 feet north of Union Street. Secondary access and egress for emergency purposes only are proposed via a new driveway on the west side of Ponemah Hill Road, approximately 0.2 miles north of Emerson Road. Should the emergency access on Ponemah Hill Road ever be reconsidered as a primary point of access/egress, additional analysis may be required. This TIAS evaluates the traffic impacts and access/egress requirements for the proposed residential development. The requirements of this study were set forth in a scoping meeting conducted with Town officials on April 15, 2022.

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. The site location in relation to the surrounding roadway network is shown on the map on Figure 1.

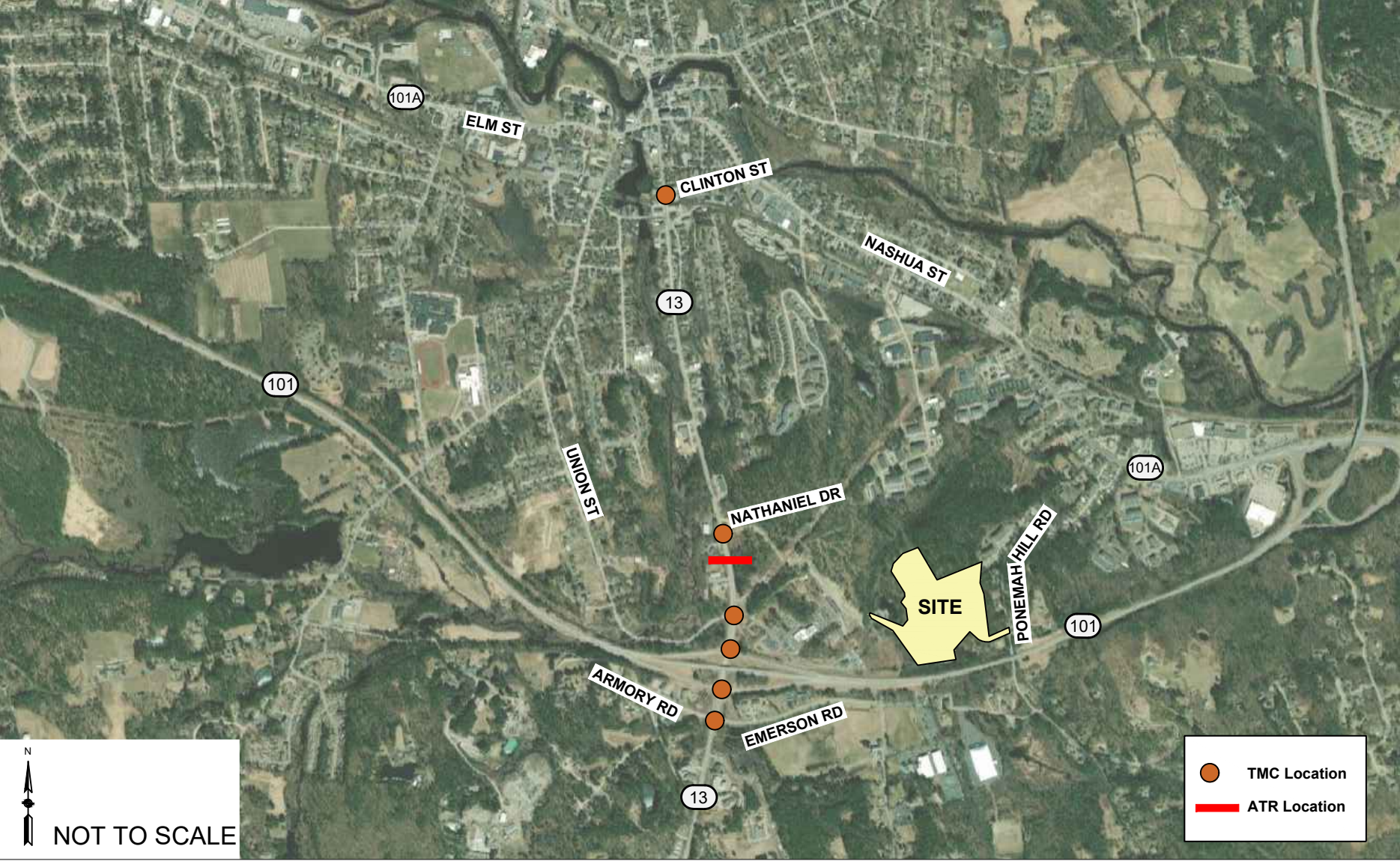


Figure 1
SITE LOCATION MAP

EXISTING CONDITIONS

Study Area

Evaluation of the traffic impacts associated with the proposed project requires an evaluation of existing and 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 based on scoping meeting requirements set forth by Town staff and their review consultant:

- South Street at Nathaniel Drive
- South Street at Clinton Street
- South Street at Union Street
- South Street at NH 101 WB Ramps
- South Street at NH 101 EB Ramps
- South Street at Armory Road & Emerson Road

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.

South Street at Clinton Street

Clinton intersects South Street from the east to and effectively operates as a T-type unsignalized intersection, with the Clinton Street westbound approach under STOP-sign control. It should be noted that a residential driveway is present on the west side of South Street, opposite Clinton Street. However, observed traffic volumes were negligible, and the residential driveway was omitted from all future analysis scenarios. The South Street northbound and southbound approaches each consist of a shared 12-foot travel lane from which all maneuvers are completed. Directions of travel on South Street are delineated by a double-yellow center-line. The Clinton Street westbound consists of a shared 12-foot wide travel lane from which all maneuvers are completed. Directions of travel on Clinton Street are separated by a double-yellow center-line, and a STOP-sign and STOP-bar reinforce the vehicular right-of-way. Sidewalks are provided along the east and west sides of South Street, and the north side of Clinton Street. A crosswalk

is provided along the east and north legs of the intersection. It should be noted that there is an active rail crossing across South Street, approximately 100-feet south of Clinton Street.

South Street at Union Street

Union Street intersects South Street from the west to form a T-type unsignalized intersection, with the Union Street eastbound approach under STOP-sign control. The South Street northbound approach is comprised of a 12-foot through lane and a 12-foot exclusive left-turn lane. The South Street southbound approach consists of a 12-foot travel lane from which all maneuvers are completed. Directions of travel on South Street are delineated by a raised median south of Union Street, and by a painted island north of Union Street. The Union Street eastbound consists of a shared 14-foot wide travel lane from which all maneuvers are completed. Directions of travel on Union Street are separated by a double-yellow center-line, and a STOP-sign and STOP-bar reinforce the vehicular right-of-way. Neither crosswalks nor sidewalks are provided at this location.

South Street at NH Route 101 Westbound Ramps

The NH Route 101 Westbound Ramps intersect South Street from the east and west to form this four-legged unsignalized intersection, with the NH Route 101 Westbound off-ramp under STOP-sign control. The South Street northbound approach is comprised of a 12-foot through lane and a 12-foot exclusive left-turn lane. The South Street southbound approach bifurcates near its intersection with the NH 101 Westbound on-ramp, providing a channelized right-turn lane, separated from the rest of the intersection, effectively removing its influence on other traffic maneuvers. Additionally, an exclusive 12-foot southbound through lane is provided. Directions of travel on South Street are delineated by raised medians north and south of the NH Route 101 Westbound Ramps.

The NH Route 101 Westbound off-ramp consists of 21-foot wide travel lane, and approximately 6-foot wide paved shoulder. Although not delineated, field observations determined that this approach operates with two de-facto approach lanes; a shared through/left-turn lane, and an exclusive right-turn lane. Two flanking STOP-signs and STOP-bar on the NH Route 101 Westbound off-ramp approach reinforce the vehicular right-of-way. Neither crosswalks nor sidewalks are provided at this location.

South Street at NH Route 101 Eastbound Ramps

The NH Route 101 Eastbound Ramps intersect South Street from the east and west to form this four-legged unsignalized intersection, with the NH Route 101 Eastbound off-ramp under STOP-sign control. The South Street southbound approach is comprised of a 12-foot through lane and a 12-foot exclusive left-turn lane. The South Street northbound approach bifurcates near its intersection with the NH 101 Eastbound on-ramp, providing a channelized right-turn lane, separated from the rest of the intersection, effectively removing its influence on other traffic maneuvers. Additionally, an exclusive 12-foot northbound through lane is provided. Directions of travel on South Street are delineated by raised medians north and south of the NH Route 101 Eastbound Ramps.

The NH Route 101 Eastbound off-ramp consists of 22-foot wide travel lane. Although not delineated, field observations determined that this approach operates with two de-facto approach lanes; a shared through/left-turn lane, and an exclusive right-turn lane. Two flanking STOP-signs and STOP-bar on the NH Route 101 Westbound off-ramp approach reinforce the vehicular right-of-way. Neither crosswalks nor sidewalks are provided at this location.

South Street at Armory Road and Emerson Road

Emerson Road intersects South Street from the east, and Armory Road intersects South Street from the west to form this four-legged signalized intersection. The northbound and southbound South Street approaches are each comprised of an exclusive left-turn lane, and exclusive right-turn lane and a through lane. The westbound Emerson Road approach is comprised of an exclusive left-turn lane, an exclusive right-turn lane, and a through lane. The eastbound Armory Road approach is comprised of an exclusive left-turn lane, and a shared through/right-turn lane. Directions of travel on south, east, and west legs are delineated by a double-yellow center-line, while directions of travel on the north leg are separated by a raised median.

The signal operates with four basic phases: northbound and southbound left-turns; all northbound and southbound movements; eastbound and westbound left-turns; and eastbound/westbound through/right-turn movements. An exclusive pedestrian phase, if actuated, is also accommodated. A crosswalk is present on the north leg of the intersection, and a short section of sidewalk is present on the east side of South Street from its intersection with Emerson Road to the NH 101 Eastbound on-ramp. Although there is no connection, there is a short sidewalk stub/platform on the northwest corner of the intersection where South Street intersects Armory Road.

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

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.¹ 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.

¹ NHDOT Data Management System; Group 4 (Urban Highways) Averages, 2017-2019.

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 station². 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). The 2022 Existing traffic-flow networks for the weekday AM, weekday PM, and Saturday midday peak hours are shown graphically on Figures 2.

**TABLE 1
Existing Traffic Volume Summary**

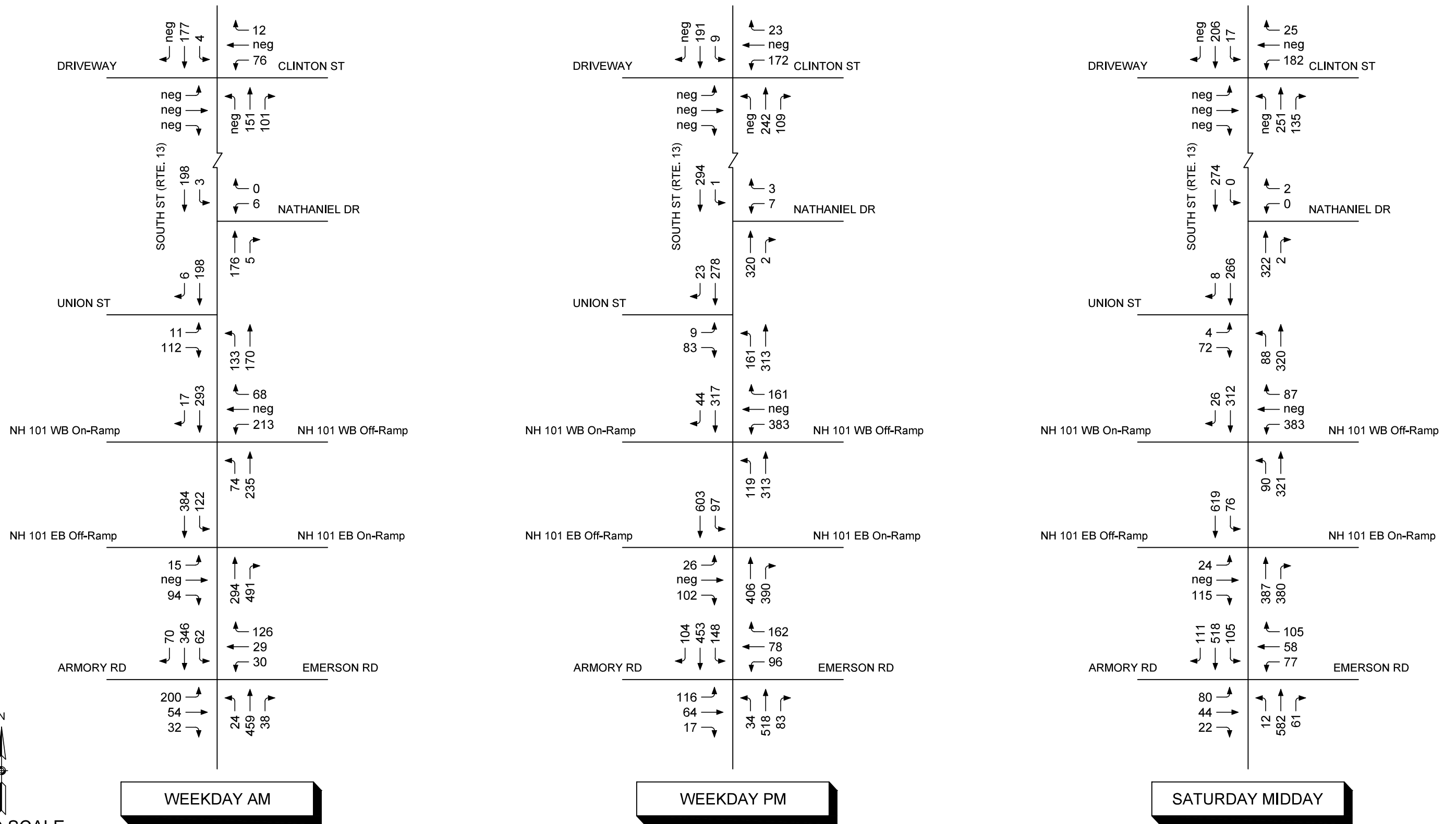
Location/Time Period	Daily Volume (vpd) ^a	Peak Hour Volume (vph) ^a	K Factor (%) ^b	Directional Distribution ^c
South Street, south of Nathaniel Drive:				
Weekday Daily	6,200			
Weekday AM Peak Hour		385	6.2	53% SB
Weekday PM Peak Hour		623	10.0	52% NB
Saturday Daily	5,950			
Saturday Midday Peak Hour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

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

^b Percentage of daily traffic occurring during the peak hour.

^c NB = northbound and SB = southbound.

² NHDOT Count Station 82303057 – NH 13 (South St) north of Milford Bypass



NOT TO SCALE

Figure 2
2022 Existing
Peak Hour Traffic Volumes

Collisions

Collision data for the study area intersections and roadways were obtained from NHDOT for the latest complete three years available (2013-2015). A summary of the applicable crashes at the study area intersections are provided in Table 2. All detailed collision data is provided in the Appendix. It should be noted that a limited set of crash data was received from the Milford, NH Police Department; however, the data lacked sufficient detail necessary for further analysis.

The intersection of South Street / Union Street experienced an average of 1.0 crashes per year over the three-year study period. Approximately 33 percent (1 of 3) of the collisions occurred during inclement weather conditions and 0 percent of the collisions occurred during the weekday commuter peak periods. All three crashes involved single vehicle where two of the crashes were collision with fix objects and the other crashes involved crash with wildlife.

The intersection of South Street / NH Route 101 WB Ramps experienced an average of 1.0 crashes per year over the three-year study period. Approximately 33 percent (1 of 3) of the collisions occurred during inclement weather conditions and 67 percent (2 of 3) of the collisions occurred during the weekday commuter peak periods. All three crashes resulted in non-incapacitating injuries.

All other study area intersections experienced an average of fewer than one collision per year over the three-year study period, indicating no particular safety issue exists.

TABLE 2
Collision Summary

Location	Number of Collisions		Severity ^a				Collision Type ^b						Percent During	
	Total	Average per Year	PD	PI	F	NR	SS	RE	CM	FO	SV	U	Commuter Peak ^c	Wet/Icy Conditions ^d
South Street at Nathaniel Drive	0	0.0	--	--	--	--	--	--	--	--	--	--	--	--
South Street at Union Street	3	1.0	3	--	--	--	--	--	--	2	1	--	0%	33%
South Street at NH Rte. 101 WB Ramps	3	1.0	--	3	--	--	--	--	--	1	1	1	67%	33%
South Street at NH Rte. 101 EB Ramps	1	0.3	--	1	--	--	--	--	--	--	--	1	0%	0%
South Street at Armory Rd/Emerson Rd	1	0.3	1	--	--	--	--	--	--	--	--	1	100%	0%
South Street at Clinton Street	1	0.3	1	--	--	--	--	--	--	--	--	1	100%	100%

Source: NHDOT (2013-2015).

^aPD = property damage only; PI = personal injury; F = fatality, NR = not reported.

^bSS = sideswipe; RE = rear end; CM = cross movement/angle; FO = fixed object; SV = single vehicle; U = unknown.

^cPercent of vehicle incidents that occurred during the weekday AM (7:00 AM-9:00 AM) and weekday PM (4:00 PM -6:00 PM) commuter peak periods.

^dRepresents the percentage of only “known” collisions occurring during inclement weather conditions.

Vehicle Speeds

Vehicle speed measurements were conducted along South Street (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 Nathaniel Road to assure that adequate sight distances exist at the access road 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 ^a	Average Speed ^b	85 th Percentile Speed ^c
South Street, south of Nathaniel Road:			
<i>Northbound</i>	35	40-41	45
<i>Southbound</i>	35	40-41	46

^a In miles per hour (mph).

^b Average speed at which observed vehicles travel. Range of speeds reported, as average varied by day.

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

As shown in Table 3, the average and 85th 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 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)³. 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,

³ *A Policy on Geometric Design of Highways and Streets*; American Association of State Highway and Transportation Officials (AASHTO); 2018.

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 at Nathaniel Drive were measured and compared to minimum requirements as established by AASHTO. Based on the posted and observed speeds, the SSD and ISD requirements at this intersection were calculated. The required minimum sight distances for the driveways are compared to the available distances, as shown in Table 4.

As indicated in Table 4 below, available sight distances at the access road (Nathaniel Drive) on South Street exceed the minimum SSD and ISD requirements for safe operation. Additionally, the NHDOT requirement of 400-feet of All-Season Safe Sight Distance is also satisfied. To ensure that sight lines remain unobstructed, it is recommended that any proposed plantings, vegetation, landscaping, and signing along the Nathaniel Drive or South Street 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.

**TABLE 4
Sight Distance Summary**

Location/Direction	Stopping Sight Distance (feet)		Intersection Sight Distance (feet)		
	Measured	Minimum Required ^a	Measured	Minimum Required ^b	Desirable ^c
South Street (Rte. 13) at Nathaniel Road:					
<i>South of intersection (NB)</i>	500+	360	500+	360	335
<i>North of intersection (SB)</i>	500+	375	500+	375	390

^a Values based on AASHTO requirements for minimum SSD based on 85th percentile speeds; 45 mph for northbound travel and 46 mph for southbound travel on South Street.

^b Values based on AASHTO requirements for SSD.

^c Values based on AASHTO requirements for ISD for posted speed of 35 mph on South Street.

FUTURE CONDITIONS

To estimate the impact of site-generated traffic within the study area, existing traffic volumes were projected to the year expected opening year (2023) of the project, and to the future year of 2033. These design horizons were chosen to be consistent with NHDOT guidelines for the preparation of a traffic study. Traffic volumes on the roadway network at that time will include existing traffic and new traffic due to normal traffic growth, and traffic related to any significant development by others expected to be completed within the area by the 2022 and 2032 design years. Consideration of these factors resulted in the development of 2023 No-Build and 2033 No-Build traffic volumes, which projects traffic without the proposed Project built. The incremental impacts of the proposed project 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 2023 No-Build and 2033 No-Build forecast volumes, two components of traffic growth were considered. First, an annual growth percentage was determined based on the historical traffic count data obtained from NHDOT⁴. 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.

Second, any traffic that may be generated by planned developments that may add a substantial volume of traffic through the study area during the design horizons was considered. Based on discussions with the Milford Planning Department, the following private developments were identified.

- **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 is assumed that site specific traffic will be accounted for under the conservative growth rate.

Planned Roadway Improvements

Based on discussions with the Town of Milford, NHDOT, and after reviewing the NHDOT Roads & Projects Website, the following projects in the vicinity of the proposed development were identified.:

Other nearby projects identified, but not expected to impact the study area, are the following:

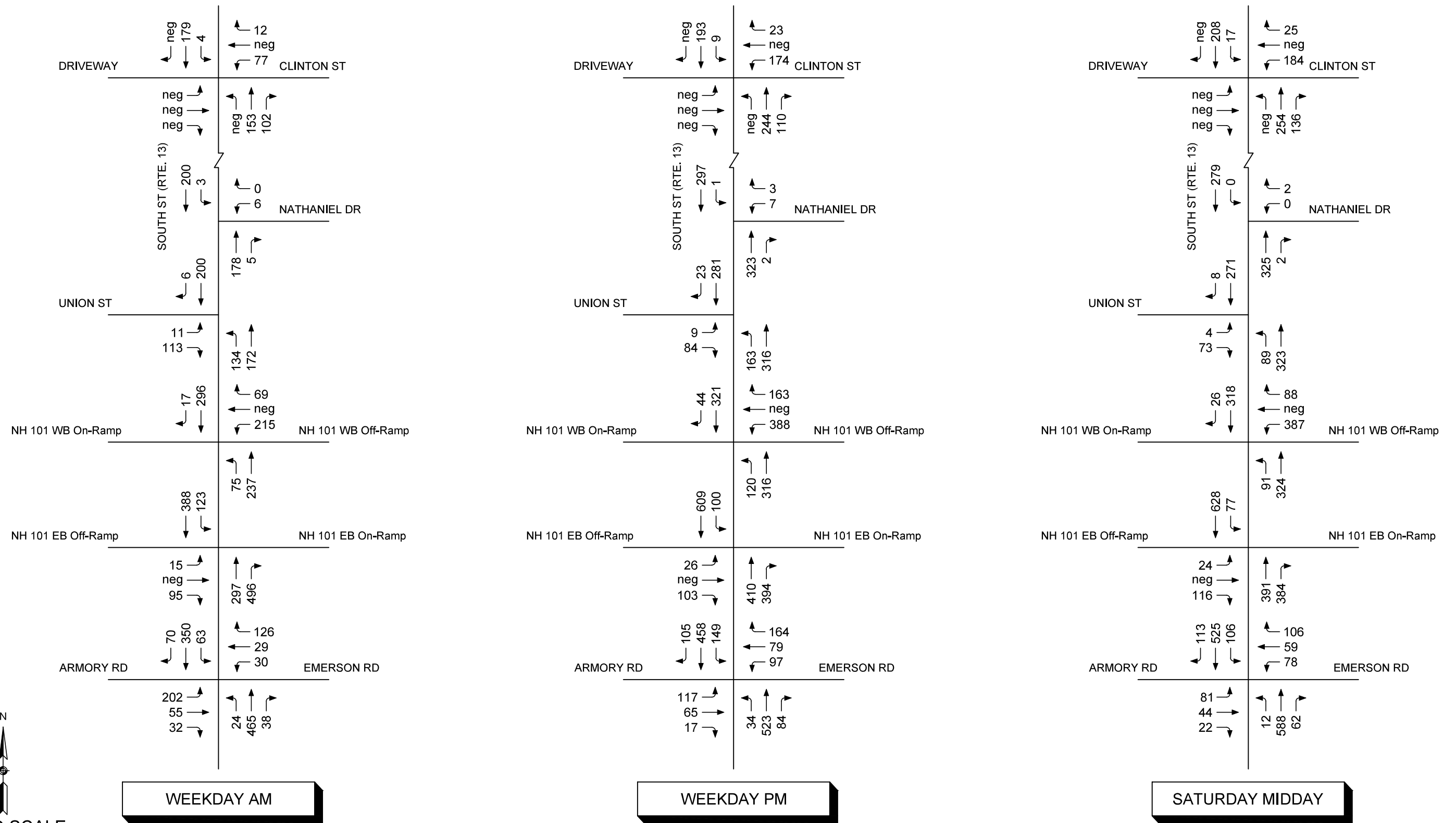
- NHDOT Project No. 43031 – This project is currently under construction, and involves pavement resurfacing operations on NH Route 101 from Blueberry Hill Road in Amherst to Old Wilton Road in Milford. Completion is expected in September 2022.
- NHDOT Project No. 43063 – This project currently under construction, and involves pavement preservation operations on NH Route 13 from the Massachusetts state line to Union Street in Milford. Completion is expected in the fall of 2022.

⁴ NHDOT Transportation Data Management System.

- 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.
- NHDOT Project No. 42470 – This project is in the design phase and involves improvements to the Milford Oval area.

No-Build Conditions

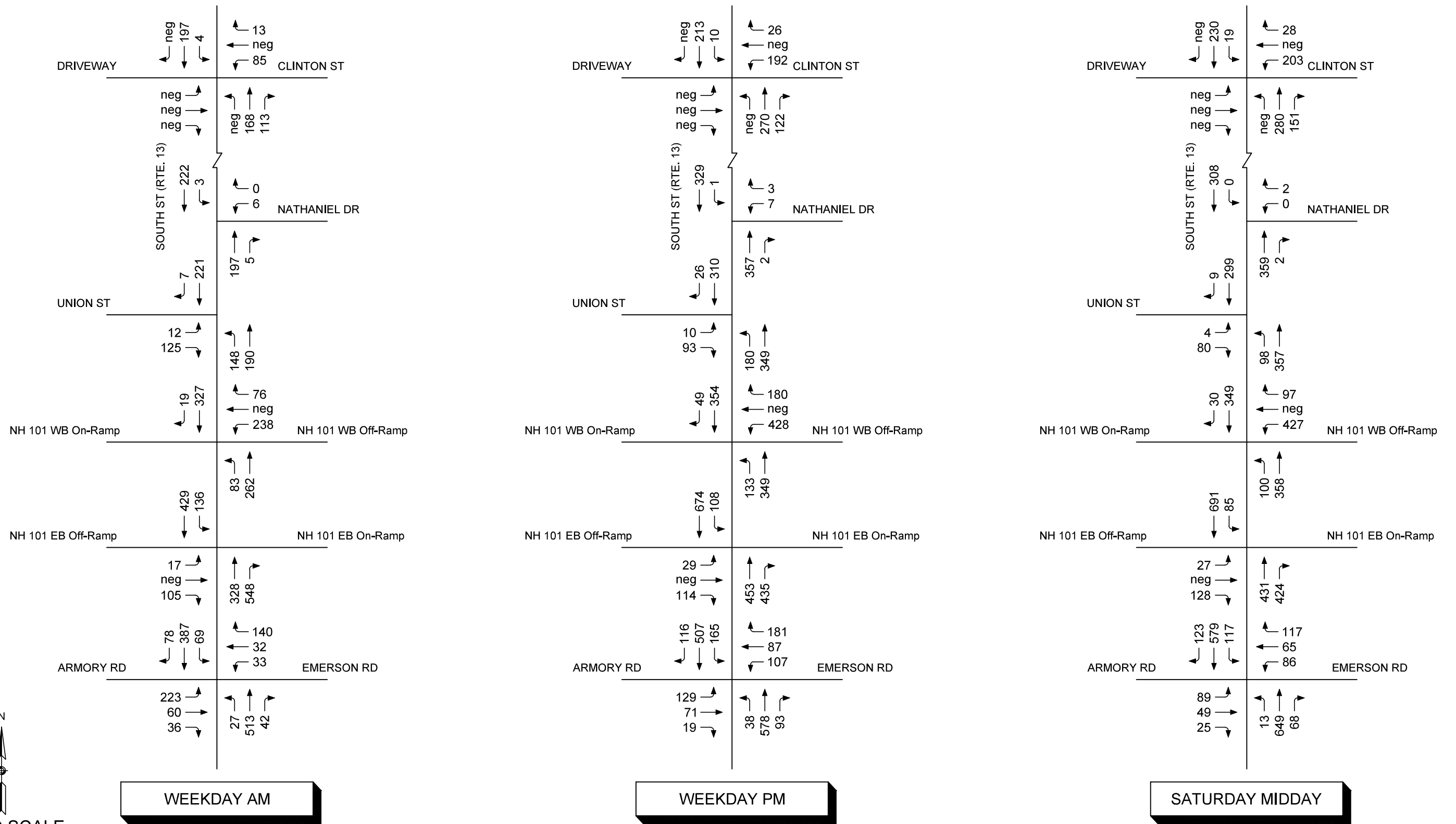
The 2023 No-Build peak-hour traffic volumes were developed by applying a 1.0-percent compounded annual traffic growth rate (1.0 percent compounded over one year) to the 2022 Existing traffic. The 2033 No-Build peak hour traffic volumes were developed by applying an approximately 11.6-percent compounded annual traffic growth rate (1.0 percent compounded over eleven years) to the 2022 Existing traffic volumes. The 2023 and 2033 No-Build peak-hour traffic volumes are shown graphically on Figure 3 and Figure 4, respectively.



NOT TO SCALE

Figure 3

2023 No-Build
Peak Hour Traffic Volumes



NOT TO SCALE

Figure 4
2033 No-Build
Peak Hour Traffic Volumes

Trip Generation

The site is currently vacant. The project consists of construction 216 garden style apartments, that will be comprised of 3- to 7- buildings, and not more than 3 floors per building. Traffic to be generated by the proposed development was forecast using trip rates contained in the ITE Trip Generation Manual, 11th Edition⁵ for Land Use Code (LUC) 221 (Multifamily Housing – Mid-Rise). All trip-generation data are provided in the Appendix. Table 5 Summarizes the results of the trip-generation estimates.

**TABLE 5
Trip Generation Summary**

Time Period/Direction	Proposed Trips ^a
Weekday Daily	984
Weekday AM Peak Hour:	
<i>Enter</i>	19
<i>Exit</i>	<u>64</u>
<i>Total</i>	83
Weekday PM Peak Hour:	
<i>Enter</i>	52
<i>Exit</i>	<u>33</u>
<i>Total</i>	85
Saturday Daily	986
Saturday Midday Peak Hour:	
<i>Enter</i>	44
<i>Exit</i>	<u>43</u>
<i>Total</i>	87

^a Total Site Generated Trips for ITE LUC 221 (Multifamily Housing – Mid-Rise) for 216 dwelling units.

As shown in Table 5, the proposed development is expected to generate 83 vehicles trips (19 entering and 64 exiting) during the weekday AM peak hour, 85 vehicles trips (52 entering and 33 exiting) during the weekday PM peak hour, and 87 vehicle trips (44 entering and 43 exiting) during Saturday midday peak hour.

⁵ *Trip Generation Manual, 11th Edition*. Institute of Transportation Engineers; Washington, DC; 2021.

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 a combination of expected travel route to and from the site, existing travel patterns, and Journey-to-Work data published by the US Census Bureau. Accordingly project generated traffic is expected to be distributed in the following manner: 55 percent to/from the east via NH 101; 10 percent to/from the north via South Street; 10 percent to/from the south via South Street; 5 percent to/from the west via NH 101; 5 percent to/from the east via Emerson Road; 5 percent to/from the west via Armory Road; 5 percent to/from the west via Union Street; and 5 percent to/from the east via Clinton Street.

Build Traffic Volumes

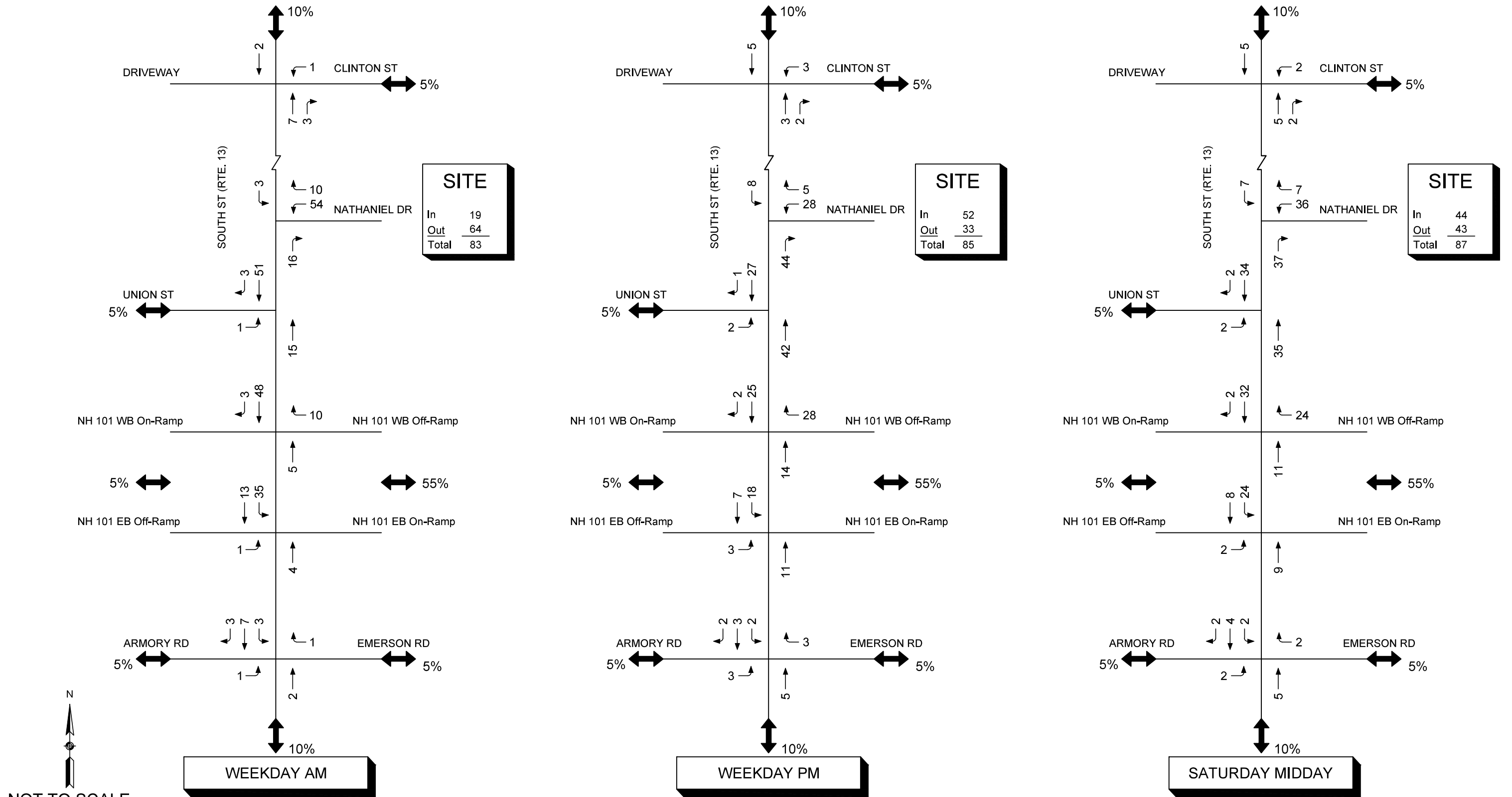
Based on the traffic generation and distribution estimates for this project, the traffic volumes associated with the proposed redevelopment were assigned to the roadway network. The site-generated traffic networks are shown on Figure 5 for the weekday AM, weekday PM, and Saturday midday peak hours. The 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 6 and 7, respectively

Traffic Increases

The proposed development will result in increases in traffic within the study area network. As shown on Figure 5, traffic-volume increases immediately north and south of Nathaniel Drive are expected to be in the range of 14 to 73 vehicles. These increases represent, on average, one additional vehicle trip approximately every 1 to 4 minutes during the peak hours.

Site Access

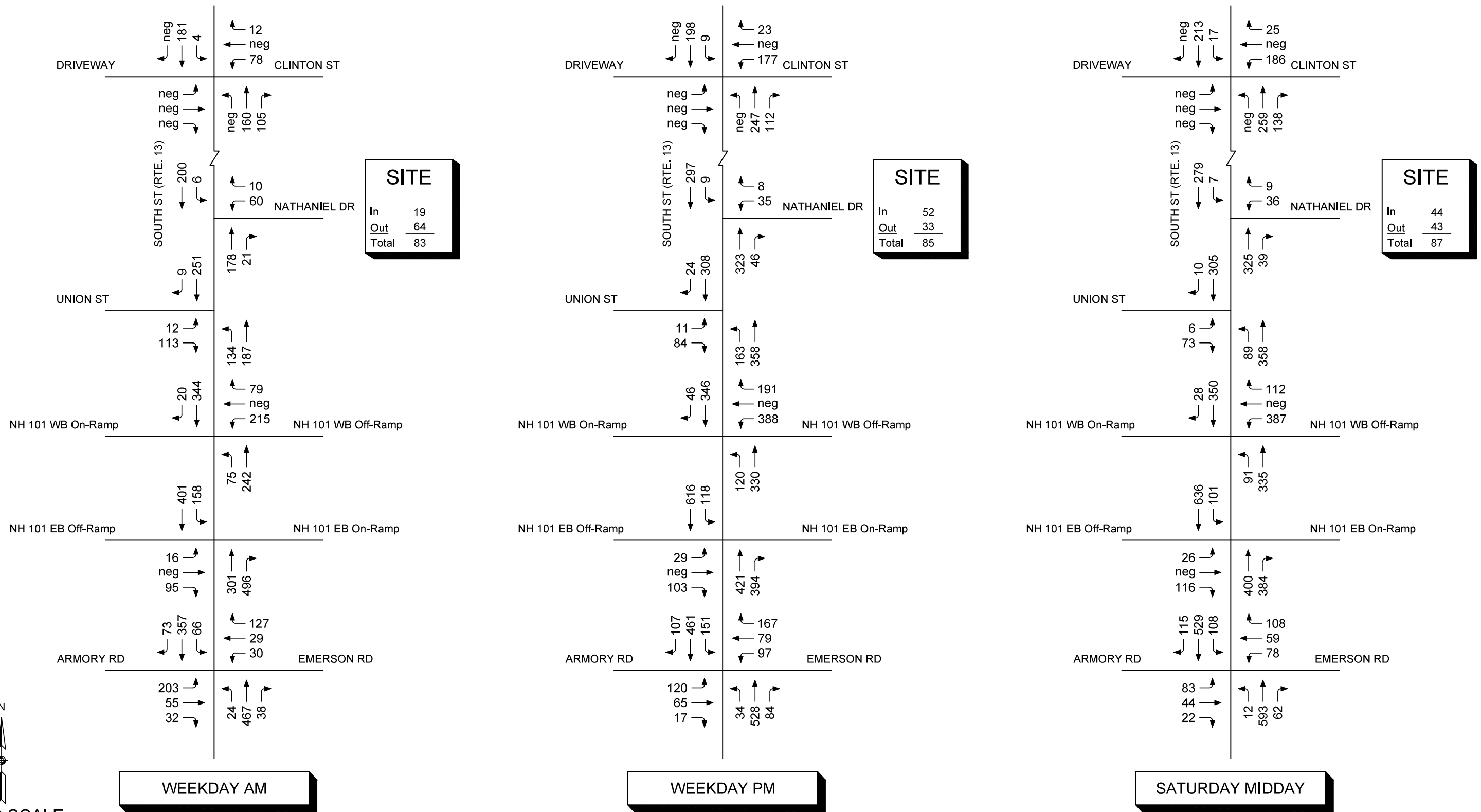
In order to determine the appropriate geometric configuration of South Street on its approaches to Nathaniel Drive, auxiliary turn lane warrants analyses were conducted. These analyses assessed the need for separate left- and right-turn lanes on the mainline approaches to Nathaniel Drive. Based on an analysis of 2033 Build conditions, projected traffic volumes with the proposed residential development fully occupied indicate that neither an exclusive northbound right-turn lane, nor an exclusive southbound left-turn lane on South Street at Nathaniel Drive are warranted. Computations pertaining to this analysis are included in the Appendix.



NOT TO SCALE

Figure 5

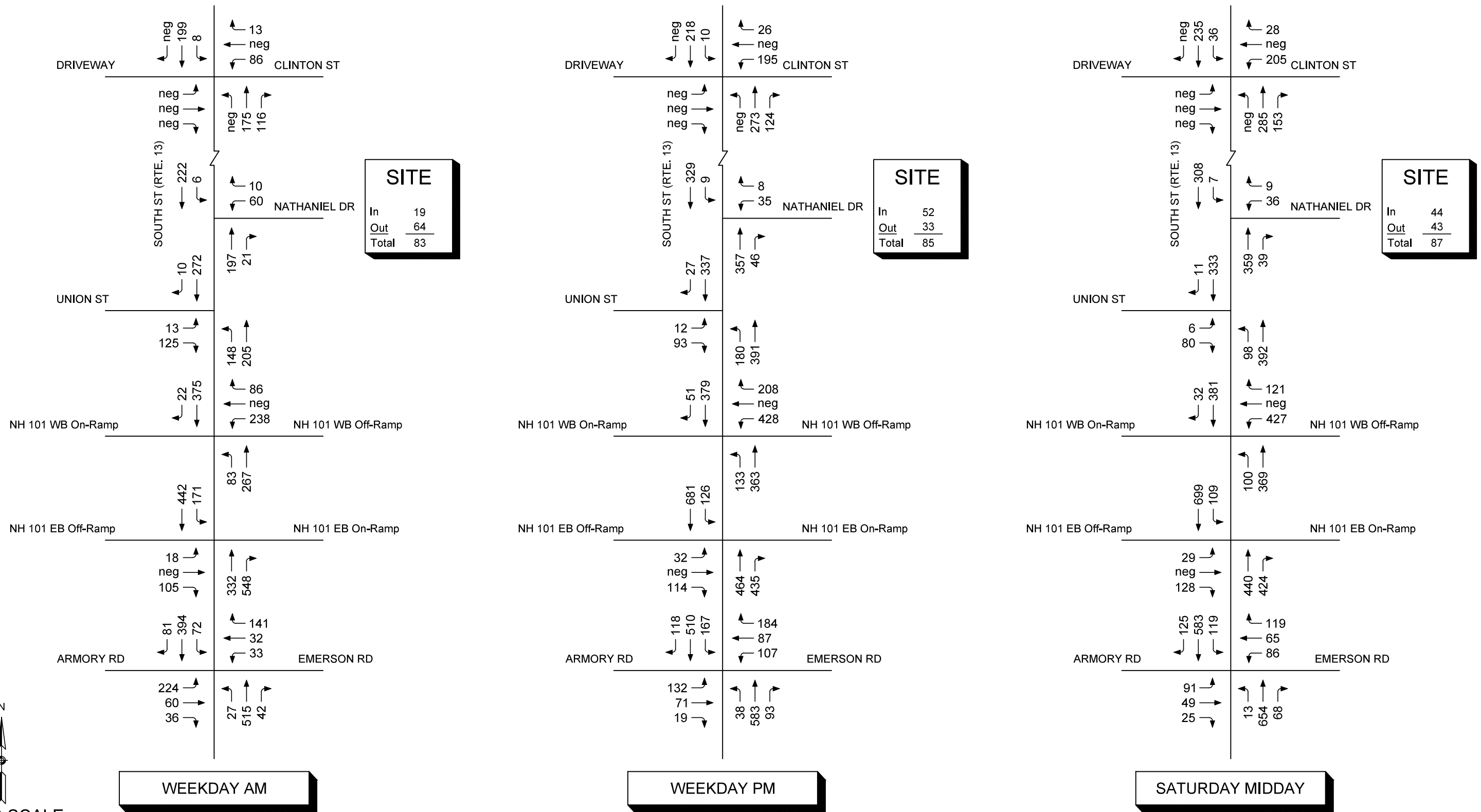
Site-Generated Trips
Peak Hour Traffic Volumes



NOT TO SCALE

Figure 6

2023 Build
Peak Hour Traffic Volumes



NOT TO SCALE

Figure 7
2033 Build
Peak Hour Traffic Volumes

CAPACITY AND QUEUE ANALYSIS

Capacity and queue analyses were conducted at all study area locations under 2022 Existing, 2023 No-Build, and 2023 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)⁶ and is described in the Appendix. The TIAS utilizes the HCM 6th Edition methodology as it is the most recently approved method by NHDOT.

For unsignalized intersections, the 95th 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. For signalized intersections, the maximum back of queue during a typical (average) signal cycle and a 95th percentile signal cycle was calculated for each lane group during the peak periods studied. The back of queue is the length of a backup of vehicles from the stop line of a signalized intersection to the last vehicle in the queue that is required to stop, regardless of the signal indication. The length of this queue depends on a number of factors including signal timing, vehicle arrival patterns, and the saturation flow rate.

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.⁷ The capacity and queue analysis worksheets for all conditions are provided in the Appendix.

South Street at Clinton Street

Under existing and future traffic-volume conditions, westbound movements from Clinton Street are expected to operate well below capacity and function at LOS B or better during the weekday AM peak hour, LOS C or better during the weekday PM Peak hour, and LOS D or better during the Saturday midday peak hour. Southbound left-turn movements from South Street are expected to operate at LOS A during all analysis scenarios. Queue lengths on the Clinton Street approach to South Street are expected to be 4 vehicles or less during all analysis scenarios. All critical movements are under capacity with and without the proposed development in place.

South Street at Nathaniel Drive

Under existing and future traffic-volume conditions, westbound movements from Nathaniel Drive are expected to operate well below capacity and function at LOS B or better during the weekday AM peak hour, LOS C or better during the weekday PM Peak hour, and LOS C or better during the Saturday midday peak hour. 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 LOS A during

⁶ *Highway Capacity Manual 6th Edition*, Transportation Research Board; Washington, D.C.; 2016.

⁷ *Synchro plus SimTraffic 11*; Trafficware LLC.; Sugar Land, TX; 2019.

all analysis scenarios. Queue lengths on the Nathaniel Drive approach to South Street are expected to be 1 vehicle or less during all analysis scenarios. All critical movements are under capacity with and without the proposed development in place.

South Street at Union Street

Under existing and future traffic-volume conditions, eastbound movements from Union Street are expected to operate well below capacity and function at LOS B or better during the weekday AM peak hour, LOS C or better during the weekday PM Peak hour, and LOS B or better during the Saturday midday peak hour. Northbound left-turn movements from South Street are expected to operate at LOS A during all analysis scenarios. Queue lengths on the Union Street approach to South Street are expected to be 1 vehicle or less during all analysis scenarios. All critical movements are under capacity with and without the proposed development in place.

South Street at NH Route 101 WB Ramps

Under existing traffic-volume conditions, westbound left-turn movements from the NH Route 101 WB off-ramp approach to South Street are currently operating at LOS D during the weekday AM peak hour, LOS F during the weekday PM peak hour, and LOS F during the Saturday midday peak hour. Capacity deficiencies and delays are expected to continue, with or without the proposed project. It should be noted that queue lengths for the westbound left-turn movement are only expected to increase by 2 vehicles or less during all Build analysis scenarios. Favorably, westbound right-turn movements from the NH Route 101 WB off-ramp approach to South Street are expected to operate at LOS B or better during all analysis scenarios. Northbound left-turn movements from South Street are expected to operate at LOS A during all analysis scenarios.

South Street at NH Route 101 EB Ramps

Eastbound left-turn movements from the NH Route 101 EB off-ramp approach to South Street are expected to operate well below capacity and function at LOS D or better during the weekday AM peak hour, LOS E or better during the weekday PM peak hour, and LOS E or better during the Saturday midday peak hour. Favorably, eastbound right-turn movements from the NH Route 101 EB off-ramp approach to South Street are expected to operate at LOS C or better during all analysis scenarios. Southbound left-turn movements from South Street are expected to operate at LOS A during all analysis scenarios.

South Street at Armory Road & Emerson Road

Under existing conditions, this signalized intersection currently operates at LOS D during weekday AM peak hour, and is expected to continue to operate at LOS D during all analysis scenarios, with or without the proposed development. Under existing conditions, this signalized intersection currently operates at LOS C during both the weekday PM peak hour and Saturday midday peak hour, and is expected to continue to operate at LOS C during all analysis scenarios, with or without the proposed development. Overall, negligible increases in vehicle delay and queue lengths are expected as a result of the proposed development.

TABLE 6
Intersection Capacity Analysis Summary

Intersection/Peak Hour/Lane Group	2022 Existing				2023 No-Build				2033 No-Build				2033 Build				2033 Build			
	V/C ^a	Del. ^b	LOS ^c	Queue ^d	V/C	Del.	LOS	Queue	V/C	Del.	LOS	Queue	V/C	Del.	LOS	Queue	V/C	Del.	LOS	Queue
South Street at Clinton Street																				
<i>Weekday AM:</i>																				
South St. SB left-turns	0.00	7.8	A	--/ < 25	0.00	7.8	A	--/ < 25	0.00	7.9	A	--/ < 25	0.00	7.8	A	--/ < 25	0.01	7.9	A	--/ < 25
Clinton St. WB left/right-turns	0.16	12.0	B	--/ < 25	0.16	12.0	B	--/ < 25	0.18	12.7	B	--/ < 25	0.16	12.2	B	--/ < 25	0.19	13.0	B	--/ < 25
Overall Intersection	--	--	--	--/ --	--	--	--	--/ --	--	--	--	--/ --	--	--	--	--/ --	--	--	--	--/ --
<i>Weekday PM:</i>																				
South St. SB left-turns	0.01	8.1	A	--/ < 25	0.01	8.2	A	--/ < 25	0.01	8.3	A	--/ < 25	0.01	8.2	A	--/ < 25	0.01	8.3	A	--/ < 25
Clinton St. WB left/right-turns	0.47	18.9	C	--/ 63	0.48	19.2	C	--/ 63	0.58	23.6	C	--/ 88	0.49	19.7	C	--/ 68	0.59	24.4	C	--/ 93
Overall Intersection	--	--	--	--/ --	--	--	--	--/ --	--	--	--	--/ --	--	--	--	--/ --	--	--	--	--/ --
<i>Saturday Midday:</i>																				
South St. SB left-turns	0.02	8.2	A	--/ < 25	0.02	8.2	A	--/ < 25	0.02	8.3	A	--/ < 25	0.02	8.2	A	--/ < 25	0.04	8.4	A	--/ < 25
Clinton St. WB left/right-turns	0.46	18.8	C	--/ 60	0.47	19.1	C	--/ 63	0.57	23.5	C	--/ 85	0.48	19.6	C	--/ 65	0.62	27.3	D	--/ 100
Overall Intersection	--	--	--	--/ --	--	--	--	--/ --	--	--	--	--/ --	--	--	--	--/ --	--	--	--	--/ --
South Street at Nathaniel Drive																				
<i>Weekday AM:</i>																				
South St. SB left-turns	0.00	7.6	A	--/ < 25	0.00	7.6	A	--/ < 25	0.00	7.7	A	--/ < 25	0.01	7.7	A	--/ < 25	0.01	7.7	A	--/ < 25
Nathaniel Dr. WB left/right-turns	0.01	11.4	B	--/ < 25	0.01	11.5	B	--/ < 25	0.01	11.9	B	--/ < 25	0.14	12.2	B	--/ < 25	0.15	12.8	B	--/ < 25
Overall Intersection	--	--	--	--/ --	--	--	--	--/ --	--	--	--	--/ --	--	--	--	--/ --	--	--	--	--/ --
<i>Weekday PM:</i>																				
South St. SB left-turns	0.00	8.0	A	--/ < 25	0.00	8.0	A	--/ < 25	0.00	8.2	A	--/ < 25	0.01	8.2	A	--/ < 25	0.01	8.3	A	--/ < 25
Nathaniel Dr. WB left/right-turns	0.03	13.3	B	--/ < 25	0.03	13.4	B	--/ < 25	0.03	14.3	B	--/ < 25	0.13	15.6	C	--/ < 25	0.15	16.9	C	--/ < 25
Overall Intersection	--	--	--	--/ --	--	--	--	--/ --	--	--	--	--/ --	--	--	--	--/ --	--	--	--	--/ --
<i>Saturday Midday:</i>																				
South St. SB left-turns	0.00	0.0	A	--/ < 25	0.00	0.0	A	--/ < 25	0.00	0.0	A	--/ < 25	0.01	8.1	A	--/ < 25	0.01	8.2	A	--/ < 25
Nathaniel Dr. WB left/right-turns	0.00	10.3	B	--/ < 25	0.00	10.3	B	--/ < 25	0.00	10.6	B	--/ < 25	0.12	14.5	B	--/ < 25	0.13	15.5	C	--/ < 25
Overall Intersection	--	--	--	--/ --	--	--	--	--/ --	--	--	--	--/ --	--	--	--	--/ --	--	--	--	--/ --

^a Volume-to-capacity ratio.

^b Average control delay in seconds per vehicle.

^c Level of service.

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

TABLE 6 (continued)
Intersection Capacity Analysis Summary

Intersection/Peak Hour/Lane Group	2022 Existing				2023 No-Build				2033 No-Build				2033 Build				2033 Build			
	V/C ^a	Del. ^b	LOS ^c	Queue ^d	V/C	Del.	LOS	Queue	V/C	Del.	LOS	Queue	V/C	Del.	LOS	Queue	V/C	Del.	LOS	Queue
South Street at Union Street																				
<i>Weekday AM:</i>																				
South St. NB left-turn	0.11	8.0	A	--/ <25	0.11	8.0	A	--/ <25	0.12	8.1	A	--/ <25	0.11	8.2	A	--/ <25	0.13	8.3	A	--/ <25
Union St. EB left/right-turns	0.18	10.9	B	--/ <25	0.18	11.0	B	--/ <25	0.21	11.5	B	--/ <25	0.20	11.7	B	--/ <25	0.23	12.3	B	--/ <25
Overall Intersection	--	--	--	--/ --	--	--	--	--/ --	--	--	--	--/ --	--	--	--	--/ --	--	--	--	--/ --
<i>Weekday PM:</i>																				
South St. NB left-turn	0.16	8.5	A	--/ <25	0.16	8.5	A	--/ <25	0.18	8.8	A	--/ <25	0.16	8.7	A	--/ <25	0.18	8.9	A	--/ <25
Union St. EB left/right-turns	0.19	12.7	B	--/ <25	0.19	12.8	B	--/ <25	0.23	13.9	B	--/ <25	0.22	13.9	B	--/ <25	0.26	15.3	C	--/ <25
Overall Intersection	--	--	--	--/ --	--	--	--	--/ --	--	--	--	--/ --	--	--	--	--/ --	--	--	--	--/ --
<i>Saturday Midday:</i>																				
South St. NB left-turn	0.08	8.2	A	--/ <25	0.09	8.2	A	--/ <25	0.10	8.3	A	--/ <25	0.09	8.3	A	--/ <25	0.09	8.4	A	--/ <25
Union St. EB left/right-turns	0.13	11.2	B	--/ <25	0.14	11.2	B	--/ <25	0.16	11.7	B	--/ <25	0.15	12.0	B	--/ <25	0.16	12.2	B	--/ <25
Overall Intersection	--	--	--	--/ --	--	--	--	--/ --	--	--	--	--/ --	--	--	--	--/ --	--	--	--	--/ --
South Street at NH Route 101 WB Ramps																				
<i>Weekday AM:</i>																				
South St. NB left-turn	0.06	8.2	A	--/ <25	0.07	8.2	A	--/ <25	0.08	8.3	A	--/ <25	0.07	8.3	A	--/ <25	0.08	8.5	A	--/ <25
NH 101 WB Off-Ramp left-turn	0.62	29.5	D	--/ 98	0.63	30.5	D	--/ 103	0.78	46.7	E	--/ 155	0.68	35.9	E	--/ 118	0.84	>50.0	F	--/ 180
NH 101 WB Off-Ramp right-turn	0.09	10.1	B	--/ <25	0.09	10.1	B	--/ <25	0.11	10.4	B	--/ <25	0.11	10.2	B	--/ <25	0.12	10.5	B	--/ <25
Overall Intersection	--	--	--	--/ --	--	--	--	--/ --	--	--	--	--/ --	--	--	--	--/ --	--	--	--	--/ --
<i>Weekday PM:</i>																				
South St. NB left-turn	0.11	8.3	A	--/ <25	0.11	8.4	A	--/ <25	0.12	8.5	A	--/ <25	0.11	8.4	A	--/ <25	0.13	8.6	A	--/ <25
NH 101 WB Off-Ramp left-turn	1.56	>50.0	F	--/ 618	1.61	>50.0	F	--/ 643	2.06	>50.0	F	--/ 865	1.70	>50.0	F	--/ 683	2.19	>50.0	F	--/ 903
NH 101 WB Off-Ramp right-turn	0.25	11.7	B	--/ <25	0.25	11.8	B	--/ 25	0.29	12.5	B	--/ 30	0.30	12.4	B	--/ 30	0.34	13.2	B	--/ 38
Overall Intersection	--	--	--	--/ --	--	--	--	--/ --	--	--	--	--/ --	--	--	--	--/ --	--	--	--	--/ --
<i>Saturday Midday:</i>																				
South St. NB left-turn	0.08	8.3	A	--/ <25	0.09	8.3	A	--/ <25	0.10	8.4	A	--/ <25	0.09	8.4	A	--/ <25	0.10	8.5	A	--/ <25
NH 101 WB Off-Ramp left-turn	1.50	>50.0	F	--/ 610	1.55	>50.0	F	--/ 635	1.96	>50.0	F	--/ 855	1.65	>50.0	F	--/ 680	2.10	>50.0	F	--/ 900
NH 101 WB Off-Ramp right-turn	0.14	11.1	B	--/ <25	0.14	11.2	B	--/ <25	0.17	11.7	B	--/ <25	0.19	11.6	B	--/ <25	0.21	12.2	B	--/ <25
Overall Intersection	--	--	--	--/ --	--	--	--	--/ --	--	--	--	--/ --	--	--	--	--/ --	--	--	--	--/ --

^a Volume-to-capacity ratio.

^b Average control delay in seconds per vehicle.

^c Level of service.

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

TABLE 6 (continued)
Intersection Capacity Analysis Summary

Intersection/Peak Hour/Lane Group	2022 Existing				2023 No-Build				2033 No-Build				2033 Build				2033 Build			
	V/C ^a	Del. ^b	LOS ^c	Queue ^d	V/C	Del.	LOS	Queue	V/C	Del.	LOS	Queue	V/C	Del.	LOS	Queue	V/C	Del.	LOS	Queue
South Street at NH Route 101 EB Ramps																				
<i>Weekday AM:</i>																				
South St. SB left-turn	0.11	8.2	A	--/<25	0.11	8.2	A	--/<25	0.12	8.4	A	--/<25	0.14	8.4	A	--/<25	0.16	8.5	A	--/<25
NH 101 EB Off-Ramp left-turn	0.07	20.9	C	--/<25	0.07	21.2	C	--/<25	0.09	24.5	C	--/<25	0.09	24.5	C	--/<25	0.11	28.6	D	--/<25
NH 101 EB Off-Ramp right-turn	0.16	11.9	B	--/<25	0.17	11.9	B	--/<25	0.19	12.6	B	--/<25	0.17	12.1	B	--/<25	0.20	12.8	B	--/<25
Overall Intersection	--	--	--	--/--	--	--	--	--/--	--	--	--	--/--	--	--	--	--/--	--	--	--	--/--
<i>Weekday PM:</i>																				
South St. SB left-turn	0.09	8.5	A	--/<25	0.09	8.5	A	--/<25	0.10	8.7	A	--/<25	0.11	8.6	A	--/<25	0.12	8.8	A	--/<25
NH 101 EB Off-Ramp left-turn	0.16	30.0	D	--/<25	0.16	30.7	D	--/<25	0.22	38.6	E	--/<25	0.20	34.7	D	--/<25	0.27	44.0	E	--/25
NH 101 EB Off-Ramp right-turn	0.22	14.6	B	--/<25	0.23	14.7	B	--/<25	0.27	16.3	C	--/28	0.23	14.9	B	--/<25	0.28	16.5	C	--/28
Overall Intersection	--	--	--	--/--	--	--	--	--/--	--	--	--	--/--	--	--	--	--/--	--	--	--	--/--
<i>Saturday Midday:</i>																				
South St. SB left-turn	0.07	8.4	A	--/<25	0.08	8.4	A	--/<25	0.09	8.6	A	--/<25	0.10	8.5	A	--/<25	0.11	8.7	A	--/<25
NH 101 EB Off-Ramp left-turn	0.16	30.3	D	--/<25	0.16	31.0	D	--/<25	0.22	38.8	E	--/<25	0.20	35.6	E	--/<25	0.27	46.1	E	--/<25
NH 101 EB Off-Ramp right-turn	0.29	16.2	C	--/30	0.29	16.5	C	--/30	0.35	18.7	C	--/40	0.30	16.6	C	--/30	0.36	19.0	C	--/40
Overall Intersection	--	--	--	--/--	--	--	--	--/--	--	--	--	--/--	--	--	--	--/--	--	--	--	--/--

^a Volume-to-capacity ratio.

^b Average control delay in seconds per vehicle.

^c Level of service.

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

TABLE 6 (continued)
Intersection Capacity Analysis Summary

Intersection/Peak Hour/Lane Group	2022 Existing				2023 No-Build				2033 No-Build				2033 Build				2033 Build			
	V/C ^a	Del. ^b	LOS ^c	Queue ^d	V/C	Del.	LOS	Queue	V/C	Del.	LOS	Queue	V/C	Del.	LOS	Queue	V/C	Del.	LOS	Queue
South Street at Armory Road & Emerson Road																				
<i>Weekday AM:</i>																				
South St. NB left-turn	0.06	12.2	B	<25/<25	0.06	12.2	B	<25/<25	0.08	12.4	B	<25/<25	0.06	12.3	B	<25/<25	0.08	12.5	B	<25/<25
South St. NB through	0.61	20.5	C	219/330	0.62	20.7	C	223/335	0.68	22.7	C	258/385	0.62	20.9	C	225/338	0.68	22.8	C	259/388
South St. NB right-turn	0.06	12.9	B	<25/<25	0.06	13.0	B	<25/<25	0.06	13.1	B	<25/<25	0.06	13.0	B	<25/<25	0.06	13.1	B	<25/<25
South St. SB left-turn	0.18	13.3	B	<25/31	0.18	13.4	B	<25/32	0.22	14.3	B	<25/34	0.19	13.5	B	<25/33	0.23	14.4	B	<25/35
South St. SB through	0.44	16.2	B	100/232	0.44	16.3	B	102/235	0.49	17.2	B	116/265	0.45	16.4	B	105/240	0.50	17.4	B	119/271
South St. SB right-turn	0.11	12.5	B	<25/<25	0.11	12.5	B	<25/<25	0.12	12.7	B	<25/<25	0.11	12.5	B	<25/<25	0.13	12.8	B	<25/<25
Armory Rd. EB left-turn	1.22	>80.0	F	163/303	1.24	>80.0	F	165/305	1.37	>80.0	F	193/339	1.24	>80.0	F	167/307	1.37	>80.0	F	194/340
Armory Rd. EB through/right-turn	0.29	31.2	C	37/86	0.30	31.3	C	38/86	0.34	31.9	C	43/96	0.30	31.3	C	38/26	0.34	32.0	C	43/96
Emerson Rd. WB left-turn	0.62	63.3	E	<25/46	0.62	63.3	E	<25/46	0.64	63.8	E	<25/48	0.62	63.4	E	<25/46	0.64	63.9	E	<25/48
Emerson Rd. WB through	0.17	35.6	D	<25/45	0.17	35.6	D	<25/45	0.19	35.8	D	<25/48	0.17	35.6	D	<25/45	0.19	35.9	D	<25/48
Emerson Rd. WB right-turn	0.58	39.2	D	<25/43	0.58	39.1	D	<25/43	0.64	41.8	D	<25/45	0.59	39.3	D	<25/43	0.65	41.8	D	<25/46
Overall Intersection	--	43.4	D	--/--	--	44.0	D	--/--	--	52.2	D	--/--	--	44.3	D	--/--	--	52.4	D	--/--
<i>Weekday PM:</i>																				
South St. NB left-turn	0.09	12.4	B	<25/<25	0.09	12.5	B	<25/<25	0.11	13.4	B	<25/<25	0.09	12.6	B	<25/<25	0.11	13.5	B	<25/<25
South St. NB through	0.64	21.6	C	266/392	0.65	21.9	C	271/399	0.73	25.3	C	314/466	0.66	22.3	C	275/404	0.74	25.8	C	318/480
South St. NB right-turn	0.12	13.8	B	<25/<25	0.12	13.8	B	<25/<25	0.14	14.6	B	<25/<25	0.12	14.0	B	<25/<25	0.14	14.7	B	<25/<25
South St. SB left-turn	0.40	14.7	B	41/72	0.41	14.9	B	42/73	0.50	17.4	B	47/80	0.42	15.1	B	42/74	0.51	17.8	B	48/81
South St. SB through	0.51	16.8	B	217/327	0.52	17.0	B	221/332	0.58	18.6	B	256/379	0.52	17.1	B	223/334	0.58	18.8	B	258/383
South St. SB right-turn	0.14	12.3	B	<25/<25	0.14	12.3	B	<25/<25	0.16	12.8	B	<25/<25	0.15	12.4	B	<25/<25	0.16	12.9	B	<25/<25
Armory Rd. EB left-turn	0.77	53.8	D	68/125	0.77	53.8	D	69/126	0.79	53.7	D	77/137	0.78	53.7	D	71/128	0.79	53.6	D	79/139
Armory Rd. EB through/right-turn	0.38	36.9	D	40/84	0.39	37.1	D	40/85	0.43	38.3	D	45/93	0.38	37.0	D	40/85	0.42	38.2	D	45/93
Emerson Rd. WB left-turn	0.78	59.1	E	59/124	0.78	59.2	E	60/126	0.79	61.2	E	67/145	0.78	59.4	E	60/126	0.79	61.4	E	67/145
Emerson Rd. WB through	0.42	39.0	D	48/96	0.43	39.1	D	48/96	0.48	40.9	D	54/105	0.43	39.3	D	48/96	0.48	41.1	D	54/105
Emerson Rd. WB right-turn	0.62	38.7	D	<25/49	0.62	39.0	D	<25/49	0.67	41.5	D	<25/53	0.63	39.5	D	<25/50	0.68	42.0	D	<25/58
Overall Intersection	--	25.7	C	--/--	--	25.8	C	--/--	--	27.9	C	--/--	--	26.1	C	--/--	--	28.2	C	--/--
<i>Saturday Middy:</i>																				
South St. NB left-turn	0.03	11.0	B	<25/<25	0.03	11.1	B	<25/<25	0.04	12.1	B	<25/<25	0.04	11.2	B	<25/<25	0.04	12.3	B	<25/<25
South St. NB through	0.68	19.7	B	307/508	0.69	20.0	C	312/517	0.77	23.8	C	366/604	0.69	20.4	C	281/410	0.78	24.5	C	372/613
South St. NB right-turn	0.08	11.1	B	<25/<25	0.08	11.2	B	<25/<25	0.09	11.8	B	<25/<25	0.08	11.3	B	<25/<25	0.09	11.9	B	<25/<25
South St. SB left-turn	0.30	12.8	B	27/54	0.31	13.0	B	27/55	0.39	15.6	B	31/59	0.32	13.3	B	25/46	0.41	16.1	B	32/60
South St. SB through	0.56	14.8	B	177/394	0.57	15.0	B	182/401	0.63	17.0	B	212/467	0.57	15.2	B	168/338	0.64	17.3	B	215/478
South St. SB right-turn	0.14	9.9	A	<25/<25	0.14	10.0	A	<25/<25	0.16	10.6	B	<25/<25	0.14	10.1	B	<25/<25	0.16	10.7	B	<25/<25
Armory Rd. EB left-turn	0.75	55.7	E	46/92	0.75	55.5	E	47/93	0.75	54.5	D	52/101	0.75	55.2	E	53/102	0.75	54.3	D	53/103
Armory Rd. EB through/right-turn	0.42	37.6	D	26/66	0.42	37.6	D	26/66	0.44	38.0	D	30/73	0.41	37.3	D	30/73	0.43	37.7	D	30/73
Emerson Rd. WB left-turn	0.76	57.8	E	46/96	0.76	57.7	E	47/96	0.77	56.7	E	52/104	0.76	57.8	E	50/98	0.77	56.9	E	52/104
Emerson Rd. WB through	0.37	37.0	D	35/77	0.37	37.1	D	35/77	0.39	37.3	D	39/83	0.37	37.1	D	37/80	0.38	37.3	D	39/83
Emerson Rd. WB right-turn	0.47	34.2	C	<25/41	0.47	34.2	C	<25/41	0.50	34.7	C	<25/43	0.48	34.3	C	<25/44	0.50	34.7	C	<25/43
Overall Intersection	--	22.3	C	--/--	--	22.4	C	--/--	--	24.4	C	--/--	--	22.6	C	--/--	--	24.8	C	--/--

^a Volume-to-capacity ratio.

^b Average control delay in seconds per vehicle.

^c Level of service.

^d Average/95th 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 redevelopment. Conclusions of this effort are presented below.

- The site is currently vacant. The project consists of constructing 216 garden style apartments housed in 6 (six) separate buildings. Primary access and egress are proposed to the site via Nathaniel Drive, an existing driveway on the east side of NH Route 13 (South Street). Secondary access and egress for emergency purposes only are proposed via a new driveway on the west side of Ponemah Hill Road, approximately 0.2 miles north of Emerson Road. Should the emergency access on Ponemah Hill Road ever be reconsidered as a primary point of access/egress, additional analysis may be required.
- Available sight distances at the access road (Nathaniel Drive) on South Street exceed the minimum SSD and ISD requirements for safe operation. Additionally, the NHDOT requirement of 400-feet of All-Season Safe Sight Distance is also satisfied. To ensure that sight lines remain unobstructed, it is recommended that any proposed plantings, vegetation, landscaping, and signing along the Nathaniel Drive or South Street 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 83 vehicles trips (19 entering and 64 exiting) during the weekday AM peak hour, 85 vehicles trips (52 entering and 33 exiting) during the weekday PM peak hour, and 87 vehicle trips (44 entering and 43 exiting) during Saturday midday peak hour. Traffic-volume increases immediately north and south of Nathaniel Drive are expected to be in the range of 14 to 73 vehicles. These increases represent, on average, one additional vehicle trip approximately every 1 to 4 minutes during the peak hours
- Under existing and future traffic-volume conditions, westbound movements from Nathaniel Drive, the primary point of access and egress, are expected to operate well below capacity and function at LOS B or better during the weekday AM peak hour, LOS C or better during the weekday PM Peak hour, and LOS C or better during the Saturday midday peak hour. 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 LOS A during all analysis scenarios. Queue lengths on the Nathaniel Drive approach to South Street are expected to be 1 vehicle or less during all analysis scenarios. All critical movements are under capacity with and without the proposed development in place. Additionally, based on an analysis of 2033 Build conditions, projected traffic volumes with the proposed residential development fully occupied indicate that neither an exclusive northbound right-turn lane, nor an exclusive southbound left-turn lane on South Street at Nathaniel Drive are warranted.
- At the intersection of South Street at Clinton Street, under existing and future traffic-volume conditions, westbound movements from Clinton Street are expected to operate well below capacity and function at LOS B or better during the weekday AM peak hour, LOS C or better during the weekday PM Peak hour, and LOS D or better during the Saturday midday peak hour. Southbound left-turn movements from South Street are expected to operate at LOS A during all analysis scenarios. Queue lengths on the Clinton Street approach to South Street are expected to be 4 vehicles or less during all analysis scenarios. All critical movements are under capacity with and without the proposed development in place.

- At the intersection of South Street at Union Street, under existing and future traffic-volume conditions, eastbound movements from Union Street are expected to operate well below capacity and function at LOS B or better during the weekday AM peak hour, LOS C or better during the weekday PM Peak hour, and LOS B or better during the Saturday midday peak hour. Northbound left-turn movements from South Street are expected to operate at LOS A during all analysis scenarios. Queue lengths on the Union Street approach to South Street are expected to be 1 vehicle or less during all analysis scenarios. All critical movements are under capacity with and without the proposed development in place.
- At the intersection of South Street at NH Route 101 WB Ramps, under existing traffic-volume conditions, westbound left-turn movements from the NH Route 101 WB off-ramp approach to South Street are currently operating at LOS D during the weekday AM peak hour, LOS F during the weekday PM peak hour, and LOS F during the Saturday midday peak hour. Capacity deficiencies and delays are expected to continue, with or without the proposed project. It should be noted that queue lengths for the westbound left-turn movement are only expected to increase by 2 vehicles or less during all Build analysis scenarios. Favorably, westbound right-turn movements from the NH Route 101 WB off-ramp approach to South Street are expected to operate at LOS B or better during all analysis scenarios. Northbound left-turn movements from South Street are expected to operate at LOS A during all analysis scenarios.
- At the intersection of South Street at NH Route 101 EB Ramps, eastbound left-turn movements from the NH Route 101 EB off-ramp approach to South Street are expected to operate well below capacity and function at LOS D or better during the weekday AM peak hour, LOS E or better during the weekday PM peak hour, and LOS E or better during the Saturday midday peak hour. Favorably, eastbound right-turn movements from the NH Route 101 EB off-ramp approach to South Street are expected to operate at LOS C or better during all analysis scenarios. Southbound left-turn movements from South Street are expected to operate at LOS A during all analysis scenarios.

Based on the findings above, the proposed residential redevelopment can be safely and efficiently accommodated along the existing roadway network. No additional project-specific mitigation is warranted based on the incremental impacts of the redevelopment.

- APPENDIX

- *Traffic Count Data*
 - *Crash Data*
 - *Sight Distance Calculations*
 - *Traffic Volume Adjustments*
- *Trip Generation & Trip Distribution Calculations*
 - *Auxiliary Lane Warrants Analysis*
 - *Capacity Analysis Methodology*
- *Capacity and Queue Analysis Worksheets*

TRAFFIC COUNT DATA

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

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	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

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

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

AM Total 2 14 1013 4 43 16 1092
Percentage 0.18% 1.28% 92.77% 0.37% 3.94% 1.47%

AM Peak 4:00 AM 9:15 AM 7:00 AM 5:45 AM 10:15 AM 11:00 AM 7:00 AM
Volume 1 5 181 2 13 5 186

PM Total 4 50 1661 4 53 7 1779
Percentage 0.22% 2.81% 93.37% 0.22% 2.98% 0.39%

PM Peak 1:45 PM 1:00 PM 4:45 PM 3:00 PM 12:00 PM 1:00 PM 4:45 PM
Volume 2 11 243 2 16 4 249

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

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

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

AM Total 8 34 952 0 15 0 1009
Percentage 0.79% 3.37% 94.35% 0.00% 1.49% 0.00%

AM Peak 9:45 AM 9:45 AM 11:00 AM 12:00 AM 6:45 AM 12:00 AM 11:00 AM
Volume 4 14 227 0 4 0 245

PM Total 3 145 1543 0 8 2 1701
Percentage 0.18% 8.52% 90.71% 0.00% 0.47% 0.12%

PM Peak 1:00 PM 2:15 PM 1:30 PM 12:00 PM 12:00 PM 12:00 PM 1:30 PM
Volume 3 31 226 0 2 1 257

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

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
Total	1049	2025	1165	2266	1181	1825	0	0	0	0	0	0	0	0	1132	2039
Day Total	3074		3431		3006		0	0	0	0	0	0	0	3170		
Peak HR	10:45 AM	4:45 PM	10:45 AM	3:30 PM	10:45 AM	12:00 PM								10:45 AM	3:30 PM	
Volume	216	305	279	358	301	293								265	274	

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
Weekly Report

PDI File # 228519 ATR A

Direction: SB

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
Total	1092	1779	1237	1926	1009	1701	0	0	0	0	0	0	0	0	1113	1802
Day Total	2871		3163		2710		0	0	0	0	0	0	0	0	2915	
Peak HR	7:00 AM	4:45 PM	11:00 AM	4:15 PM	11:00 AM	1:30 PM									11:00 AM	4:15 PM
Volume	186	249	241	258	245	257									219	240

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
Total	2	4	12	64	453	2113	2417	820	108	8	3	0	2	6006	45.0	40.2
Percent	0.03%	0.07%	0.20%	1.07%	7.54%	35.18%	40.24%	13.65%	1.80%	0.13%	0.05%	0.00%	0.03%			

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
Total	1	10	13	70	505	2235	2603	951	182	28	3	1	3	6605	45.0	40.4
Percent	0.02%	0.15%	0.20%	1.06%	7.65%	33.84%	39.41%	14.40%	2.76%	0.42%	0.05%	0.02%	0.05%			

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
Total	2	5	8	21	245	1713	2517	908	177	32	3	1	1	5633	46.0	41.2
Percent	0.04%	0.09%	0.14%	0.37%	4.35%	30.41%	44.68%	16.12%	3.14%	0.57%	0.05%	0.02%	0.02%			

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
Total	179	3	0	182	0	6	0	6	5	125	0	130	318
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	176	1	0	177	1	1	0	2	4	197	0	201	380
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:

	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
Total	175	3	0	178	0	6	0	6	5	114	0	119	303
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	166	1	0	167	1	1	0	2	4	183	0	187	356
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
Total				351				7				354	712

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
Total	4	0	0	4	0	0	0	0	0	11	0	11	15
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
Total	10	0	0	10	0	0	0	0	0	14	0	14	24
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
Total Volume	10	0	0	10	0	0	0	0	0	14	0	14	24
% 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
Total Entering Leg	10	0	0	10	0	0	0	0	0	14	0	14	24
Buses				2				0				2	4
Single-Unit Trucks				6				0				6	12
Articulated Trucks				6				0				2	8
Total Exiting Leg				14				0				10	24

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	
Total	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	
Total	2	0	0	2	0	0	0	0	0	2	0	2	4	
Grand Total	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													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
Total Volume	2	0	0	2	0	0	0	0	0	4	0	4	6
% 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	0.500	0.000	0.500	0.500
Entering Leg	2				0				4				6
Exiting Leg	4				0				2				6
Total	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
Total	3	0	0	3	0	0	0	0	0	0	9	0	9	12
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
Total	6	0	0	6	0	0	0	0	0	0	6	0	6	12
Grand Total	9	0	0	9	0	0	0	0	0	0	15	0	15	24
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
Total				12				0					12	24

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
Total	1	0	0	1	0	0	0	0	0	0	0	0	1
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	2	0	0	2	0	0	0	0	0	6	0	6	8
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
Total	1	0	0	0	0	1	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
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	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
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						1						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
Total Volume	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
% 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						1
Total	1						0						1						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: **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

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																			1
Exiting Leg																			1
Total																			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	1	81	0	82	131
4:15 PM	46	0	0	46	0	3	0	3	1	65	0	66	115
4:30 PM	51	0	0	51	1	1	0	2	0	71	0	71	124
4:45 PM	78	1	0	79	0	0	0	0	1	61	0	62	141
Total	224	1	0	225	1	4	0	5	3	278	0	281	511
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	71	0	71	120
5:30 PM	55	2	0	57	3	0	0	3	1	74	0	75	135
5:45 PM	57	0	0	57	1	1	0	2	1	60	0	61	120
Total	220	2	0	222	6	7	0	13	3	299	0	302	537
Grand Total	444	3	0	447	7	11	0	18	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	6	561	0	567	1026
% Cars	98.6	100.0	0.0	98.7	100.0	100.0	0.0	100.0	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	16	0	16	22
% Heavy Vehicles	1.4	0.0	0.0	1.3	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	1	61	0	62	141
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	71	0	71	120
5:30 PM	55	2	0	57	3	0	0	3	1	74	0	75	135
Total Volume	241	3	0	244	5	6	0	11	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	3	297	0	300	552
Cars %	98.8	100.0	0.0	98.8	100.0	100.0	0.0	100.0	100.0	99.0	0.0	99.0	98.9
Heavy Vehicles	3	0	0	3	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	1.0	0.0	1.0	1.1
Cars Enter Leg	238	3	0	241	5	6	0	11	3	297	0	300	552
Heavy Enter Leg	3	0	0	3	0	0	0	0	0	3	0	3	6
Total Entering Leg	241	3	0	244	5	6	0	11	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	0	1	74	0	75	124	
4:15 PM	46	0	0	46	0	3	0	3	0	1	61	0	62	111	
4:30 PM	50	0	0	50	1	1	0	2	0	0	71	0	71	123	
4:45 PM	76	1	0	77	0	0	0	0	0	1	60	0	61	138	
Total	221	1	0	222	1	4	0	5	0	3	266	0	269	496	
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	70	0	70	119	
5:30 PM	54	2	0	56	3	0	0	3	0	1	73	0	74	133	
5:45 PM	55	0	0	55	1	1	0	2	0	1	58	0	59	116	
Total	217	2	0	219	6	7	0	13	0	3	295	0	298	530	
Grand Total	438	3	0	441	7	11	0	18	0	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	0.0	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	0	1	60	0	61	138	
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	70	0	70	119	
5:30 PM	54	2	0	56	3	0	0	3	0	1	73	0	74	133	
Total Volume	238	3	0	241	5	6	0	11	0	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	0.000	0.750	0.790	0.000	0.789	0.852	
Entering Leg	238	3	0	241	5	6	0	11	0	3	297	0	300	552	
Exiting Leg				302				6				244			552
Total				543				17				544			1104

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
Total	3	0	0	3	0	0	0	0	0	12	0	12	15
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
Total	3	0	0	3	0	0	0	0	0	4	0	4	7
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	2	0	2	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
Total	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
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	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	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								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	2	0	2	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
Total Volume	0	0	0	0	0	0	0	0	0	2	0	2	2
% Approach Total	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	0	0	0	0	0	0	2	0	2	2
Exiting Leg					2								2
Total					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
Total	3	0	0	3	0	0	0	0	0	0	9	0	9	12
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
Total	3	0	0	3	0	0	0	0	0	0	3	0	3	6
Grand Total	6	0	0	6	0	0	0	0	0	0	12	0	12	18
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
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	0.375	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
Total				12				0					12	24

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:



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	
Total	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	
Total	0	0	0	0	0	0	0	0	0	1	0	1	1	
Grand Total	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	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	
Total Volume	0	0	0	0	0	0	0	0	0	1	0	1	1	
% Approach Total	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	0	0	0	0	0	0	1	0	1	1	
Exiting Leg					1								0	1
Total					1								1	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
Total	196	0	0	196	1	0	0	1	1	277	1	279	476
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
Total	245	0	0	245	2	0	0	2	2	288	0	290	537
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
Total	231	0	0	231	1	0	0	1	1	291	0	292	524
Grand Total	672	0	0	672	4	0	0	4	4	856	1	861	1537
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
Total Volume	268	0	0	268	3	0	0	3	2	301	0	303	574
% 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
Total Entering Leg	268	0	0	268	3	0	0	3	2	301	0	303	574
Cars Exiting Leg				300				2				260	562
Heavy Exiting Leg				4				0				8	12
Total Exiting Leg				304				2				268	574

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				0

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	
10:00 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				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:



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
Total	3	0	0	3	0	0	0	0	0	4	0	4	7
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
Total	7	0	0	7	0	0	0	0	0	3	0	3	10
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
Total	2	0	0	2	0	0	0	0	0	4	0	4	6
Grand Total	12	0	0	12	0	0	0	0	0	11	0	11	23
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
Total				11				0				11	22

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	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.500	
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	0	0	3	0	0	0	0	0	0	0	1	0	0	0	1	4	
Exiting Leg							1						0						3	4
Total							4						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
 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	
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:

	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
Total	6	188	0	194	163	126	2	291	107	11	0	118	603
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
Total	4	183	0	187	217	46	2	265	80	2	0	82	534
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
Total	6	183	0	189	153	121	2	276	107	9	0	116	581
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
Total	2	176	0	178	203	46	2	251	79	1	0	80	509
Grand Total	8	359	0	367	356	167	4	527	186	10	0	196	1090
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
Total Volume	6	183	0	189	153	121	2	276	107	9	0	116	581
% Approach Total	3.2	96.8	0.0		55.4	43.8	0.7		92.2	7.8	0.0		
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
Total				351				568				243	1162

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
Total	0	5	0	5	10	5	0	15	0	2	0	2	22
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
Total	2	7	0	9	14	0	0	14	1	1	0	2	25
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
Total Volume	2	7	0	9	14	0	0	14	1	1	0	2	25
% 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
Total Entering Leg	2	7	0	9	14	0	0	14	1	1	0	2	25
Buses				2				0				2	4
Single-Unit Trucks				7				6				0	13
Articulated Trucks				6				2				0	8
Total Exiting Leg				15				8				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: **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
Total	0	0	0	0	0	4	0	4	0	2	0	2	6
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
Total	2	0	0	2	1	0	0	1	0	1	0	1	4
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
Total				6				2				6	14

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
Total	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
Total	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
Total				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	
Total	0	1	0	1	2	1	0	3	0	0	0	0	4	
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	0	2	0	2	6	0	0	6	0	0	0	0	8	
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**



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	0.000
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: **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
Total	17	233	0	250	303	139	2	444	71	9	0	80	774
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
Total	23	239	0	262	294	146	14	454	80	9	0	89	805
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
Total	17	228	0	245	287	137	2	426	69	9	0	78	749
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
Total	23	237	0	260	290	143	14	447	80	9	0	89	796
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
Total	0	5	0	5	16	2	0	18	2	0	0	2	25
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
Total	0	2	0	2	4	3	0	7	0	0	0	0	9
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
Total	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
Total	0	0	0	0	0	2	0	2	0	0	0	0	2
Grand Total	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

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
Total Volume	0	0	0	0	2	0	0	2	0	0	0	0	2
% 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	0.250
Entering Leg	0				2				0				2
Exiting Leg	2				0				0				2
Total	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**
 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	
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
Total	0	5	0	5	13	2	0	15	2	0	0	2	22
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
Total	0	2	0	2	3	1	0	4	0	0	0	0	6
Grand Total	0	7	0	7	16	3	0	19	2	0	0	2	28
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
Total Volume	0	5	0	5	13	2	0	15	2	0	0	2	22
% 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
Total				18				22				4	44

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
Total	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
Total	0	0	0	0	1	0	0	1	0	0	0	0	1
Grand Total	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
Total Volume	0	0	0	0	1	0	0	1	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	0.250
Entering Leg	0				1				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: **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			
Total	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1			
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			
Total	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1			
Grand Total	1	0	0	0	0	1	0	1	0	0	0	1	0	0	0	0	0	0	2			
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:

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	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			
Total Volume	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1			
% 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	1
Total							1							0							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: **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
Total	6	199	0	205	283	60	1	344	89	3	0	92	641
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
Total	3	255	2	260	290	72	1	363	71	7	0	78	701
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
Total	8	230	0	238	298	74	1	373	68	2	0	70	681
Grand Total	17	684	2	703	871	206	3	1080	228	12	0	240	2023
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
Total Volume	4	272	2	278	306	83	1	390	70	8	0	78	746
% 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
Total Entering Leg	4	272	2	278	306	83	1	390	70	8	0	78	746
Cars Exiting Leg				313				339				86	738
Heavy Exiting Leg				3				4				1	8
Total Exiting Leg				316				343				87	746

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
Total	6	196	0	202	279	60	1	340	89	3	0	92	634
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
Total	3	250	2	255	288	72	1	361	71	6	0	77	693
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
Total	8	228	0	236	295	72	1	368	68	2	0	70	674
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
Total	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
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	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
Total	0	2	0	2	3	2	0	5	0	0	0	0	7
Grand Total	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
Total Volume	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
Total Entering Leg	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
Total Exiting Leg	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	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	0.000	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
Total	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
Total	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
Total	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	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
Total Volume	0	3	0	0	0	3	1	0	0	0	0	1	0	0	0	0	0	0	4
% Approach Total	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
Total	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
Total	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
Total	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	
Total	15	276	0	0	291	60	0	186	0	246	0	213	64	0	277	0	0	0	0	0	814	
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	
Total	22	232	0	0	254	56	0	208	0	264	0	196	64	0	260	0	0	0	0	0	778	
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	
Total Volume	15	276	0	0	291	60	0	186	0	246	0	213	64	0	277	0	0	0	0	0	814	
% 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
Total						564					246					739					79	1628

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
Total	1	6	0	0	7	5	0	19	0	24	0	11	7	0	18	0	0	0	0	0	49
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
Total	2	8	0	0	10	6	0	17	0	23	0	8	10	0	18	0	0	0	0	0	51
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
Total Volume	2	8	0	0	10	6	0	17	0	23	0	8	10	0	18	0	0	0	0	0	51
% 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
Total Entering Leg	2	8	0	0	10	6	0	17	0	23	0	8	10	0	18	0	0	0	0	0	51
Buses	1					0					0					0					1
Single-Unit Trucks	7					0					14					8					29
Articulated Trucks	6					0					11					4					21
Total Exiting Leg	14					0					25					12					51

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
Total	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
Total	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	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	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	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
Total Volume	0	0	0	0	0	1	0	0	0	1	0	4	0	0	4	0	0	0	0	0	5
% Approach Total	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	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
Total	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	
Total	1	5	0	0	6	4	0	12	0	16	0	7	2	0	9	0	0	0	0	0	31	
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	
Total	2	6	0	0	8	2	0	8	0	10	0	5	6	0	11	0	0	0	0	0	29	
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	
Total Volume	1	5	0	0	6	4	0	12	0	16	0	7	2	0	9	0	0	0	0	0	31	
% 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
Total						17					16					26					3	62

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
Total	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
Total	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:

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	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:



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	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)							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: **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
Total	34	273	0	0	307	128	0	367	0	495	0	315	97	2	414	0	0	0	0	0	1216
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
Total	31	304	0	0	335	155	1	378	0	534	0	300	102	1	403	0	0	0	0	0	1272
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
Total	34	265	0	0	299	126	0	359	0	485	0	298	91	2	391	0	0	0	0	0	1175
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
Total	31	302	0	0	333	152	1	373	0	526	0	297	98	1	396	0	0	0	0	0	1255
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
Total	0	8	0	0	8	2	0	8	0	10	0	17	6	0	23	0	0	0	0	0	41
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
Total	0	2	0	0	2	3	0	5	0	8	0	3	4	0	7	0	0	0	0	0	17
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	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					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					
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
Total	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
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	2	0	0	2	0	0	0	0	0	3
Approach %	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		
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
Total Volume	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
% 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	2	0	0	2	0	0	0	0	0	2
Exiting Leg	2					0					0					0					2
Total	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
Total	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
Total	0	2	0	0	2	1	0	5	0	6	0	3	3	0	6	0	0	0	0	0	14
Grand Total	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:

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	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
Total Volume	0	8	0	0	8	2	0	6	0	8	0	14	4	0	18	0	0	0	0	0	34
% Approach Total	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
Total	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
Total	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
Total	0	0	0	0	0	1	0	0	0	1	0	0	1	0	1	0	0	0	0	0	2
Grand Total	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:

	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
Total Volume	0	0	0	0	0	0	0	2	0	2	0	1	2	0	3	0	0	0	0	0	5
% Approach Total	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					2					5
Total	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	
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	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	
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	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	1							0							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	
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	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	
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	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	
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	0.000	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	1	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 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:

	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:



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
Total	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
Total	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
Total	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
Total Volume	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
Total Entering Leg	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
Total Exiting Leg	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
Total	16	268	0	0	284	55	0	278	0	333	0	281	63	2	346	0	0	0	0	0	963
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
Total	17	302	0	0	319	69	0	261	0	330	0	289	84	1	374	0	0	0	0	0	1023
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
Total	24	272	0	0	296	74	0	346	0	420	0	298	87	1	386	0	0	0	0	0	1102
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	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	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	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	0	0	0	0	0	6
Total	0	3	0	0	3	1	0	5	0	6	0	4	0	0	4	0	0	0	0	0	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	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	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	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	0	0	0	0	0	4
Total	0	5	0	0	5	2	0	5	0	7	0	0	0	0	0	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	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	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	1	0	0	1	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	4
Total	0	4	0	0	4	3	0	1	0	4	0	3	3	0	6	0	0	0	0	0	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	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		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	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	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	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	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	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	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	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	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	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	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	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	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		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	0.000	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	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	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	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	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	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	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	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	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	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	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	
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	
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
Total	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
Total	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
Total	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
Grand Total	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:

11:30 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						
11:30 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
Total Volume	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
% Approach Total	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					
Total	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
Total	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
Total	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
Total	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
Grand Total	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					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
Total Volume	0	0	0	0	0	0	0	3	0	3	0	1	0	0	1	0	0	0	0	0	4
% Approach Total	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					4
Total						1					3					4					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	0.625			
Entering Leg	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	1	1	0	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	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 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
Total	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
Total	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	
Total	0	342	115	0	457	0	0	0	0	0	445	253	0	1	699	85	0	13	0	98	1254	
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	
Total	0	364	78	0	442	0	0	0	0	0	351	237	0	0	588	75	0	13	0	88	1118	
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	
Total Volume	0	342	115	0	457	0	0	0	0	0	445	253	0	1	699	85	0	13	0	98	1254	
% 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
Total					723					560				1127						98	2508	

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	0	14	2	0	14	2	0	0	0	2	24
7:30 AM	0	7	0	0	7	0	0	0	0	0	0	14	1	0	14	1	0	0	0	1	22
7:45 AM	0	4	0	0	4	0	0	0	0	0	0	8	2	0	8	2	0	0	0	2	14
Total	0	23	1	0	24	0	0	0	0	0	0	46	5	0	46	5	0	0	0	5	75
8:00 AM	0	1	0	0	1	0	0	0	0	0	0	9	3	0	9	3	0	0	0	3	13
8:15 AM	0	4	0	0	4	0	0	0	0	0	0	7	1	0	7	1	0	0	0	1	12
8:30 AM	0	5	0	0	5	0	0	0	0	0	0	10	2	0	10	2	0	0	0	2	17
8:45 AM	0	10	2	0	12	0	0	0	0	0	0	10	1	0	10	1	0	0	0	1	23
Total	0	20	2	0	22	0	0	0	0	0	0	36	7	0	36	7	0	0	0	7	65
Grand Total	0	43	3	0	46	0	0	0	0	0	0	82	12	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	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		4.9	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	0	52	8	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		63.4	66.7	0.0	0.0	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	0	26	4	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		31.7	33.3	0.0	0.0	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	0	14	2	0	14	2	0	0	0	2	24	
7:30 AM	0	7	0	0	7	0	0	0	0	0	0	14	1	0	14	1	0	0	0	1	22	
7:45 AM	0	4	0	0	4	0	0	0	0	0	0	8	2	0	8	2	0	0	0	2	14	
Total Volume	0	23	1	0	24	0	0	0	0	0	0	46	5	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	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		6.5	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	0	30	4	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		65.2	80.0	0.0	0.0	80.0	0.0	0.0	0.0	80.0	66.7	
Articulated Trucks	0	8	0	0	8	0	0	0	0	0	0	13	1	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		28.3	20.0	0.0	0.0	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	0	30	4	0	30	4	0	0	0	4	50	
Articulated Trucks	0	8	0	0	8	0	0	0	0	0	0	13	1	0	13	1	0	0	0	1	22	
Total Entering Leg	0	23	1	0	24	0	0	0	0	0	0	46	5	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	
Total Exiting Leg					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
Total	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
Total	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	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	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	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	0.000	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
Total	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
Total	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:

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	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
Total	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
Total	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:

8:00 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	
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



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						
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	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	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	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	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	
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	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	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	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	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	
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	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	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	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)							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	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	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	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	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	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	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	0.000	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	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: **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	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 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
Total	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
Total	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:

4:45 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	
4:45 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
Total	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
Total	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
Total	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
Total	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
Total	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
Total	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
Total	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	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	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 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	
4:00 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
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	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	0.000	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
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: **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
Total	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
Total	0	6	1	0	7	0	0	0	0	0	4	5	0	0	9	6	0	1	0	7	0	0	0	0	0	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	0	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	0.0	
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	0	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	0	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	0	2	0	0	2	0	0	0	0	0	4	3	0	0	7	1	0	0	0	0	0	0	0	0	0	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
Total	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
Grand Total	0	2	0	0	2	0	0	0	0	0	6	4	0	0	10	1	0	0	0	0	0	0	0	0	0	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		0.0	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	0	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	0	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		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	0.333	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	0	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**



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		
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		
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		
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		
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		
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		
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		
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		
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		
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	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	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	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		
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		
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		
5:15 PM	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 Volume	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		
% 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	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	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.250		
Entering Leg	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		
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	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 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
Total	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
Total	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
Total	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					0					16
Articulated Trucks	1					1					5					0					7
Total Exiting Leg	4					6					13					0					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	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	4					
10:30 AM	0	1	0	0	1	0	0	0	0	0	0	4	0	0	0	0	4	1	0	0	0	6				
10:45 AM	0	1	1	0	2	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	4				
Total	0	7	1	0	8	0	0	0	0	0	0	4	3	0	0	7	1	0	0	0	1	16				
11:00 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2				
11:15 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2				
11:30 AM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	4				
11:45 AM	0	3	0	0	3	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4				
Total	0	6	0	0	6	0	0	0	0	0	0	5	1	0	0	6	0	0	0	0	0	12				
12:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	3				
12:15 PM	0	1	0	0	1	0	0	0	0	0	0	2	2	0	0	4	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	1				
12:45 PM	0	0	1	0	1	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3				
Total	0	3	1	0	4	0	0	0	0	0	0	2	5	0	0	7	1	0	0	0	1	12				
Grand Total	0	16	2	0	18	0	0	0	0	0	0	11	9	0	0	20	2	0	0	0	2	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						
Total %	0.0	40.0	5.0	0.0	45.0	0.0	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					
Exiting Leg Total						9					13					18					0					40

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	0	0	1	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	4				
10:30 AM	0	1	0	0	1	0	0	0	0	0	0	4	0	0	0	4	1	0	0	0	1	6				
10:45 AM	0	1	1	0	2	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4				
Total Volume	0	7	1	0	8	0	0	0	0	0	0	4	3	0	7	1	0	0	0	1	16					
% Approach Total	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						
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	0.667					
Entering Leg	0	7	1	0	8	0	0	0	0	0	0	4	3	0	7	1	0	0	0	1	16					
Exiting Leg						3					5					8					0					16
Total						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**



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	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	0	1
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	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	0	1
Total	0	3	0	0	3	0	0	0	0	0	1	1	0	0	2	2	0	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	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
11:30 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	1	0	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	0	1
Total	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	1	0	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	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	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	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	0
Total	0	2	0	0	2	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	4
Grand Total	0	9	0	0	9	0	0	0	0	0	3	1	0	0	4	3	0	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	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	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	0	1
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	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	0	1
Total Volume	0	3	0	0	3	0	0	0	0	0	1	1	0	0	2	2	0	0	0	0	2	7
% 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		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	0.000	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	0	2	7
Exiting Leg					1					1				5							0	7
Total					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	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	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	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	1	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	1	5	
Exiting Leg							1																				0	5	
Total							4																				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:



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

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:

	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	0.000	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 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
Total	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
Total	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:

	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
Total	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
Total	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
Total	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
Total	7	20	1	0	28	6	3	3	0	12	1	24	3	0	28	3	0	15	0	18	86
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
Total	3	23	6	0	32	2	5	0	0	7	1	29	1	0	31	3	3	7	0	13	83
Grand Total	10	43	7	0	60	8	8	3	0	19	2	53	4	0	59	6	3	22	0	31	169
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
Total Volume	5	22	2	0	29	5	3	3	0	11	2	26	3	0	31	4	1	12	0	17	88
% 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	
Total	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	
Total	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	1	0	0	0	1	3	
Grand Total	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	
Total Volume	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	2	0	2	4	
% 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	0.250	
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
Total						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	
Total	3	13	1	0	17	5	3	1	0	9	1	14	2	0	17	2	0	9	0	11	54	
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	
Total	2	13	6	0	21	1	4	0	0	5	1	16	1	0	18	1	3	7	0	11	55	
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
Total	4	6	0	0	10	0	0	2	0	2	0	10	1	0	11	1	0	4	0	5	28
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
Total	1	10	0	0	11	0	0	0	0	0	0	13	0	0	13	1	0	0	0	1	25
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						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
Total Volume	4	6	0	0	10	0	0	2	0	2	0	10	1	0	11	1	0	4	0	5	28
% Approach Total	40.0	60.0	0.0	0.0		0.0	0.0	100.0	0.0		0.0	90.9	9.1	0.0		20.0	0.0	80.0	0.0		
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						0					9					5					28
Total						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		
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		
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		
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: **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
Total	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
Total	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
Total	123	426	132	0	681	131	69	79	0	279	72	468	24	0	564	23	44	106	0	173	1697
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
Total	92	435	138	0	665	164	85	87	0	336	83	466	24	0	573	8	57	101	0	166	1740
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
Total	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
Total	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
Total	1	6	2	0	9	4	0	1	0	5	0	15	0	0	15	0	2	4	0	6	35
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
Total	1	5	4	0	10	2	2	0	0	4	1	4	1	0	6	1	0	3	0	4	24
Grand Total	2	11	6	0	19	6	2	1	0	9	1	19	1	0	21	1	2	7	0	10	59
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	32					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
Total	1	2	0	0	3	0	0	0	0	0	0	6	0	0	6	0	0	2	0	2	11
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
Total	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
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**



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)							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	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: **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
Total	45	427	110	0	582	124	54	56	0	234	82	521	8	0	611	22	62	85	0	169	1596
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
Total	68	427	82	1	578	127	63	70	0	260	67	547	13	0	627	17	44	114	0	175	1640
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
Total	95	470	100	1	666	92	47	70	0	209	65	549	12	0	626	22	50	79	0	151	1652
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	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
Total	42	416	110	0	568	123	53	54	0	230	82	512	8	0	602	21	61	84	0	166	1566
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
Total	67	417	81	1	566	127	61	70	0	258	66	543	13	0	622	17	42	114	0	173	1619
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
Total	94	464	100	1	659	92	45	70	0	207	65	540	12	0	617	22	48	77	0	147	1630
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
Total Volume	106	489	98	2	695	101	54	74	0	229	59	551	12	0	622	21	41	76	0	138	1684
% 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
Total	1425					427					1206					310					3368

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	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	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	0	5
Total	3	11	0	0	14	1	1	2	0	4	0	9	0	0	9	1	1	1	0	3	30	
11:00 AM	1	3	0	0	4	0	0	0	0	0	0	1	0	0	1	0	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	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	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	0	6
Total	1	10	1	0	12	0	2	0	0	2	1	4	0	0	5	0	2	0	0	0	2	21
12:00 PM	0	4	0	0	4	0	1	0	0	1	0	1	0	0	1	0	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	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	
Total	1	6	0	0	7	0	2	0	0	2	0	9	0	0	9	0	2	2	0	4	22	
Grand Total	5	27	1	0	33	1	5	2	0	8	1	22	0	0	23	1	5	3	0	9	73	
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	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	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	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	0	5
Total Volume	3	11	0	0	14	1	1	2	0	4	0	9	0	0	9	1	1	1	0	3	30	
% 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	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	
Total Entering Leg	3	11	0	0	14	1	1	2	0	4	0	9	0	0	9	1	1	1	0	3	30	
Buses	0					0					0					0					0	
Single-Unit Trucks	9					1					11					4					25	
Articulated Trucks	2					0					3					0					5	
Total Exiting Leg	11					1					14					4					30	

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

	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	3	8	0	0	11	1	1	2	0	4	0	7	0	0	7	1	1	1	0	3	25
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
Total	1	6	1	0	8	0	2	0	0	2	1	4	0	0	5	0	2	0	0	2	17
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
Total	0	3	0	0	3	0	2	0	0	2	0	7	0	0	7	0	2	2	0	4	16
Grand Total	4	17	1	0	22	1	5	2	0	8	1	18	0	0	19	1	5	3	0	9	58
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
Total	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
Total	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
Total	1	3	0	0	4	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	6
Grand Total	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					15

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					0					7
Total	7					0					7					0					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	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	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	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		
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	1	0	0	0	0	0	1	0	0	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	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	1	0	0	0	0	0	1	0	0	0	1	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	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	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		
Grand Total	1	3	2	0	0	0	6	1	0	0	0	0	0	1	0	1	0	0	0	0	1	0	0	1	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	11.1	0.0	0.0	11.1	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	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	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	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	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	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	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	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	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 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	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 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 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
Total	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
Total	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
Total	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
Total	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
Total	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	2	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
Total	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
Total	0	5	0	0	5	1	0	3	0	4	2	13	0	0	15	0	0	0	0	0	24
Grand Total	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	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:

	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
Total Volume	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
Total Entering Leg	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
Total Exiting Leg	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
Total	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
Total	0	0	0	0	0	0	0	2	0	2	1	2	0	0	3	0	0	0	0	0	5
Grand Total	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
Total Volume	0	0	0	0	0	1	0	2	0	3	4	3	0	0	7	0	0	0	0	0	10
% Approach Total	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	0	0	0	0	1	0	2	0	3	4	3	0	0	7	0	0	0	0	0	10
Exiting Leg						4					4										10
Total						4					7										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
Total	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
Total	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
7:45 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
8:00 AM	0	2	0	0	2	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	4
8:15 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	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	1
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
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
Total	0	1	0	0	1	0	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	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	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	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	0	1
Total	0	1	0	0	1	0	0	0	0	0	0	5	0	0	5	0	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	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	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	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2
8:15 AM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1
Total Volume	0	1	0	0	1	0	0	0	0	0	0	5	0	0	5	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	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	0	6
Exiting Leg	5					0					1					0					6	
Total	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	1	0	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	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	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	1	0	0	0	0	0	0	0	1
Total	0	1	0	0	0	0	1	0	0	1	0	0	1	0	1	0	0	0	1	0	0	0	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	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	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	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	0	0	0	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	0	0	1	1	2	2
Grand Total	0	1	0	0	0	0	1	0	0	1	0	0	1	0	1	0	0	0	1	0	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	20.0		0.0	0.0	20.0	0.0	0.0	20.0		0.0	20.0	0.0	0.0	0.0	20.0		0.0	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:

7:00 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	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	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	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	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	1	0	0	0	0	0	0	0	1
Total Volume	0	1	0	0	0	0	1	0	0	1	0	0	1	0	1	0	0	0	1	0	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	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	0.250	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	0.750		
Entering Leg	0	1	0	0	0	0	1	0	0	1	0	0	1	0	1	0	0	0	1	0	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	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	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	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	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	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	0		
8:45 AM	0	0	0	0	2	2	4	0	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	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	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	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	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	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	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	0		
8:45 AM	0	0	0	0	2	2	4	0	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	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	0.000	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	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
Total	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
Total	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
Total	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
Total	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
Total	0	3	0	0	3	0	0	2	0	2	3	7	0	0	10	0	0	0	0	0	15
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
Total	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	6
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
Total Volume	0	3	0	0	3	0	0	2	0	2	3	7	0	0	10	0	0	0	0	0	15
% 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
Total Entering Leg	0	3	0	0	3	0	0	2	0	2	3	7	0	0	10	0	0	0	0	0	15
Buses	1					0					1					0					2
Single-Unit Trucks	5					3					4					0					12
Articulated Trucks	1					0					0					0					1
Total Exiting Leg	7					3					5					0					15

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
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
Total	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	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	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
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	1	0	0	1	0	0	0	0	0	0	1	0	0	1	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		
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	0.0	50.0	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	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
Total Volume	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
% 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	0.250	0.000	0.000	0.250	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
Total	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
Total	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
Total	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4
Grand Total	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
Total Volume	0	2	0	0	2	0	0	2	0	2	3	5	0	0	8	0	0	0	0	0	12
% Approach Total	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
Total	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
Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
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	2
Total	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Grand Total	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	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	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	
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	2
Total Volume	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
% 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	0.250	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	2
Exiting Leg	1					0					1					0					2
Total	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:



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	
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	1	1	1
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	1	1	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	1	1	0	0	0	0	0	0	1	1	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	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
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	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	1	1	0	0	0	0	0	0	1	1	2
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	100.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	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	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	50.0	0.0	
Exiting Leg Total	0							0							1							1							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	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	1	1	1
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	1	1	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	1	1	0	0	0	0	0	0	1	1	2
% 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	100.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	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	0.250	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.500	
Entering Leg	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	1	1	2	
Exiting Leg	0							0							1							1							2
Total	0							0							2							2							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	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	3	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	1	4	5	7	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	1	0	1	5	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	2	7	9	17	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	
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	3	3	5	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	2	4	6	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	1	0	0	0	0	0	1	1	2	2	
Total	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	2	8	10	13	13	
Grand Total	0	0	0	0	1	5	6	0	0	0	0	2	2	4		0	0	0	0	0	1	1	1	0	0	0	0	4	15	19	30	30	
Approach %	0	0	0	0	16.7	83.3		0	0	0	0	50	50		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	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	3	3	4	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	1	4	5	7	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	1	0	1	5	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	2	7	9	17	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	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	0.500	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	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
Total	0	164	18	0	182	22	1	108	0	131	144	245	0	0	389	0	1	0	0	1	703
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
Total	0	189	19	0	208	24	0	138	0	162	144	234	0	0	378	0	0	0	0	0	748
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
Total	0	175	10	0	185	19	0	144	0	163	116	224	1	0	341	0	0	0	0	0	689
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
Total	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
Total	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
Total	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
Total Volume	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
Total	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	9
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	6
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	8
Grand Total	0	11	1	0	12	0	0	0	0	0	2	9	0	0	11	0	0	0	0	0	23
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	
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	20
% 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	87.0
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	3
% 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	13.0
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	4
11:45 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
12:00 PM	0	1	0	0	1	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	3
12:15 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total Volume	0	7	0	0	7	0	0	0	0	0	2	2	0	0	4	0	0	0	0	0	11
% 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	9
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	81.8
Articulated Trucks	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Articulated %	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	18.2
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	0	0	0	0	0	2	2	0	0	4	0	0	0	0	0	9
Articulated Trucks	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total Entering Leg	0	7	0	0	7	0	0	0	0	0	2	2	0	0	4	0	0	0	0	0	11
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					11					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
Total	0	3	1	0	4	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	8
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	3
11:45 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	3	0	0	3	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	5
12:00 PM	0	1	0	0	1	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	3
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	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
Total	0	3	0	0	3	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	7
Grand Total	0	9	1	0	10	0	0	0	0	0	2	8	0	0	10	0	0	0	0	0	20
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	3
11:45 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
12:00 PM	0	1	0	0	1	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	3
12:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	5	0	0	5	0	0	0	0	0	2	2	0	0	4	0	0	0	0	0	9
% 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	0.625	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
Total	7					2					9					0					18

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	
Total	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	
Total	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	
Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
Grand Total	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
Total Volume	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
% 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	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
Total	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	20.0	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	1	0	1	0	0	0	1	1	2	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	1	1	1	1			
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	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	0	10	15	25		
Approach %	0	0	0	0	75	25		0	0	0	0	62.5	37.5		0	0	0	0	100	0		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	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:

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	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

CRASH DATA

No crashes reported



FID	Shape*	OBJECTID	OBJECTID_ACDYEAR_CRASH_DATE	ACDYEAR	ACDDAY	ACDTIME	LOCATE_C\LOCATE_C	COUNTY_N TOWN_NA COUNTY	SRI	MP_ACCID	MP_START	MP_END	ACDSTREE\ACDROUTI	INTERSTRE	INTERROU	MILESFTR	NSEW_TO_MILEMARI	FEET_TO_N	NSEW_FRCTYPE_OF_F	FIXED_OBJ	LOCATION	NUMVEHI	TOTALFAT	TOTALINJL	PEDFATAL	PROPDAM	INFONOTR	SEVERITY	DIAGRAM	POSTEDSPI	ROAD_ALI	ROAD_COI	SURFACE_I	LIGHTING	WEATHER	ROAD_DES	TRAFFIC_C	ADDITION	CREATE_DAT
377317	Point M	374830	386881 14023829	11/22/2014	14	SAT	1310	1 Located	HILLSBORC MILFORD	11	50000013_	8.601364	0	9.76	323 SOUTH	0	MARSHALL	0	3900 S	0	0	0	0	0	X	No Appare		35	Straight an	Normal	Dry	Daylight	Cloudy	Not Physic	Visible Roa	#####			
406135	Point M	412868	425204 15004374	1/27/2015	15	TUE	33	1 Located	HILLSBORC MILFORD	11	L3030074_	0	0	0.667	UNION ST	0	BRIDGE NC	0	1300 N	0	0	0	0	0	X	Unknown		30	Straight an	Normal	Snow/Slusl	Dark-Stree	Snow	Not Physic	Visible Roa	#####			
426677	Point M	433518	446456 15020760	9/4/2015	15	FRI	1301	6 Not locate	HILLSBORC MILFORD	11		0	0	0	260 UNION	0	SOUTH ST	0	300 W	0	0	0	0	0	X	No Appare		30	Curve and I	Normal	Dry	Daylight	Clear	Not Physic	Visible Roa	#####			



FID	Shape*	OBJECTID	OBJECTID_	ACDYEAR_	CRASH_DA	ACDYEAR	ACDDAY	ACDTIME	LOCATE_C	LOCATE_C_	COUNTY_N	TOWN_NA	COUNTY	SRI	MP_ACCID	MP_START	MP_END	ACDSTREE	ACDROUTE	INTERSTRE	INTERROU	MILESFTFR	NSEW_TO_	MILEMARH	FEET_TO_I	NSEW_FR	TYPE_OF_	FIXED_OBI	LOCATION	NUMVEHI	TOTALFAT	TOTALINJL	PEDFATAL	PROPDAM	INFONOTR	SEVERITY	DIAGRAM_	POSTEDSPI	ROAD_ALI	ROAD_COI	SURFACE_I	LIGHTING_	WEATHER_	ROAD_DES	TRAFFIC_C	ADDITION	CREATE_DAT
331233	Point M	334241	351273	13002070	<Null>	13	THU	731	1	Located	HILLSBORC	MILFORD	11		0	0	0		101	0013S	100	W	0	0		Thrown of	Along the f	1	0	1	0		Non_Incap		55	Straight an	Normal	Dry	Daylight	Clear	Not Physic	Visible Roa	#####				
340366	Point M	349005	357880	13004070	<Null>	13	WED	2154	1	Located	HILLSBORC	MILFORD	11		0	0	0		101	13	100	E	0	0		Fixed Obje	Rock/Sides	Ramp/Rote	1	0	1	0		Non_Incap		35	Straight at	Normal	Dry	Dark-Stree	Clear	Undivided	Visible Roa	#####			
361187	Point M	368672	364498	13006539	<Null>	13	SUN	806	1	Located	HILLSBORC	MILFORD	11		0	0	0		0013S		101	0	AT	0	0		Other Mot	At Intersec	2	0	1	0		Non_Incap		35	Straight an	Normal	Snow/Slus	Daylight	Snow	Not Physic	Stop Sign	#####			



● = reported collisions 2013 and on

FID	Shape*	OBJECTID	OBJECTID_	ACDYEAR_CRASH_DA	ACDYEAR	ACDDAY	ACDTIME	LOCATE_C	LOCATE_C	COUNTY_N	TOWN_NA	COUNTY	SRI	MP_ACCID	MP_START	MP_END	ACDSTREE	ACDROUTE	INTERSTRE	INTERROU	MILESFTFR	NSEW_TO	MILEMAR	FEET_TO_I	NSEW_FR	TYPE_OF_	FIXED_OBI	LOCATION	NUMVEHI	TOTALFAT	TOTALINJL	PEDFATAL	PROPDAM	INFONOTR	SEVERITY	DIAGRAM	POSTEDSPI	ROAD_ALI	ROAD_COI	SURFACE_I	LIGHTING_	WEATHER_	ROAD_DES	TRAFFIC_C	ADDITION	CREATE_DAT
367095	Point M	365252	374589	13010625	<Null>	13	TUE	1314	1	Located	HILLSBORC	MILFORD	11	50000013_	8.406743	8.406743	0	SOUTH ST	0	ARMORY R	0	250	N	0	0	Other Mot	Intersectio	2	0	1	0			Incapacitat	Left Turn	35	Straight an	Normal	Dry	Daylight	Clear	Not Physici	Visible Roa	#####		



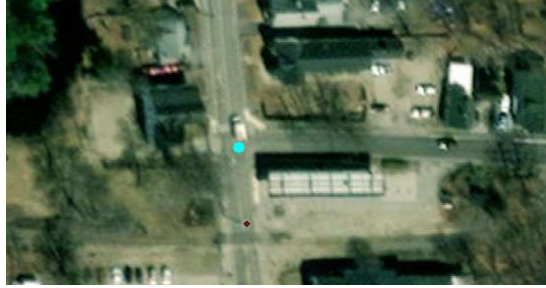
● = reported collisions 2013 and on

FID	Shape*	OBJECTID	OBJECTID_1	ACDYEAR_CRASH_DA	ACDYEAR	ACDDAY	ACDTIME	LOCATE_C	LOCATE_C	COUNTY_N	TOWN_NA	COUNTY	SRI	MP_ACCID	MP_START	MP_END	ACDSTREE	ACDROUTE	INTERSTRE	INTERROU	MILESFTFR	NSEW_TO	MILEMAR	FEET_TO_I	NSEW_FR	TYPE_OF	FIXED_OBI	LOCATION	NUMVEHI	TOTALFAT	TOTALINJL	PEDFATAL	PROPDAM	INFONOTR	SEVERITY	DIAGRAM	POSTEDSPI	ROAD_ALI	ROAD_COI	SURFACE_I	LIGHTING	WEATHER	ROAD_DES	TRAFFIC_C	ADDITION	CREATE_DAT
363644	Point M	368510	364494	13016807	<Null>	13	MON	1654	1	Located	HILLSBORC	MILFORD	11	0	0	0	0013S	ARMORY R			0	0	AT	0	0	Other Mot	At Intersec	2	0	1	0			Non_Incap		35	Straight an	Normal	Dry	Daylight	Clear	Not Physic	Traffic Sign	#####		



● = reported collisions 2013 and on

FID	Shape*	OBJECTID	OBJECTID_1	ACDYEAR	CRASH_DATE	ACDYEAR	ACDDAY	ACDTIME	LOCATE_C1	LOCATE_C	COUNTY_N	TOWN_NA	COUNTY	SRI	MP_ACCID	MP_START	MP_END	ACDSTREE	ACDROUTI	INTERSTRE	INTERROU	MILESFTFR	NSEW_TO_1	MILEMAR	FEET_TO_1	NSEW_FRC	TYPE_OF_1	FIXED_OBJ	LOCATION	NUMVEHI	TOTALFAT	TOTALINJL	PEDFATAL	PROPDAM	INFONOTR	SEVERITY	DIAGRAM	POSTEDSPI	ROAD_ALI	ROAD_COI	SURFACE_1	LIGHTING	WEATHER	ROAD_DES	TRAFFIC_C	ADDITION	CREATE_DAT
399572	Point M	397914	417726	15004617	2/3/2015	15	TUE	729	1	Located	HILLSBORO	MILFORD	11	50000013_	9.592	0	9.76	166	SOUTH	0	39	CLINTON	0	0	AT	0	0	Other Mot	At Intersec	2	0	0	0	X	No Appare	30	Straight an	Normal	Snow/Slusl	Daylight	Cloudy	Not Physic	Stop Sign	#####			



SIGHT DISTANCE CALCULATIONS

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/s²
 $SSD = 1.47 V * T + 1.075 V^2 / A = 360 \text{ FT}$

SSD =	360 FT
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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/s²
 $SSD = 1.47 V * T + 1.075 V^2 / A = 372 \text{ FT}$

SSD =	375 FT
--------------	---------------

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_g) = 6.5 seconds
 $ISD (\text{Right Turn from Stop}) = 1.47 * t_g * V = 335 \text{ FT}$

ISD (Right Turn from Stop) =	335 FT
-------------------------------------	---------------

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_g) = 7.5 seconds
 $ISD (\text{Left Turn from Stop}) = 1.47 * t_g * V = 386 \text{ FT}$

ISD (Left Turn from Stop) =	390 FT
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TRAFFIC VOLUME ADJUSTMENTS

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^a

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

^a Source: Based upon historical data; NHDOT Transportation Data Management System.

TRIP GENERATION & TRIP DISTRIBUTION CALCULATIONS

Institute of Transportation Engineers (ITE)

Land Use Code (LUC) 221 - Multifamily Housing (Mid-Rise)

General Urban/Suburban

Average Vehicle Trips Ends vs: Dwelling Units
Independent Variable (X): 216

AVERAGE WEEKDAY DAILY

$$T = 4.77 * (X) - 46.46$$

$$T = 4.77 * 216 - 46.46$$

$$T = 983.86$$

T = 984 vehicle trips
with 50% (492 vpd) entering and 50% (492 vpd) exiting.

WEEKDAY MORNING PEAK HOUR OF ADJACENT STREET TRAFFIC

$$T = 0.44 * (X) - 11.61$$

$$T = 0.44 * 216 - 11.61$$

$$T = 83.43$$

T = 83 vehicle trips
with 23% (19 vph) entering and 77% (64 vph) exiting.

WEEKDAY EVENING PEAK HOUR OF ADJACENT STREET TRAFFIC

$$T = 0.39 * (X) + 0.34$$

$$T = 0.39 * 216 + 0.34$$

$$T = 84.58$$

T = 85 vehicle trips
with 61% (52 vph) entering and 39% (33 vph) exiting.

SATURDAY DAILY

$$\ln T = 0.94 \ln (X) + 1.84$$

$$\ln T = 0.94 \ln (216) + 1.84$$

$$\ln T = 6.89$$

$$T = 985.12$$

T = 986 vehicle trips
with 50% (493 vpd) entering and 50% (493 vpd) exiting.

SATURDAY PEAK HOUR OF GENERATOR

$$\ln T = 1.00 \ln (X) - 0.91$$

$$\ln T = 1.00 \ln (216) - 0.91$$

$$\ln T = 4.47$$

$$T = 86.95$$

T = 87 vehicle trips
with 51% (44 vpd) entering and 49% (43 vpd) exiting.

Residence		Place of Work		Commuting Flow	NH 13	NH 13	NH 101	NH 101	Emerson Rd.	Armory Rd.	Union St.	Clinton St.	NH 13	NH 13	NH 101	NH 101	Emerson Rd.	Armory Rd.	Union St.	Clinton St.			
State Name	Minor Civil Division Name	State Name	Minor Civil Division Name	Workers in Commuting Flow	North	South	East	West	East	West	West	East	North	South	East	West	East	West	West	East			
New Hampshire	Milford town ¹	New Hampshire	Milford town	2,002	9%	25%	28%	6%	12%	8%	5%	7%	180	501	561	120	240	160	100	140	100%		
New Hampshire	Milford town	New Hampshire	Nashua city	1,503			100%						0	0	1503	0	0	0	0	0	100%		
New Hampshire	Milford town	New Hampshire	Manchester city	748			100%						0	0	748	0	0	0	0	0	100%		
New Hampshire	Milford town	New Hampshire	Amherst town	503	50%		50%						252	0	252	0	0	0	0	0	100%		
New Hampshire	Milford town	New Hampshire	Merrimack town	500	40%		60%						200	0	300	0	0	0	0	0	100%		
New Hampshire	Milford town	New Hampshire	Bedford town	247	40%		60%						99	0	148	0	0	0	0	0	100%		
New Hampshire	Milford town	New Hampshire	Londonderry town	202			100%						0	0	202	0	0	0	0	0	100%		
New Hampshire	Milford town	New Hampshire	Hollis town	192		33%			33%				0	63	65	0	63	0	0	0	100%		
New Hampshire	Milford town	New Hampshire	Hudson town	175			100%						0	0	175	0	0	0	0	0	100%		
New Hampshire	Milford town	New Hampshire	Brookline town	132		75%			25%				0	99	0	0	33	0	0	0	100%		
New Hampshire	Milford town	New Hampshire	Concord city	132	25%		75%						33	0	99	0	0	0	0	0	100%		
New Hampshire	Milford town	Massachusetts	Westford town	128		40%	60%						0	51	77	0	0	0	0	0	100%		
New Hampshire	Milford town	New Hampshire	Wilton town	85	30%			70%					26	0	0	60	0	0	0	0	100%		
New Hampshire	Milford town	New Hampshire	Greenfield town	71	30%			70%					21	0	0	50	0	0	0	0	100%		
New Hampshire	Milford town	New Hampshire	Peterborough	67				100%					0	0	0	67	0	0	0	0	100%		
New Hampshire	Milford town	Massachusetts	Bedford town	62		30%		70%					0	19	0	43	0	0	0	0	100%		
New Hampshire	Milford town	New Hampshire	Salem town	58			100%						0	0	58	0	0	0	0	0	100%		
New Hampshire	Milford town	Massachusetts	Chelmsford town	56			100%						0	0	56	0	0	0	0	0	100%		
New Hampshire	Milford town	New Hampshire	Mont Vernon	51	100%								51	0	0	0	0	0	0	0	100%		
New Hampshire	Milford town	New Hampshire	Litchfield town	49			100%						0	0	49	0	0	0	0	0	100%		
New Hampshire	Milford town	Massachusetts	Lowell city	48			100%						0	0	48	0	0	0	0	0	100%		
New Hampshire	Milford town	Massachusetts	Wilmington town	48			100%						0	0	48	0	0	0	0	0	100%		
New Hampshire	Milford town	New Hampshire	Keene city	47				100%					0	0	0	47	0	0	0	0	100%		
New Hampshire	Milford town	New Hampshire	Hooksett town	47			100%						0	0	47	0	0	0	0	0	100%		
New Hampshire	Milford town	Massachusetts	Boston city	44			100%						0	0	44	0	0	0	0	0	100%		
New Hampshire	Milford town	Massachusetts	Andover town	42			100%						0	0	42	0	0	0	0	0	100%		
New Hampshire	Milford town	Massachusetts	Burlington town	41		25%	75%						0	10	31	0	0	0	0	0	100%		
New Hampshire	Milford town	New Hampshire	Goffstown town	39	50%		50%						20	0	20	0	0	0	0	0	100%		
New Hampshire	Milford town	New Hampshire	Derry town	38			100%						0	0	38	0	0	0	0	0	100%		
New Hampshire	Milford town	Massachusetts	Waltham city	36		25%	75%						0	9	27	0	0	0	0	0	100%		
													882	752	4638	387	336	160	100	140	7395		
													JTW:	12%	10%	63%	5%	5%	2%	1%	2%	100%	
													Say:	10%	10%	55%	5%	5%	5%	5%	5%	100%	

¹ Milford directional percentages based on existing traffic volumes obtained during weekday AM & PM count periods.

AUXILIARY LANE WARRANTS ANALYSIS

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

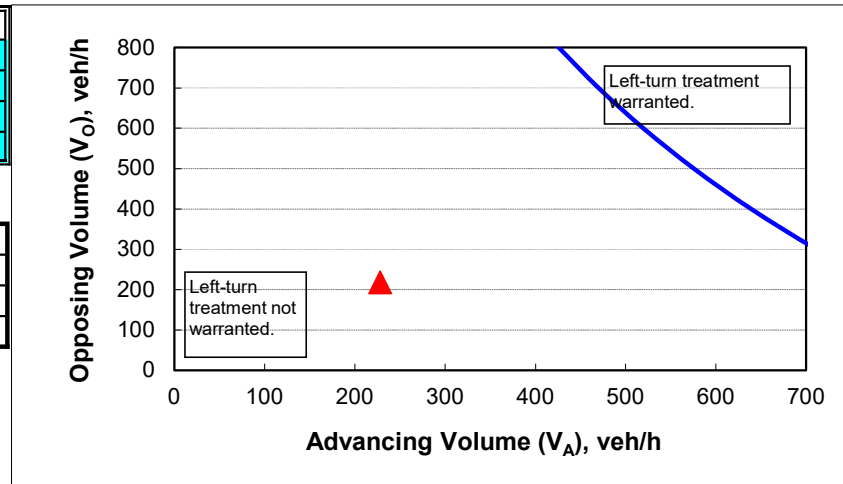
2-lane roadway (English)

INPUT

Variable	Value
85 th percentile speed, mph:	46
Percent of left-turns in advancing volume (V_A), %:	3%
Advancing volume (V_A), veh/h:	228
Opposing volume (V_O), veh/h:	218

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	779
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



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.

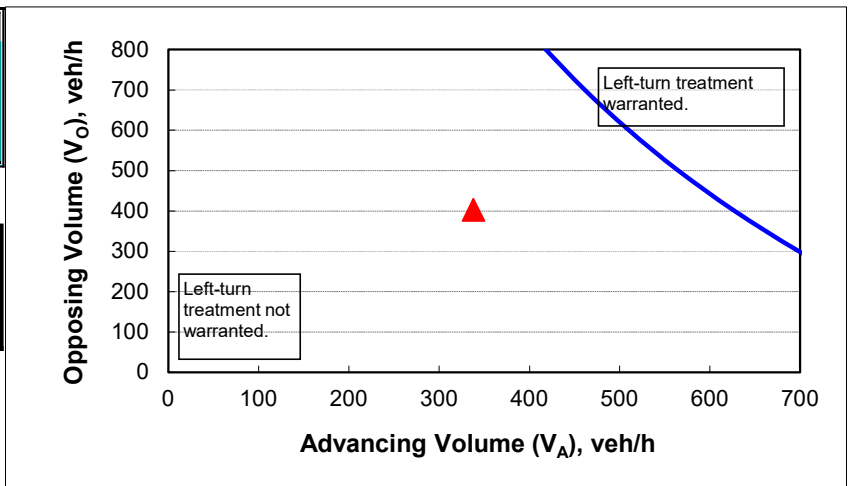
2-lane roadway (English)

INPUT

Variable	Value
85 th percentile speed, mph:	46
Percent of left-turns in advancing volume (V_A), %:	3%
Advancing volume (V_A), veh/h:	338
Opposing volume (V_O), veh/h:	403

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	626
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



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.

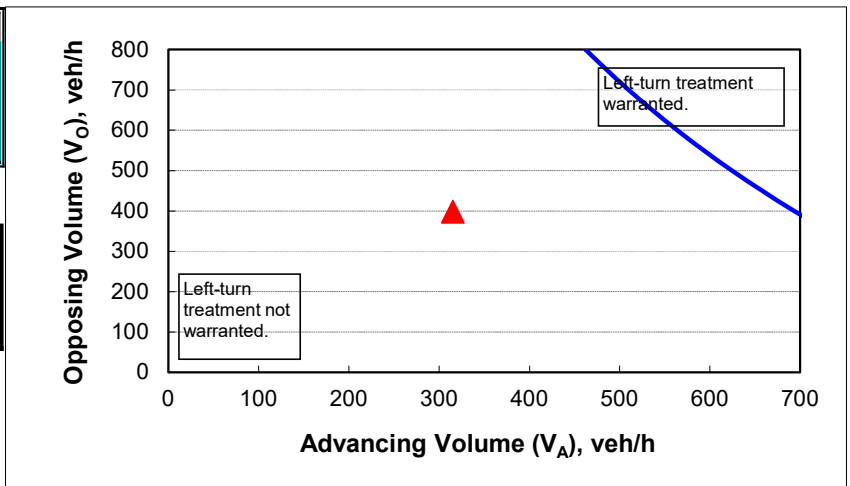
2-lane roadway (English)

INPUT

Variable	Value
85 th percentile speed, mph:	46
Percent of left-turns in advancing volume (V_A), %:	2%
Advancing volume (V_A), veh/h:	315
Opposing volume (V_O), veh/h:	398

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	695
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



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:	218
Right-turn volume, veh/h:	21

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	198
Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:	
Do NOT add right-turn bay.	

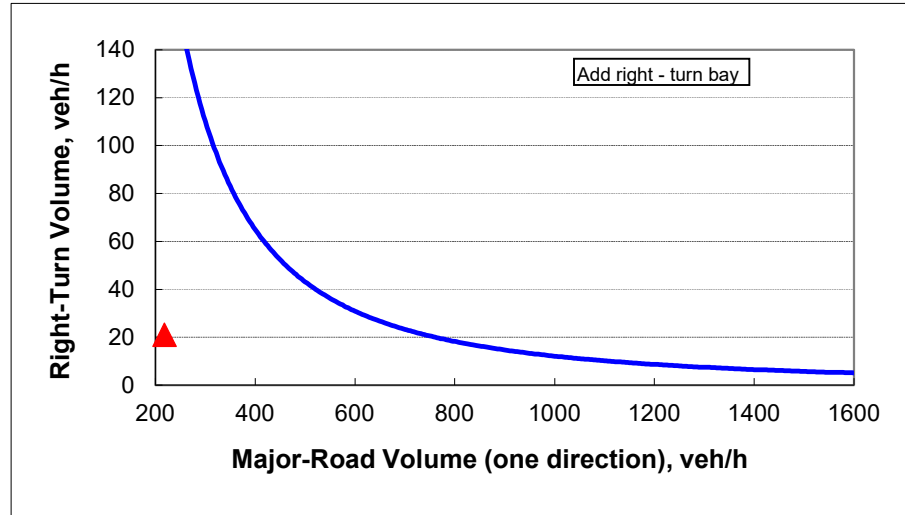


Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

INPUT

Roadway geometry:	2-lane roadway
Variable	Value
Major-road speed, mph:	45
Major-road volume (one direction), veh/h:	403
Right-turn volume, veh/h:	46

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	64
Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:	
Do NOT add right-turn bay.	

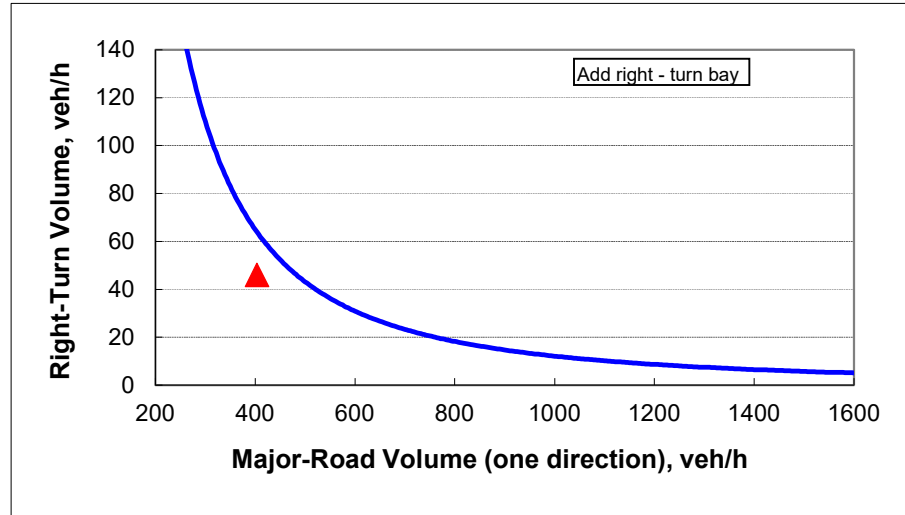


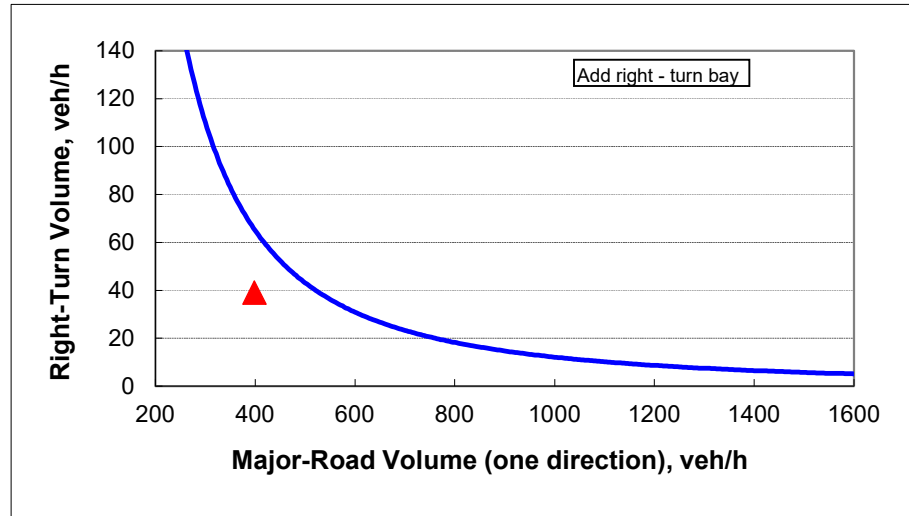
Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

INPUT

Roadway geometry:	2-lane roadway	
Variable	Value	
Major-road speed, mph:	45	
Major-road volume (one direction), veh/h:	398	
Right-turn volume, veh/h:	39	

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	66
Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:	
Do NOT add right-turn bay.	



CAPACITY ANALYSIS METHODOLOGY

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).⁸ 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.

⁸ *Highway Capacity Manual 6th 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 6th 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

HCM 6th TWSC
1: South St. & Clinton St.

2022 Existing
Timing Plan: Weekday AM

Intersection

Int Delay, s/veh	2.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		P			A
Traffic Vol, veh/h	76	12	151	101	4	177
Future Vol, veh/h	76	12	151	101	4	177
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	93	93	93	93	93	93
Heavy Vehicles, %	4	0	7	6	0	2
Mvmt Flow	82	13	162	109	4	190

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	416	218	0	0	272
Stage 1	218	-	-	-	-
Stage 2	198	-	-	-	-
Critical Hdwy	6.44	6.2	-	-	4.1
Critical Hdwy Stg 1	5.44	-	-	-	-
Critical Hdwy Stg 2	5.44	-	-	-	-
Follow-up Hdwy	3.536	3.3	-	-	2.2
Pot Cap-1 Maneuver	589	827	-	-	1303
Stage 1	814	-	-	-	-
Stage 2	831	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	587	826	-	-	1302
Mov Cap-2 Maneuver	587	-	-	-	-
Stage 1	813	-	-	-	-
Stage 2	829	-	-	-	-

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)	-	-	611	1302
HCM Lane V/C Ratio	-	-	0.155	0.003
HCM Control Delay (s)	-	-	12	7.8
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.5	0

HCM 6th TWSC
2: South St. & Nathaniel Dr.

2022 Existing
Timing Plan: Weekday AM

Intersection

Int Delay, s/veh	0.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	6	0	176	5	3	198
Future Vol, veh/h	6	0	176	5	3	198
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	85	85	85	85	85	85
Heavy Vehicles, %	0	0	9	0	0	2
Mvmt Flow	7	0	207	6	4	233

Major/Minor	Minor1	Major1		Major2	
Conflicting Flow All	451	210	0	0	213
Stage 1	210	-	-	-	-
Stage 2	241	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2
Pot Cap-1 Maneuver	570	835	-	-	1369
Stage 1	830	-	-	-	-
Stage 2	804	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	568	835	-	-	1369
Mov Cap-2 Maneuver	568	-	-	-	-
Stage 1	830	-	-	-	-
Stage 2	802	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.4	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	568	1369
HCM Lane V/C Ratio	-	-	0.012	0.003
HCM Control Delay (s)	-	-	11.4	7.6
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0	0

HCM 6th TWSC
3: South St. & Union St.

2022 Existing
Timing Plan: Weekday AM

Intersection

Int Delay, s/veh 3.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
----------	-----	-----	-----	-----	-----	-----

Lane Configurations						
Traffic Vol, veh/h	11	112	133	170	198	6
Future Vol, veh/h	11	112	133	170	198	6
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	-	110	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	18	0	4	6	3	0
Mvmt Flow	12	120	143	183	213	6

Major/Minor	Minor2	Major1	Major2
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Conflicting Flow All	685	216	219	0	-	0
Stage 1	216	-	-	-	-	-
Stage 2	469	-	-	-	-	-
Critical Hdwy	6.58	6.2	4.14	-	-	-
Critical Hdwy Stg 1	5.58	-	-	-	-	-
Critical Hdwy Stg 2	5.58	-	-	-	-	-
Follow-up Hdwy	3.662	3.3	2.236	-	-	-
Pot Cap-1 Maneuver	390	829	1339	-	-	-
Stage 1	783	-	-	-	-	-
Stage 2	598	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	348	829	1339	-	-	-
Mov Cap-2 Maneuver	348	-	-	-	-	-
Stage 1	699	-	-	-	-	-
Stage 2	598	-	-	-	-	-

Approach	EB	NB	SB
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HCM Control Delay, s	10.9	3.5	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
-----------------------	-----	-----	-------	-----	-----

Capacity (veh/h)	1339	-	738	-	-
HCM Lane V/C Ratio	0.107	-	0.179	-	-
HCM Control Delay (s)	8	-	10.9	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0.4	-	0.6	-	-

HCM 6th TWSC
4: South St. & NH 101 WB Off-Ramp

2022 Existing
Timing Plan: Weekday AM

Intersection												
Int Delay, s/veh	8.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↘		↗	↘	↗			↗	↘
Traffic Vol, veh/h	0	0	0	213	0	68	74	235	0	0	293	17
Future Vol, veh/h	0	0	0	213	0	68	74	235	0	0	293	17
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	Yield
Storage Length	-	-	-	0	-	0	110	-	-	-	-	200
Veh in Median Storage, #	-	1	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	9	0	8	10	5	0	0	2	6
Mvmt Flow	0	0	0	224	0	72	78	247	0	0	308	18

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	711	- 247 308	0 - - - 0
Stage 1	403	- - -	- - - - -
Stage 2	308	- - -	- - - - -
Critical Hdwy	6.49	- 6.28 4.2	- - - - -
Critical Hdwy Stg 1	5.49	- - -	- - - - -
Critical Hdwy Stg 2	5.49	- - -	- - - - -
Follow-up Hdwy	3.581	- 3.372 2.29	- - - - -
Pot Cap-1 Maneuver	389	0 777 1209	- 0 0 - -
Stage 1	660	0 - -	- 0 0 - -
Stage 2	730	0 - -	- 0 0 - -
Platoon blocked, %			- - - - -
Mov Cap-1 Maneuver	364	0 777 1209	- - - - -
Mov Cap-2 Maneuver	364	0 - -	- - - - -
Stage 1	617	0 - -	- - - - -
Stage 2	730	0 - -	- - - - -

Approach	WB	NB	SB
HCM Control Delay, s	24.8	2	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBTWBLn1	WBLn2	SBT	SBR
Capacity (veh/h)	1209	-	364 777	-	-
HCM Lane V/C Ratio	0.064	-	0.616 0.092	-	-
HCM Control Delay (s)	8.2	-	29.5 10.1	-	-
HCM Lane LOS	A	-	D B	-	-
HCM 95th %tile Q(veh)	0.2	-	3.9 0.3	-	-

HCM 6th TWSC
5: South St. & NH 101 EB Off-Ramp

2022 Existing
Timing Plan: Weekday AM

Intersection

Int Delay, s/veh	1.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘		↗					↑	↗	↘	↑	
Traffic Vol, veh/h	15	0	94	0	0	0	0	294	491	122	384	0
Future Vol, veh/h	15	0	94	0	0	0	0	294	491	122	384	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	Yield	-	-	None
Storage Length	0	-	0	-	-	-	-	-	125	110	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	6	0	0	0	0	7	6	1	6	0
Mvmt Flow	16	0	102	0	0	0	0	320	534	133	417	0

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	1003	-	417	-	0	0	320	0	0
Stage 1	683	-	-	-	-	-	-	-	-
Stage 2	320	-	-	-	-	-	-	-	-
Critical Hdwy	6.4	-	6.26	-	-	-	4.11	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	-	3.354	-	-	-	2.209	-	-
Pot Cap-1 Maneuver	271	0	627	0	-	-	1246	-	0
Stage 1	505	0	-	0	-	-	-	-	0
Stage 2	741	0	-	0	-	-	-	-	0
Platoon blocked, %									
Mov Cap-1 Maneuver	242	0	627	-	-	-	1246	-	-
Mov Cap-2 Maneuver	242	0	-	-	-	-	-	-	-
Stage 1	505	0	-	-	-	-	-	-	-
Stage 2	662	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.1	0	2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	EBLn2	SBL	SBT
Capacity (veh/h)	-	-	242	627	1246	-
HCM Lane V/C Ratio	-	-	0.067	0.163	0.106	-
HCM Control Delay (s)	-	-	20.9	11.9	8.2	-
HCM Lane LOS	-	-	C	B	A	-
HCM 95th %tile Q(veh)	-	-	0.2	0.6	0.4	-

Timings
6: South St. & Armory Rd./Emerson Rd.

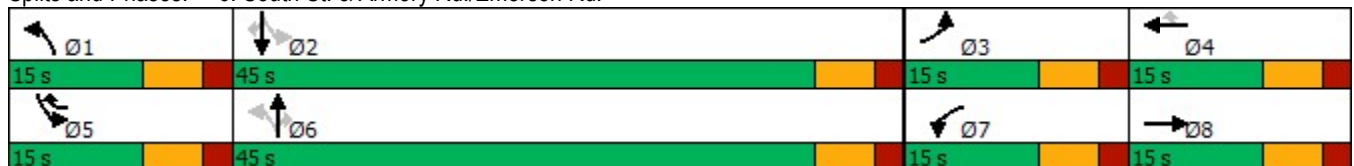
2022 Existing
Timing Plan: Weekday AM

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	200	54	30	29	126	24	459	38	62	346	70
Future Volume (vph)	200	54	30	29	126	24	459	38	62	346	70
Turn Type	Prot	NA	Prot	NA	pm+ov	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	3	8	7	4	5	1	6		5	2	
Permitted Phases					4	6		6	2		2
Detector Phase	3	8	7	4	5	1	6	6	5	2	2
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	11.0	11.0	11.0	11.0	11.0	11.0	16.0	16.0	11.0	16.0	16.0
Total Split (s)	15.0	15.0	15.0	15.0	15.0	15.0	45.0	45.0	15.0	45.0	45.0
Total Split (%)	16.7%	16.7%	16.7%	16.7%	16.7%	16.7%	50.0%	50.0%	16.7%	50.0%	50.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Max	Max	None	Max	Max
Act Effct Green (s)	9.1	9.1	8.5	8.5	16.9	47.5	39.4	39.4	51.9	48.6	48.6
Actuated g/C Ratio	0.11	0.11	0.10	0.10	0.20	0.57	0.47	0.47	0.62	0.58	0.58
v/c Ratio	1.22	0.45	0.20	0.19	0.33	0.04	0.60	0.05	0.14	0.37	0.08
Control Delay	172.1	35.6	39.9	39.8	7.2	7.6	21.6	0.1	7.9	14.2	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	172.1	35.6	39.9	39.8	7.2	7.6	21.6	0.1	7.9	14.2	0.2
LOS	F	D	D	D	A	A	C	A	A	B	A
Approach Delay		131.3		17.6			19.4			11.3	
Approach LOS		F		B			B			B	

Intersection Summary












Cycle Length: 90
 Actuated Cycle Length: 83.6
 Natural Cycle: 65
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.22
 Intersection Signal Delay: 38.3
 Intersection Capacity Utilization 61.1%
 Analysis Period (min) 15
 Intersection LOS: D
 ICU Level of Service B

Splits and Phases: 6: South St. & Armory Rd./Emerson Rd.



Queues
6: South St. & Armory Rd./Emerson Rd.

2022 Existing
Timing Plan: Weekday AM
























											
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	220	94	33	32	138	26	504	42	68	380	77
v/c Ratio	1.22	0.45	0.20	0.19	0.33	0.04	0.60	0.05	0.14	0.37	0.08
Control Delay	172.1	35.6	39.9	39.8	7.2	7.6	21.6	0.1	7.9	14.2	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	172.1	35.6	39.9	39.8	7.2	7.6	21.6	0.1	7.9	14.2	0.2
Queue Length 50th (ft)	~163	37	18	17	0	6	219	0	15	100	0
Queue Length 95th (ft)	#303	86	46	45	43	15	330	0	31	232	0
Internal Link Dist (ft)		625		689			499			274	
Turn Bay Length (ft)	115		85		50	150		100	150		100
Base Capacity (vph)	181	211	178	179	430	598	844	834	483	1041	921
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.22	0.45	0.19	0.18	0.32	0.04	0.60	0.05	0.14	0.37	0.08

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM 6th Signalized Intersection Summary
6: South St. & Armory Rd./Emerson Rd.

2022 Existing
Timing Plan: Weekday AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	200	54	32	30	29	126	24	459	38	62	346	70
Future Volume (veh/h)	200	54	32	30	29	126	24	459	38	62	346	70
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1781	1900	1752	1752	1737	1826	1707	1811	1856	1870	1811	1737
Adj Flow Rate, veh/h	220	59	35	33	32	138	26	504	42	68	380	77
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	8	0	10	10	11	5	13	6	3	2	6	11
Cap, veh/h	180	201	119	53	184	237	419	831	722	384	867	705
Arrive On Green	0.11	0.18	0.18	0.03	0.11	0.11	0.03	0.46	0.46	0.05	0.48	0.48
Sat Flow, veh/h	1697	1118	663	1668	1737	1547	1626	1811	1572	1781	1811	1472
Grp Volume(v), veh/h	220	0	94	33	32	138	26	504	42	68	380	77
Grp Sat Flow(s),veh/h/ln	1697	0	1781	1668	1737	1547	1626	1811	1572	1781	1811	1472
Q Serve(g_s), s	9.0	0.0	3.9	1.7	1.4	7.0	0.7	17.7	1.3	1.7	11.8	2.4
Cycle Q Clear(g_c), s	9.0	0.0	3.9	1.7	1.4	7.0	0.7	17.7	1.3	1.7	11.8	2.4
Prop In Lane	1.00		0.37	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	180	0	320	53	184	237	419	831	722	384	867	705
V/C Ratio(X)	1.22	0.00	0.29	0.62	0.17	0.58	0.06	0.61	0.06	0.18	0.44	0.11
Avail Cap(c_a), veh/h	180	0	320	177	184	237	547	831	722	489	867	705
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.0	0.0	30.2	40.6	34.6	33.5	12.0	17.2	12.8	12.8	14.6	12.2
Incr Delay (d2), s/veh	140.4	0.0	1.1	22.7	1.0	5.7	0.1	3.3	0.2	0.5	1.6	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.7	0.0	1.7	1.0	0.6	3.0	0.3	7.7	0.5	0.7	4.9	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	178.4	0.0	31.2	63.3	35.6	39.2	12.2	20.5	12.9	13.3	16.2	12.5
LnGrp LOS	F	A	C	E	D	D	B	C	B	B	B	B
Approach Vol, veh/h		314			203			572			525	
Approach Delay, s/veh		134.3			42.5			19.6			15.3	
Approach LOS		F			D			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.3	46.7	15.0	15.0	10.0	45.0	8.7	21.3				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	9.0	39.0	9.0	9.0	9.0	39.0	9.0	9.0				
Max Q Clear Time (g_c+I1), s	2.7	13.8	11.0	9.0	3.7	19.7	3.7	5.9				
Green Ext Time (p_c), s	0.0	5.2	0.0	0.0	0.1	6.0	0.0	0.2				
Intersection Summary												
HCM 6th Ctrl Delay			43.4									
HCM 6th LOS			D									

Intersection						
Int Delay, s/veh	2.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	77	12	153	102	4	179
Future Vol, veh/h	77	12	153	102	4	179
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	93	93	93	93	93	93
Heavy Vehicles, %	4	0	7	6	0	2
Mvmt Flow	83	13	165	110	4	192

Major/Minor	Minor1	Major1	Major2	Minor2	Major3
Conflicting Flow All	421	221	0	0	276
Stage 1	221	-	-	-	-
Stage 2	200	-	-	-	-
Critical Hdwy	6.44	6.2	-	-	4.1
Critical Hdwy Stg 1	5.44	-	-	-	-
Critical Hdwy Stg 2	5.44	-	-	-	-
Follow-up Hdwy	3.536	3.3	-	-	2.2
Pot Cap-1 Maneuver	585	824	-	-	1299
Stage 1	811	-	-	-	-
Stage 2	829	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	583	823	-	-	1298
Mov Cap-2 Maneuver	583	-	-	-	-
Stage 1	810	-	-	-	-
Stage 2	827	-	-	-	-

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)	-	-	607	1298
HCM Lane V/C Ratio	-	-	0.158	0.003
HCM Control Delay (s)	-	-	12	7.8
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.6	0

Intersection

Int Delay, s/veh	0.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	6	0	178	5	3	200
Future Vol, veh/h	6	0	178	5	3	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	85	85	85	85	85	85
Heavy Vehicles, %	0	0	9	0	0	2
Mvmt Flow	7	0	209	6	4	235

Major/Minor	Minor1	Major1	Major2	Minor2	Major3
Conflicting Flow All	455	212	0	0	215
Stage 1	212	-	-	-	-
Stage 2	243	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2
Pot Cap-1 Maneuver	567	833	-	-	1367
Stage 1	828	-	-	-	-
Stage 2	802	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	565	833	-	-	1367
Mov Cap-2 Maneuver	565	-	-	-	-
Stage 1	828	-	-	-	-
Stage 2	800	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.5	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	565	1367
HCM Lane V/C Ratio	-	-	0.012	0.003
HCM Control Delay (s)	-	-	11.5	7.6
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0	0

Intersection

Int Delay, s/veh 3.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
----------	-----	-----	-----	-----	-----	-----

Lane Configurations	Y		Y	↑	↑	
Traffic Vol, veh/h	11	113	134	172	200	6
Future Vol, veh/h	11	113	134	172	200	6
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	-	110	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	18	0	4	6	3	0
Mvmt Flow	12	122	144	185	215	6

Major/Minor	Minor2	Major1	Major2
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Conflicting Flow All	691	218	221	0	-	0
Stage 1	218	-	-	-	-	-
Stage 2	473	-	-	-	-	-
Critical Hdwy	6.58	6.2	4.14	-	-	-
Critical Hdwy Stg 1	5.58	-	-	-	-	-
Critical Hdwy Stg 2	5.58	-	-	-	-	-
Follow-up Hdwy	3.662	3.3	2.236	-	-	-
Pot Cap-1 Maneuver	387	827	1336	-	-	-
Stage 1	782	-	-	-	-	-
Stage 2	595	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	345	827	1336	-	-	-
Mov Cap-2 Maneuver	345	-	-	-	-	-
Stage 1	698	-	-	-	-	-
Stage 2	595	-	-	-	-	-

Approach	EB	NB	SB
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HCM Control Delay, s	11	3.5	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
-----------------------	-----	-----	-------	-----	-----

Capacity (veh/h)	1336	-	736	-	-
HCM Lane V/C Ratio	0.108	-	0.181	-	-
HCM Control Delay (s)	8	-	11	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0.4	-	0.7	-	-

HCM 6th TWSC
4: South St. & NH 101 WB Off-Ramp

2023 No Build
Timing Plan: Weekday AM

Intersection												
Int Delay, s/veh	8.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↘		↗	↘	↗			↗	↘
Traffic Vol, veh/h	0	0	0	215	0	69	75	237	0	0	296	17
Future Vol, veh/h	0	0	0	215	0	69	75	237	0	0	296	17
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	Yield
Storage Length	-	-	-	0	-	0	110	-	-	-	-	200
Veh in Median Storage, #	-	1	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	9	0	8	10	5	0	0	2	6
Mvmt Flow	0	0	0	226	0	73	79	249	0	0	312	18

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	719	- 249 312	0 - - - 0
Stage 1	407	- - -	- - - - -
Stage 2	312	- - -	- - - - -
Critical Hdwy	6.49	- 6.28 4.2	- - - - -
Critical Hdwy Stg 1	5.49	- - -	- - - - -
Critical Hdwy Stg 2	5.49	- - -	- - - - -
Follow-up Hdwy	3.581	- 3.372 2.29	- - - - -
Pot Cap-1 Maneuver	385	0 775 1204	- 0 0 - -
Stage 1	657	0 - -	- 0 0 - -
Stage 2	727	0 - -	- 0 0 - -
Platoon blocked, %			- - - - -
Mov Cap-1 Maneuver	360	0 775 1204	- - - - -
Mov Cap-2 Maneuver	360	0 - -	- - - - -
Stage 1	614	0 - -	- - - - -
Stage 2	727	0 - -	- - - - -

Approach	WB	NB	SB
HCM Control Delay, s	25.5	2	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBTWBLn1	WBLn2	SBT	SBR
Capacity (veh/h)	1204	-	360 775	-	-
HCM Lane V/C Ratio	0.066	-	0.629 0.094	-	-
HCM Control Delay (s)	8.2	-	30.5 10.1	-	-
HCM Lane LOS	A	-	D B	-	-
HCM 95th %tile Q(veh)	0.2	-	4.1 0.3	-	-

HCM 6th TWSC
5: South St. & NH 101 EB Off-Ramp

2023 No Build
Timing Plan: Weekday AM

Intersection												
Int Delay, s/veh	1.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘		↗					↑	↗	↘	↑	
Traffic Vol, veh/h	15	0	95	0	0	0	0	297	496	123	388	0
Future Vol, veh/h	15	0	95	0	0	0	0	297	496	123	388	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	Yield	-	-	None
Storage Length	0	-	0	-	-	-	-	-	125	110	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	6	0	0	0	0	7	6	1	6	0
Mvmt Flow	16	0	103	0	0	0	0	323	539	134	422	0

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	1013	-	422	-	0	0	323	0	0
Stage 1	690	-	-	-	-	-	-	-	-
Stage 2	323	-	-	-	-	-	-	-	-
Critical Hdwy	6.4	-	6.26	-	-	-	4.11	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	-	3.354	-	-	-	2.209	-	-
Pot Cap-1 Maneuver	267	0	623	-	-	-	1242	-	0
Stage 1	502	0	-	-	-	-	-	-	0
Stage 2	738	0	-	-	-	-	-	-	0
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	238	0	623	-	-	-	1242	-	-
Mov Cap-2 Maneuver	238	0	-	-	-	-	-	-	-
Stage 1	502	0	-	-	-	-	-	-	-
Stage 2	658	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.2	0	2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	EBLn2	SBL	SBT
Capacity (veh/h)	-	-	238	623	1242	-
HCM Lane V/C Ratio	-	-	0.069	0.166	0.108	-
HCM Control Delay (s)	-	-	21.2	11.9	8.2	-
HCM Lane LOS	-	-	C	B	A	-
HCM 95th %tile Q(veh)	-	-	0.2	0.6	0.4	-

Timings
6: South St. & Armory Rd./Emerson Rd.

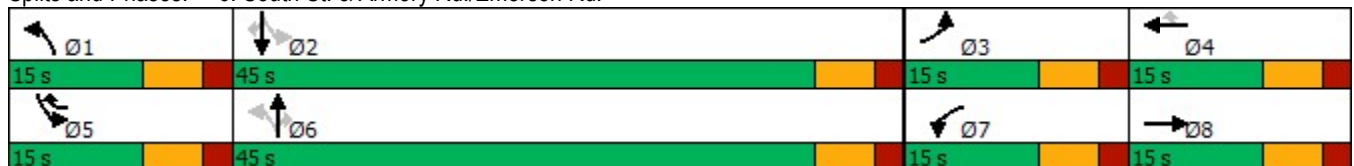
2023 No Build
Timing Plan: Weekday AM

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	202	55	30	29	126	24	465	38	63	350	70
Future Volume (vph)	202	55	30	29	126	24	465	38	63	350	70
Turn Type	Prot	NA	Prot	NA	pm+ov	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	3	8	7	4	5	1	6		5	2	
Permitted Phases					4	6		6	2		2
Detector Phase	3	8	7	4	5	1	6	6	5	2	2
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	11.0	11.0	11.0	11.0	11.0	11.0	16.0	16.0	11.0	16.0	16.0
Total Split (s)	15.0	15.0	15.0	15.0	15.0	15.0	45.0	45.0	15.0	45.0	45.0
Total Split (%)	16.7%	16.7%	16.7%	16.7%	16.7%	16.7%	50.0%	50.0%	16.7%	50.0%	50.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Max	Max	None	Max	Max
Act Effct Green (s)	9.1	9.1	8.5	8.5	16.9	47.5	39.4	39.4	51.9	48.6	48.6
Actuated g/C Ratio	0.11	0.11	0.10	0.10	0.20	0.57	0.47	0.47	0.62	0.58	0.58
v/c Ratio	1.23	0.45	0.20	0.19	0.33	0.04	0.61	0.05	0.15	0.37	0.08
Control Delay	176.0	35.7	39.9	39.8	7.2	7.6	21.8	0.1	7.9	14.2	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	176.0	35.7	39.9	39.8	7.2	7.6	21.8	0.1	7.9	14.2	0.2
LOS	F	D	D	D	A	A	C	A	A	B	A
Approach Delay		134.0		17.6			19.6			11.4	
Approach LOS		F		B			B			B	

Intersection Summary












Cycle Length: 90
 Actuated Cycle Length: 83.6
 Natural Cycle: 65
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.23
 Intersection Signal Delay: 38.9
 Intersection Capacity Utilization 61.5%
 Analysis Period (min) 15
 Intersection LOS: D
 ICU Level of Service B

Splits and Phases: 6: South St. & Armory Rd./Emerson Rd.



Queues
6: South St. & Armory Rd./Emerson Rd.

2023 No Build
Timing Plan: Weekday AM

											
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	222	95	33	32	138	26	511	42	69	385	77
v/c Ratio	1.23	0.45	0.20	0.19	0.33	0.04	0.61	0.05	0.15	0.37	0.08
Control Delay	176.0	35.7	39.9	39.8	7.2	7.6	21.8	0.1	7.9	14.2	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	176.0	35.7	39.9	39.8	7.2	7.6	21.8	0.1	7.9	14.2	0.2
Queue Length 50th (ft)	~165	38	18	17	0	6	223	0	15	102	0
Queue Length 95th (ft)	#305	86	46	45	43	15	335	0	32	235	0
Internal Link Dist (ft)		625		689			499			274	
Turn Bay Length (ft)	115		85		50	150		100	150		100
Base Capacity (vph)	181	211	178	179	430	596	844	834	478	1041	921
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.23	0.45	0.19	0.18	0.32	0.04	0.61	0.05	0.14	0.37	0.08

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM 6th Signalized Intersection Summary
6: South St. & Armory Rd./Emerson Rd.

2023 No Build
Timing Plan: Weekday AM

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	202	55	32	30	29	126	24	465	38	63	350	70
Future Volume (veh/h)	202	55	32	30	29	126	24	465	38	63	350	70
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1781	1900	1752	1752	1737	1826	1707	1811	1856	1870	1811	1737
Adj Flow Rate, veh/h	222	60	35	33	32	138	26	511	42	69	385	77
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	8	0	10	10	11	5	13	6	3	2	6	11
Cap, veh/h	180	202	118	53	184	237	416	831	721	379	868	705
Arrive On Green	0.11	0.18	0.18	0.03	0.11	0.11	0.03	0.46	0.46	0.05	0.48	0.48
Sat Flow, veh/h	1697	1125	656	1668	1737	1547	1626	1811	1572	1781	1811	1472
Grp Volume(v), veh/h	222	0	95	33	32	138	26	511	42	69	385	77
Grp Sat Flow(s),veh/h/ln	1697	0	1782	1668	1737	1547	1626	1811	1572	1781	1811	1472
Q Serve(g_s), s	9.0	0.0	3.9	1.7	1.4	7.0	0.7	18.1	1.3	1.7	12.0	2.4
Cycle Q Clear(g_c), s	9.0	0.0	3.9	1.7	1.4	7.0	0.7	18.1	1.3	1.7	12.0	2.4
Prop In Lane	1.00		0.37	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	180	0	321	53	184	237	416	831	721	379	868	705
V/C Ratio(X)	1.24	0.00	0.30	0.62	0.17	0.58	0.06	0.62	0.06	0.18	0.44	0.11
Avail Cap(c_a), veh/h	180	0	321	177	184	237	544	831	721	484	868	705
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.0	0.0	30.2	40.7	34.6	33.5	12.1	17.4	12.8	12.9	14.7	12.2
Incr Delay (d2), s/veh	144.8	0.0	1.1	22.7	1.0	5.7	0.1	3.4	0.2	0.5	1.6	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.9	0.0	1.8	1.0	0.6	3.0	0.3	7.8	0.5	0.7	5.0	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	182.8	0.0	31.3	63.3	35.6	39.1	12.2	20.7	13.0	13.4	16.3	12.5
LnGrp LOS	F	A	C	E	D	D	B	C	B	B	B	B
Approach Vol, veh/h		317			203			579			531	
Approach Delay, s/veh		137.4			42.5			19.8			15.4	
Approach LOS		F			D			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.3	46.7	15.0	15.0	10.0	45.0	8.7	21.3				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	9.0	39.0	9.0	9.0	9.0	39.0	9.0	9.0				
Max Q Clear Time (g_c+I1), s	2.7	14.0	11.0	9.0	3.7	20.1	3.7	5.9				
Green Ext Time (p_c), s	0.0	5.3	0.0	0.0	0.1	6.1	0.0	0.2				
Intersection Summary												
HCM 6th Ctrl Delay			44.0									
HCM 6th LOS			D									

Intersection

Int Delay, s/veh	2.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	85	13	168	113	4	197
Future Vol, veh/h	85	13	168	113	4	197
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	93	93	93	93	93	93
Heavy Vehicles, %	4	0	7	6	0	2
Mvmt Flow	91	14	181	122	4	212

Major/Minor	Minor1	Major1		Major2	
Conflicting Flow All	463	243	0	0	304
Stage 1	243	-	-	-	-
Stage 2	220	-	-	-	-
Critical Hdwy	6.44	6.2	-	-	4.1
Critical Hdwy Stg 1	5.44	-	-	-	-
Critical Hdwy Stg 2	5.44	-	-	-	-
Follow-up Hdwy	3.536	3.3	-	-	2.2
Pot Cap-1 Maneuver	553	801	-	-	1268
Stage 1	793	-	-	-	-
Stage 2	812	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	550	800	-	-	1267
Mov Cap-2 Maneuver	550	-	-	-	-
Stage 1	792	-	-	-	-
Stage 2	809	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.7	0	0.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	574	1267
HCM Lane V/C Ratio	-	-	0.184	0.003
HCM Control Delay (s)	-	-	12.7	7.9
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.7	0

Intersection

Int Delay, s/veh	0.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	6	0	197	5	3	222
Future Vol, veh/h	6	0	197	5	3	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	85	85	85	85	85	85
Heavy Vehicles, %	0	0	9	0	0	2
Mvmt Flow	7	0	232	6	4	261

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	504	235	0	0	238
Stage 1	235	-	-	-	-
Stage 2	269	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2
Pot Cap-1 Maneuver	531	809	-	-	1341
Stage 1	809	-	-	-	-
Stage 2	781	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	529	809	-	-	1341
Mov Cap-2 Maneuver	529	-	-	-	-
Stage 1	809	-	-	-	-
Stage 2	779	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.9	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	529	1341
HCM Lane V/C Ratio	-	-	0.013	0.003
HCM Control Delay (s)	-	-	11.9	7.7
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0	0

HCM 6th TWSC
3: South St. & Union St.

2033 No Build
Timing Plan: Weekday AM

Intersection

Int Delay, s/veh 4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔		↔	↑	↑	
Traffic Vol, veh/h	12	125	148	190	221	7
Future Vol, veh/h	12	125	148	190	221	7
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	-	110	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	18	0	4	6	3	0
Mvmt Flow	13	134	159	204	238	8

Major/Minor	Minor2	Major1	Major2		
Conflicting Flow All	764	242	246	0	0
Stage 1	242	-	-	-	-
Stage 2	522	-	-	-	-
Critical Hdwy	6.58	6.2	4.14	-	-
Critical Hdwy Stg 1	5.58	-	-	-	-
Critical Hdwy Stg 2	5.58	-	-	-	-
Follow-up Hdwy	3.662	3.3	2.236	-	-
Pot Cap-1 Maneuver	350	802	1308	-	-
Stage 1	762	-	-	-	-
Stage 2	564	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	307	802	1308	-	-
Mov Cap-2 Maneuver	307	-	-	-	-
Stage 1	669	-	-	-	-
Stage 2	564	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.5	3.6	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1308	-	703	-	-
HCM Lane V/C Ratio	0.122	-	0.21	-	-
HCM Control Delay (s)	8.1	-	11.5	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0.4	-	0.8	-	-

HCM 6th TWSC
4: South St. & NH 101 WB Off-Ramp

2033 No Build
Timing Plan: Weekday AM

Intersection												
Int Delay, s/veh	12.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↘		↗	↘	↗			↗	↘
Traffic Vol, veh/h	0	0	0	238	0	76	83	262	0	0	327	19
Future Vol, veh/h	0	0	0	238	0	76	83	262	0	0	327	19
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	Yield
Storage Length	-	-	-	0	-	0	110	-	-	-	-	200
Veh in Median Storage, #	-	1	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	9	0	8	10	5	0	0	2	6
Mvmt Flow	0	0	0	251	0	80	87	276	0	0	344	20

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	794	- 276 344	0 - - - 0
Stage 1	450	- - -	- - - - -
Stage 2	344	- - -	- - - - -
Critical Hdwy	6.49	- 6.28 4.2	- - - - -
Critical Hdwy Stg 1	5.49	- - -	- - - - -
Critical Hdwy Stg 2	5.49	- - -	- - - - -
Follow-up Hdwy	3.581	- 3.372 2.29	- - - - -
Pot Cap-1 Maneuver	347	0 749 1172	- 0 0 - -
Stage 1	628	0 - -	- 0 0 - -
Stage 2	703	0 - -	- 0 0 - -
Platoon blocked, %			- - - - -
Mov Cap-1 Maneuver	321	0 749 1172	- - - - -
Mov Cap-2 Maneuver	321	0 - -	- - - - -
Stage 1	582	0 - -	- - - - -
Stage 2	703	0 - -	- - - - -

Approach	WB	NB	SB
HCM Control Delay, s	37.9	2	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBTWBLn1	WBLn2	SBT	SBR
Capacity (veh/h)	1172	-	321 749	-	-
HCM Lane V/C Ratio	0.075	-	0.78 0.107	-	-
HCM Control Delay (s)	8.3	-	46.7 10.4	-	-
HCM Lane LOS	A	-	E B	-	-
HCM 95th %tile Q(veh)	0.2	-	6.2 0.4	-	-

HCM 6th TWSC
5: South St. & NH 101 EB Off-Ramp

2033 No Build
Timing Plan: Weekday AM

Intersection												
Int Delay, s/veh	1.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘		↗					↑	↗	↘	↑	
Traffic Vol, veh/h	17	0	105	0	0	0	0	328	548	136	429	0
Future Vol, veh/h	17	0	105	0	0	0	0	328	548	136	429	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	Yield	-	-	None
Storage Length	0	-	0	-	-	-	-	-	125	110	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	6	0	0	0	0	7	6	1	6	0
Mvmt Flow	18	0	114	0	0	0	0	357	596	148	466	0

Major/Minor	Minor2		Major1			Major2	
Conflicting Flow All	1119	-	466	-	0	0	357
Stage 1	762	-	-	-	-	-	-
Stage 2	357	-	-	-	-	-	-
Critical Hdwy	6.4	-	6.26	-	-	-	4.11
Critical Hdwy Stg 1	5.4	-	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-	-
Follow-up Hdwy	3.5	-	3.354	-	-	-	2.209
Pot Cap-1 Maneuver	231	0	588	0	-	-	1207
Stage 1	464	0	-	0	-	-	-
Stage 2	713	0	-	0	-	-	-
Platoon blocked, %							
Mov Cap-1 Maneuver	203	0	588	-	-	-	1207
Mov Cap-2 Maneuver	203	0	-	-	-	-	-
Stage 1	464	0	-	-	-	-	-
Stage 2	625	0	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	14.3	0	2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	EBLn2	SBL	SBT
Capacity (veh/h)	-	-	203	588	1207	-
HCM Lane V/C Ratio	-	-	0.091	0.194	0.122	-
HCM Control Delay (s)	-	-	24.5	12.6	8.4	-
HCM Lane LOS	-	-	C	B	A	-
HCM 95th %tile Q(veh)	-	-	0.3	0.7	0.4	-

Timings
6: South St. & Armory Rd./Emerson Rd.

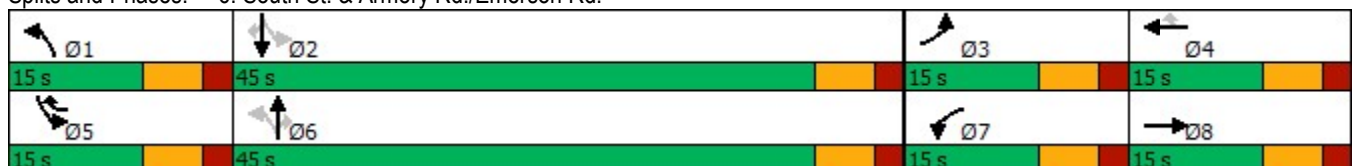
2033 No Build
Timing Plan: Weekday AM

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	223	60	33	32	140	27	513	42	69	387	78
Future Volume (vph)	223	60	33	32	140	27	513	42	69	387	78
Turn Type	Prot	NA	Prot	NA	pm+ov	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	3	8	7	4	5	1	6		5	2	
Permitted Phases					4	6		6	2		2
Detector Phase	3	8	7	4	5	1	6	6	5	2	2
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	11.0	11.0	11.0	11.0	11.0	11.0	16.0	16.0	11.0	16.0	16.0
Total Split (s)	15.0	15.0	15.0	15.0	15.0	15.0	45.0	45.0	15.0	45.0	45.0
Total Split (%)	16.7%	16.7%	16.7%	16.7%	16.7%	16.7%	50.0%	50.0%	16.7%	50.0%	50.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Max	Max	None	Max	Max
Act Effct Green (s)	9.1	9.1	8.5	8.5	17.0	47.6	39.4	39.4	51.9	48.5	48.5
Actuated g/C Ratio	0.11	0.11	0.10	0.10	0.20	0.57	0.47	0.47	0.62	0.58	0.58
v/c Ratio	1.35	0.50	0.22	0.21	0.35	0.05	0.67	0.06	0.18	0.41	0.09
Control Delay	222.9	37.6	40.3	40.1	7.1	7.6	23.6	0.1	8.2	14.8	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	222.9	37.6	40.3	40.1	7.1	7.6	23.6	0.1	8.2	14.8	0.2
LOS	F	D	D	D	A	A	C	A	A	B	A
Approach Delay		166.9		17.5			21.2			11.8	
Approach LOS		F		B			C			B	

Intersection Summary












Cycle Length: 90
 Actuated Cycle Length: 83.6
 Natural Cycle: 70
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.35
 Intersection Signal Delay: 46.1
 Intersection Capacity Utilization 65.2%
 Analysis Period (min) 15
 Intersection LOS: D
 ICU Level of Service C

Splits and Phases: 6: South St. & Armory Rd./Emerson Rd.



Queues
6: South St. & Armory Rd./Emerson Rd.

2033 No Build
Timing Plan: Weekday AM

											
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	245	106	36	35	154	30	564	46	76	425	86
v/c Ratio	1.35	0.50	0.22	0.21	0.35	0.05	0.67	0.06	0.18	0.41	0.09
Control Delay	222.9	37.6	40.3	40.1	7.1	7.6	23.6	0.1	8.2	14.8	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	222.9	37.6	40.3	40.1	7.1	7.6	23.6	0.1	8.2	14.8	0.2
Queue Length 50th (ft)	~193	43	19	19	0	6	258	0	17	116	0
Queue Length 95th (ft)	#339	96	48	48	45	17	385	0	34	265	0
Internal Link Dist (ft)		625		689			499			274	
Turn Bay Length (ft)	115		85		50	150		100	150		100
Base Capacity (vph)	181	212	178	179	443	567	843	834	440	1040	921
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.35	0.50	0.20	0.20	0.35	0.05	0.67	0.06	0.17	0.41	0.09

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM 6th Signalized Intersection Summary
6: South St. & Armory Rd./Emerson Rd.

2033 No Build
Timing Plan: Weekday AM

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	223	60	36	33	32	140	27	513	42	69	387	78
Future Volume (veh/h)	223	60	36	33	32	140	27	513	42	69	387	78
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1781	1900	1752	1752	1737	1826	1707	1811	1856	1870	1811	1737
Adj Flow Rate, veh/h	245	66	40	36	35	154	30	564	46	76	425	86
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	8	0	10	10	11	5	13	6	3	2	6	11
Cap, veh/h	179	197	119	56	184	239	390	829	720	344	864	702
Arrive On Green	0.11	0.18	0.18	0.03	0.11	0.11	0.03	0.46	0.46	0.05	0.48	0.48
Sat Flow, veh/h	1697	1108	671	1668	1737	1547	1626	1811	1572	1781	1811	1472
Grp Volume(v), veh/h	245	0	106	36	35	154	30	564	46	76	425	86
Grp Sat Flow(s),veh/h/ln	1697	0	1779	1668	1737	1547	1626	1811	1572	1781	1811	1472
Q Serve(g_s), s	9.0	0.0	4.4	1.8	1.6	8.0	0.8	20.9	1.4	1.9	13.7	2.8
Cycle Q Clear(g_c), s	9.0	0.0	4.4	1.8	1.6	8.0	0.8	20.9	1.4	1.9	13.7	2.8
Prop In Lane	1.00		0.38	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	179	0	316	56	184	239	390	829	720	344	864	702
V/C Ratio(X)	1.37	0.00	0.34	0.64	0.19	0.64	0.08	0.68	0.06	0.22	0.49	0.12
Avail Cap(c_a), veh/h	179	0	316	176	184	239	513	829	720	445	864	702
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.1	0.0	30.6	40.6	34.8	33.8	12.3	18.2	12.9	13.6	15.2	12.4
Incr Delay (d2), s/veh	196.4	0.0	1.3	23.2	1.1	8.0	0.2	4.5	0.2	0.7	2.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	13.4	0.0	2.0	1.1	0.7	3.5	0.3	9.2	0.5	0.8	5.7	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	234.5	0.0	31.9	63.8	35.8	41.8	12.4	22.7	13.1	14.3	17.2	12.7
LnGrp LOS	F	A	C	E	D	D	B	C	B	B	B	B
Approach Vol, veh/h		351			225			640			587	
Approach Delay, s/veh		173.3			44.4			21.5			16.2	
Approach LOS		F			D			C			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.5	46.6	15.0	15.0	10.2	45.0	8.9	21.1				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	9.0	39.0	9.0	9.0	9.0	39.0	9.0	9.0				
Max Q Clear Time (g_c+I1), s	2.8	15.7	11.0	10.0	3.9	22.9	3.8	6.4				
Green Ext Time (p_c), s	0.0	5.8	0.0	0.0	0.1	6.2	0.0	0.2				
Intersection Summary												
HCM 6th Ctrl Delay			52.2									
HCM 6th LOS			D									

HCM 6th TWSC
1: South St. & Clinton St.

2023 Build
Timing Plan: Weekday AM

Intersection

Int Delay, s/veh	2.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	78	12	160	105	4	181
Future Vol, veh/h	78	12	160	105	4	181
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	93	93	93	93	93	93
Heavy Vehicles, %	4	0	7	6	0	2
Mvmt Flow	84	13	172	113	4	195

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	433	230	0	0	286
Stage 1	230	-	-	-	-
Stage 2	203	-	-	-	-
Critical Hdwy	6.44	6.2	-	-	4.1
Critical Hdwy Stg 1	5.44	-	-	-	-
Critical Hdwy Stg 2	5.44	-	-	-	-
Follow-up Hdwy	3.536	3.3	-	-	2.2
Pot Cap-1 Maneuver	576	814	-	-	1288
Stage 1	803	-	-	-	-
Stage 2	826	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	574	813	-	-	1287
Mov Cap-2 Maneuver	574	-	-	-	-
Stage 1	802	-	-	-	-
Stage 2	824	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.2	0	0.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	597	1287
HCM Lane V/C Ratio	-	-	0.162	0.003
HCM Control Delay (s)	-	-	12.2	7.8
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.6	0

Intersection

Int Delay, s/veh	1.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		B			A
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	85	85	85	85	85	85
Heavy Vehicles, %	0	0	9	0	0	2
Mvmt Flow	71	12	209	25	7	235

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	471	222	0	0	234
Stage 1	222	-	-	-	-
Stage 2	249	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2
Pot Cap-1 Maneuver	555	823	-	-	1345
Stage 1	820	-	-	-	-
Stage 2	797	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	552	823	-	-	1345
Mov Cap-2 Maneuver	552	-	-	-	-
Stage 1	820	-	-	-	-
Stage 2	792	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.2	0	0.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	579	1345
HCM Lane V/C Ratio	-	-	0.142	0.005
HCM Control Delay (s)	-	-	12.2	7.7
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.5	0

HCM 6th TWSC
3: South St. & Union St.

2023 Build
Timing Plan: Weekday AM

Intersection

Int Delay, s/veh 3.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	12	113	134	187	251	9
Future Vol, veh/h	12	113	134	187	251	9
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	-	110	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	18	0	4	6	3	0
Mvmt Flow	13	122	144	201	270	10

Major/Minor	Minor2	Major1	Major2		
Conflicting Flow All	764	275	280	0	-
Stage 1	275	-	-	-	-
Stage 2	489	-	-	-	-
Critical Hdwy	6.58	6.2	4.14	-	-
Critical Hdwy Stg 1	5.58	-	-	-	-
Critical Hdwy Stg 2	5.58	-	-	-	-
Follow-up Hdwy	3.662	3.3	2.236	-	-
Pot Cap-1 Maneuver	350	769	1271	-	-
Stage 1	736	-	-	-	-
Stage 2	585	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	310	769	1271	-	-
Mov Cap-2 Maneuver	310	-	-	-	-
Stage 1	653	-	-	-	-
Stage 2	585	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.7	3.4	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1271	-	673	-	-
HCM Lane V/C Ratio	0.113	-	0.2	-	-
HCM Control Delay (s)	8.2	-	11.7	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0.4	-	0.7	-	-

HCM 6th TWSC
4: South St. & NH 101 WB Off-Ramp

2023 Build
Timing Plan: Weekday AM

Intersection												
Int Delay, s/veh	9.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↘		↘	↘	↗			↗	↘
Traffic Vol, veh/h	0	0	0	215	0	79	75	242	0	0	344	20
Future Vol, veh/h	0	0	0	215	0	79	75	242	0	0	344	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	Yield
Storage Length	-	-	-	0	-	0	110	-	-	-	-	200
Veh in Median Storage, #	-	1	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	9	0	8	10	5	0	0	2	6
Mvmt Flow	0	0	0	226	0	83	79	255	0	0	362	21

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	775	- 255 362	0 - - - 0
Stage 1	413	- - -	- - - - -
Stage 2	362	- - -	- - - - -
Critical Hdwy	6.49	- 6.28 4.2	- - - - -
Critical Hdwy Stg 1	5.49	- - -	- - - - -
Critical Hdwy Stg 2	5.49	- - -	- - - - -
Follow-up Hdwy	3.581	- 3.372 2.29	- - - - -
Pot Cap-1 Maneuver	357	0 769 1154	- 0 0 - -
Stage 1	653	0 - -	- 0 0 - -
Stage 2	689	0 - -	- 0 0 - -
Platoon blocked, %			- - - - -
Mov Cap-1 Maneuver	333	0 769 1154	- - - - -
Mov Cap-2 Maneuver	333	0 - -	- - - - -
Stage 1	609	0 - -	- - - - -
Stage 2	689	0 - -	- - - - -

Approach	WB	NB	SB
HCM Control Delay, s	29	2	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBTWBLn1WBLn2	SBT	SBR
Capacity (veh/h)	1154	- 333 769	- -	- -
HCM Lane V/C Ratio	0.068	- 0.68 0.108	- -	- -
HCM Control Delay (s)	8.3	- 35.9 10.2	- -	- -
HCM Lane LOS	A	- E B	- -	- -
HCM 95th %tile Q(veh)	0.2	- 4.7 0.4	- -	- -

HCM 6th TWSC
5: South St. & NH 101 EB Off-Ramp

2023 Build
Timing Plan: Weekday AM

Intersection

Int Delay, s/veh	2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘		↗					↑	↗	↘	↑	
Traffic Vol, veh/h	16	0	95	0	0	0	0	301	496	158	401	0
Future Vol, veh/h	16	0	95	0	0	0	0	301	496	158	401	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	Yield	-	-	None
Storage Length	0	-	0	-	-	-	-	-	125	110	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	6	0	0	0	0	7	6	1	6	0
Mvmt Flow	17	0	103	0	0	0	0	327	539	172	436	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1107	-	436	-	0	0
Stage 1	780	-	-	-	-	-
Stage 2	327	-	-	-	-	-
Critical Hdwy	6.4	-	6.26	-	-	4.11
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	-	3.354	-	-	2.209
Pot Cap-1 Maneuver	235	0	612	0	-	1238
Stage 1	455	0	-	0	-	-
Stage 2	735	0	-	0	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	202	0	612	-	-	1238
Mov Cap-2 Maneuver	202	0	-	-	-	-
Stage 1	455	0	-	-	-	-
Stage 2	633	0	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.9	0	2.4
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	EBLn2	SBL	SBT
Capacity (veh/h)	-	-	202	612	1238	-
HCM Lane V/C Ratio	-	-	0.086	0.169	0.139	-
HCM Control Delay (s)	-	-	24.5	12.1	8.4	-
HCM Lane LOS	-	-	C	B	A	-
HCM 95th %tile Q(veh)	-	-	0.3	0.6	0.5	-

Timings
6: South St. & Armory Rd./Emerson Rd.

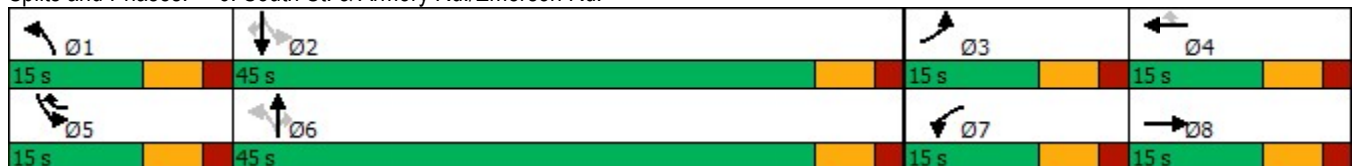
2023 Build
Timing Plan: Weekday AM

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	203	55	30	29	127	24	467	38	66	357	73
Future Volume (vph)	203	55	30	29	127	24	467	38	66	357	73
Turn Type	Prot	NA	Prot	NA	pm+ov	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	3	8	7	4	5	1	6		5	2	
Permitted Phases					4	6		6	2		2
Detector Phase	3	8	7	4	5	1	6	6	5	2	2
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	11.0	11.0	11.0	11.0	11.0	11.0	16.0	16.0	11.0	16.0	16.0
Total Split (s)	15.0	15.0	15.0	15.0	15.0	15.0	45.0	45.0	15.0	45.0	45.0
Total Split (%)	16.7%	16.7%	16.7%	16.7%	16.7%	16.7%	50.0%	50.0%	16.7%	50.0%	50.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Max	Max	None	Max	Max
Act Effct Green (s)	9.1	9.1	8.5	8.5	17.0	47.5	39.4	39.4	51.9	48.6	48.6
Actuated g/C Ratio	0.11	0.11	0.10	0.10	0.20	0.57	0.47	0.47	0.62	0.58	0.58
v/c Ratio	1.23	0.45	0.20	0.19	0.33	0.05	0.61	0.05	0.16	0.38	0.09
Control Delay	178.0	35.8	40.0	39.8	7.1	7.6	21.9	0.1	8.0	14.3	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	178.0	35.8	40.0	39.8	7.1	7.6	21.9	0.1	8.0	14.3	0.2
LOS	F	D	D	D	A	A	C	A	A	B	A
Approach Delay		135.5		17.5			19.7			11.4	
Approach LOS		F		B			B			B	

Intersection Summary












Cycle Length: 90
 Actuated Cycle Length: 83.6
 Natural Cycle: 65
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.23
 Intersection Signal Delay: 39.0
 Intersection Capacity Utilization 61.7%
 Analysis Period (min) 15
 Intersection LOS: D
 ICU Level of Service B

Splits and Phases: 6: South St. & Armory Rd./Emerson Rd.



Queues
6: South St. & Armory Rd./Emerson Rd.

2023 Build
Timing Plan: Weekday AM
























											
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	223	95	33	32	140	26	513	42	73	392	80
v/c Ratio	1.23	0.45	0.20	0.19	0.33	0.05	0.61	0.05	0.16	0.38	0.09
Control Delay	178.0	35.8	40.0	39.8	7.1	7.6	21.9	0.1	8.0	14.3	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	178.0	35.8	40.0	39.8	7.1	7.6	21.9	0.1	8.0	14.3	0.2
Queue Length 50th (ft)	~167	38	18	17	0	6	225	0	16	105	0
Queue Length 95th (ft)	#307	86	46	45	43	15	338	0	33	240	0
Internal Link Dist (ft)		625		689			499			274	
Turn Bay Length (ft)	115		85		50	150		100	150		100
Base Capacity (vph)	181	211	178	179	431	592	843	834	477	1041	921
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.23	0.45	0.19	0.18	0.32	0.04	0.61	0.05	0.15	0.38	0.09

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM 6th Signalized Intersection Summary
6: South St. & Armory Rd./Emerson Rd.

2023 Build
Timing Plan: Weekday AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	203	55	32	30	29	127	24	467	38	66	357	73
Future Volume (veh/h)	203	55	32	30	29	127	24	467	38	66	357	73
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1781	1900	1752	1752	1737	1826	1707	1811	1856	1870	1811	1737
Adj Flow Rate, veh/h	223	60	35	33	32	140	26	513	42	73	392	80
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	8	0	10	10	11	5	13	6	3	2	6	11
Cap, veh/h	179	202	118	53	184	238	411	830	721	379	868	706
Arrive On Green	0.11	0.18	0.18	0.03	0.11	0.11	0.03	0.46	0.46	0.05	0.48	0.48
Sat Flow, veh/h	1697	1125	656	1668	1737	1547	1626	1811	1572	1781	1811	1472
Grp Volume(v), veh/h	223	0	95	33	32	140	26	513	42	73	392	80
Grp Sat Flow(s),veh/h/ln	1697	0	1782	1668	1737	1547	1626	1811	1572	1781	1811	1472
Q Serve(g_s), s	9.0	0.0	3.9	1.7	1.4	7.2	0.7	18.2	1.3	1.8	12.2	2.5
Cycle Q Clear(g_c), s	9.0	0.0	3.9	1.7	1.4	7.2	0.7	18.2	1.3	1.8	12.2	2.5
Prop In Lane	1.00		0.37	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	179	0	320	53	184	238	411	830	721	379	868	706
V/C Ratio(X)	1.24	0.00	0.30	0.62	0.17	0.59	0.06	0.62	0.06	0.19	0.45	0.11
Avail Cap(c_a), veh/h	179	0	320	176	184	238	539	830	721	481	868	706
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.1	0.0	30.2	40.7	34.7	33.5	12.1	17.4	12.8	12.9	14.7	12.2
Incr Delay (d2), s/veh	147.4	0.0	1.1	22.7	1.0	5.8	0.1	3.4	0.2	0.5	1.7	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.0	0.0	1.8	1.0	0.6	3.0	0.3	7.9	0.5	0.7	5.1	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	185.5	0.0	31.3	63.4	35.6	39.3	12.3	20.9	13.0	13.5	16.4	12.5
LnGrp LOS	F	A	C	E	D	D	B	C	B	B	B	B
Approach Vol, veh/h		318			205			581			545	
Approach Delay, s/veh		139.4			42.6			19.9			15.4	
Approach LOS		F			D			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.3	46.8	15.0	15.0	10.1	45.0	8.7	21.3				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	9.0	39.0	9.0	9.0	9.0	39.0	9.0	9.0				
Max Q Clear Time (g_c+I1), s	2.7	14.2	11.0	9.2	3.8	20.2	3.7	5.9				
Green Ext Time (p_c), s	0.0	5.4	0.0	0.0	0.1	6.1	0.0	0.2				
Intersection Summary												
HCM 6th Ctrl Delay			44.3									
HCM 6th LOS			D									

HCM 6th TWSC
1: South St. & Clinton St.

2033 Build
Timing Plan: Weekday AM

Intersection

Int Delay, s/veh	2.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	TT		TT			TT
Traffic Vol, veh/h	86	13	175	116	8	199
Future Vol, veh/h	86	13	175	116	8	199
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	93	93	93	93	93	93
Heavy Vehicles, %	4	0	7	6	0	2
Mvmt Flow	92	14	188	125	9	214

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	484	252	0	0	314
Stage 1	252	-	-	-	-
Stage 2	232	-	-	-	-
Critical Hdwy	6.44	6.2	-	-	4.1
Critical Hdwy Stg 1	5.44	-	-	-	-
Critical Hdwy Stg 2	5.44	-	-	-	-
Follow-up Hdwy	3.536	3.3	-	-	2.2
Pot Cap-1 Maneuver	538	792	-	-	1258
Stage 1	785	-	-	-	-
Stage 2	802	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	533	791	-	-	1257
Mov Cap-2 Maneuver	533	-	-	-	-
Stage 1	784	-	-	-	-
Stage 2	796	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13	0	0.3
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	557	1257
HCM Lane V/C Ratio	-	-	0.191	0.007
HCM Control Delay (s)	-	-	13	7.9
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.7	0

Intersection

Int Delay, s/veh	1.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	R	T	R	L	T
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	85	85	85	85	85	85
Heavy Vehicles, %	0	0	9	0	0	2
Mvmt Flow	71	12	232	25	7	261

Major/Minor	Minor1	Major1		Major2	
Conflicting Flow All	520	245	0	0	257
Stage 1	245	-	-	-	-
Stage 2	275	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2
Pot Cap-1 Maneuver	520	799	-	-	1320
Stage 1	800	-	-	-	-
Stage 2	776	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	517	799	-	-	1320
Mov Cap-2 Maneuver	517	-	-	-	-
Stage 1	800	-	-	-	-
Stage 2	771	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.8	0	0.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	544	1320
HCM Lane V/C Ratio	-	-	0.151	0.005
HCM Control Delay (s)	-	-	12.8	7.7
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.5	0

HCM 6th TWSC
3: South St. & Union St.

2033 Build
Timing Plan: Weekday AM

Intersection

Int Delay, s/veh 3.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
----------	-----	-----	-----	-----	-----	-----

Lane Configurations						
Traffic Vol, veh/h	13	125	148	205	272	10
Future Vol, veh/h	13	125	148	205	272	10
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	-	110	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	18	0	4	6	3	0
Mvmt Flow	14	134	159	220	292	11

Major/Minor	Minor2	Major1	Major2
-------------	--------	--------	--------

Conflicting Flow All	836	298	303	0	-	0
Stage 1	298	-	-	-	-	-
Stage 2	538	-	-	-	-	-
Critical Hdwy	6.58	6.2	4.14	-	-	-
Critical Hdwy Stg 1	5.58	-	-	-	-	-
Critical Hdwy Stg 2	5.58	-	-	-	-	-
Follow-up Hdwy	3.662	3.3	2.236	-	-	-
Pot Cap-1 Maneuver	317	746	1247	-	-	-
Stage 1	718	-	-	-	-	-
Stage 2	554	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	276	746	1247	-	-	-
Mov Cap-2 Maneuver	276	-	-	-	-	-
Stage 1	626	-	-	-	-	-
Stage 2	554	-	-	-	-	-

Approach	EB	NB	SB
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HCM Control Delay, s	12.3	3.5	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
-----------------------	-----	-----	-------	-----	-----

Capacity (veh/h)	1247	-	643	-	-
HCM Lane V/C Ratio	0.128	-	0.231	-	-
HCM Control Delay (s)	8.3	-	12.3	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0.4	-	0.9	-	-

HCM 6th TWSC
4: South St. & NH 101 WB Off-Ramp

2033 Build
Timing Plan: Weekday AM

Intersection												
Int Delay, s/veh	14.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↘		↗	↘	↗			↗	↘
Traffic Vol, veh/h	0	0	0	238	0	86	83	267	0	0	375	22
Future Vol, veh/h	0	0	0	238	0	86	83	267	0	0	375	22
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	Yield
Storage Length	-	-	-	0	-	0	110	-	-	-	-	200
Veh in Median Storage, #	-	1	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	9	0	8	10	5	0	0	2	6
Mvmt Flow	0	0	0	251	0	91	87	281	0	0	395	23

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	850	- 281 395	0 - - - 0
Stage 1	455	- - -	- - - - -
Stage 2	395	- - -	- - - - -
Critical Hdwy	6.49	- 6.28 4.2	- - - - -
Critical Hdwy Stg 1	5.49	- - -	- - - - -
Critical Hdwy Stg 2	5.49	- - -	- - - - -
Follow-up Hdwy	3.581	- 3.372 2.29	- - - - -
Pot Cap-1 Maneuver	322	0 744 1121	- 0 0 - -
Stage 1	624	0 - -	- 0 0 - -
Stage 2	666	0 - -	- 0 0 - -
Platoon blocked, %			- - - - -
Mov Cap-1 Maneuver	297	0 744 1121	- - - - -
Mov Cap-2 Maneuver	297	0 - -	- - - - -
Stage 1	575	0 - -	- - - - -
Stage 2	666	0 - -	- - - - -

Approach	WB	NB	SB
HCM Control Delay, s	45.6	2	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBTWBLn1WBLn2	SBT	SBR
Capacity (veh/h)	1121	- 297 744	- -	- -
HCM Lane V/C Ratio	0.078	- 0.844 0.122	- -	- -
HCM Control Delay (s)	8.5	- 58.3 10.5	- -	- -
HCM Lane LOS	A	- F B	- -	- -
HCM 95th %tile Q(veh)	0.3	- 7.2 0.4	- -	- -

HCM 6th TWSC
5: South St. & NH 101 EB Off-Ramp

2033 Build
Timing Plan: Weekday AM

Intersection												
Int Delay, s/veh	2.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘		↗					↑	↗	↘	↑	
Traffic Vol, veh/h	18	0	105	0	0	0	0	332	548	171	442	0
Future Vol, veh/h	18	0	105	0	0	0	0	332	548	171	442	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	Yield	-	-	None
Storage Length	0	-	0	-	-	-	-	-	125	110	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	6	0	0	0	0	7	6	1	6	0
Mvmt Flow	20	0	114	0	0	0	0	361	596	186	480	0

Major/Minor	Minor2		Major1			Major2			
Conflicting Flow All	1213	-	480	-	0	0	361	0	0
Stage 1	852	-	-	-	-	-	-	-	-
Stage 2	361	-	-	-	-	-	-	-	-
Critical Hdwy	6.4	-	6.26	-	-	-	4.11	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	-	3.354	-	-	-	2.209	-	-
Pot Cap-1 Maneuver	203	0	578	0	-	-	1203	-	0
Stage 1	421	0	-	0	-	-	-	-	0
Stage 2	710	0	-	0	-	-	-	-	0
Platoon blocked, %									
Mov Cap-1 Maneuver	172	0	578	-	-	-	1203	-	-
Mov Cap-2 Maneuver	172	0	-	-	-	-	-	-	-
Stage 1	421	0	-	-	-	-	-	-	-
Stage 2	600	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	15.1	0	2.4
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	EBLn2	SBL	SBT
Capacity (veh/h)	-	-	172	578	1203	-
HCM Lane V/C Ratio	-	-	0.114	0.197	0.155	-
HCM Control Delay (s)	-	-	28.6	12.8	8.5	-
HCM Lane LOS	-	-	D	B	A	-
HCM 95th %tile Q(veh)	-	-	0.4	0.7	0.5	-

Timings
6: South St. & Armory Rd./Emerson Rd.

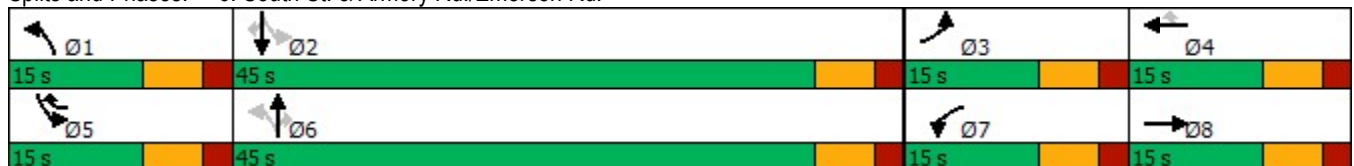
2033 Build
Timing Plan: Weekday AM

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	224	60	33	32	141	27	515	42	72	394	81
Future Volume (vph)	224	60	33	32	141	27	515	42	72	394	81
Turn Type	Prot	NA	Prot	NA	pm+ov	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	3	8	7	4	5	1	6		5	2	
Permitted Phases					4	6		6	2		2
Detector Phase	3	8	7	4	5	1	6	6	5	2	2
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	11.0	11.0	11.0	11.0	11.0	11.0	16.0	16.0	11.0	16.0	16.0
Total Split (s)	15.0	15.0	15.0	15.0	15.0	15.0	45.0	45.0	15.0	45.0	45.0
Total Split (%)	16.7%	16.7%	16.7%	16.7%	16.7%	16.7%	50.0%	50.0%	16.7%	50.0%	50.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Max	Max	None	Max	Max
Act Effct Green (s)	9.1	9.1	8.5	8.5	17.0	47.5	39.3	39.3	51.9	48.6	48.6
Actuated g/C Ratio	0.11	0.11	0.10	0.10	0.20	0.57	0.47	0.47	0.62	0.58	0.58
v/c Ratio	1.36	0.50	0.22	0.21	0.36	0.06	0.67	0.06	0.18	0.42	0.10
Control Delay	225.6	37.6	40.3	40.1	7.1	7.6	23.7	0.1	8.2	14.9	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	225.6	37.6	40.3	40.1	7.1	7.6	23.7	0.1	8.2	14.9	0.2
LOS	F	D	D	D	A	A	C	A	A	B	A
Approach Delay		169.0		17.5			21.3			11.9	
Approach LOS		F		B			C			B	

Intersection Summary












Cycle Length: 90
 Actuated Cycle Length: 83.6
 Natural Cycle: 75
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.36
 Intersection Signal Delay: 46.3
 Intersection Capacity Utilization 65.3%
 Analysis Period (min) 15
 Intersection LOS: D
 ICU Level of Service C

Splits and Phases: 6: South St. & Armory Rd./Emerson Rd.



Queues
6: South St. & Armory Rd./Emerson Rd.

2033 Build
Timing Plan: Weekday AM
























											
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	246	106	36	35	155	30	566	46	79	433	89
v/c Ratio	1.36	0.50	0.22	0.21	0.36	0.06	0.67	0.06	0.18	0.42	0.10
Control Delay	225.6	37.6	40.3	40.1	7.1	7.6	23.7	0.1	8.2	14.9	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	225.6	37.6	40.3	40.1	7.1	7.6	23.7	0.1	8.2	14.9	0.2
Queue Length 50th (ft)	~194	43	19	19	0	6	259	0	17	119	0
Queue Length 95th (ft)	#340	96	48	48	46	17	388	0	35	271	0
Internal Link Dist (ft)		625		689			499			274	
Turn Bay Length (ft)	115		85		50	150		100	150		100
Base Capacity (vph)	181	211	178	179	443	561	843	834	438	1040	921
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.36	0.50	0.20	0.20	0.35	0.05	0.67	0.06	0.18	0.42	0.10

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM 6th Signalized Intersection Summary
6: South St. & Armory Rd./Emerson Rd.

2033 Build
Timing Plan: Weekday AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	224	60	36	33	32	141	27	515	42	72	394	81
Future Volume (veh/h)	224	60	36	33	32	141	27	515	42	72	394	81
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1781	1900	1752	1752	1737	1826	1707	1811	1856	1870	1811	1737
Adj Flow Rate, veh/h	246	66	40	36	35	155	30	566	46	79	433	89
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	8	0	10	10	11	5	13	6	3	2	6	11
Cap, veh/h	179	197	119	56	183	240	385	829	720	344	865	703
Arrive On Green	0.11	0.18	0.18	0.03	0.11	0.11	0.03	0.46	0.46	0.05	0.48	0.48
Sat Flow, veh/h	1697	1108	671	1668	1737	1547	1626	1811	1572	1781	1811	1472
Grp Volume(v), veh/h	246	0	106	36	35	155	30	566	46	79	433	89
Grp Sat Flow(s),veh/h/ln	1697	0	1779	1668	1737	1547	1626	1811	1572	1781	1811	1472
Q Serve(g_s), s	9.0	0.0	4.4	1.8	1.6	8.0	0.8	21.0	1.4	1.9	14.0	2.9
Cycle Q Clear(g_c), s	9.0	0.0	4.4	1.8	1.6	8.0	0.8	21.0	1.4	1.9	14.0	2.9
Prop In Lane	1.00		0.38	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	179	0	316	56	183	240	385	829	720	344	865	703
V/C Ratio(X)	1.37	0.00	0.34	0.64	0.19	0.65	0.08	0.68	0.06	0.23	0.50	0.13
Avail Cap(c_a), veh/h	179	0	316	176	183	240	508	829	720	443	865	703
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.1	0.0	30.7	40.7	34.8	33.8	12.3	18.2	12.9	13.7	15.3	12.4
Incr Delay (d2), s/veh	199.1	0.0	1.3	23.2	1.1	8.0	0.2	4.5	0.2	0.7	2.1	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	13.6	0.0	2.0	1.1	0.7	3.5	0.3	9.3	0.5	0.8	5.9	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	237.2	0.0	32.0	63.9	35.9	41.8	12.5	22.8	13.1	14.4	17.4	12.8
LnGrp LOS	F	A	C	E	D	D	B	C	B	B	B	B
Approach Vol, veh/h		352			226			642			601	
Approach Delay, s/veh		175.4			44.4			21.6			16.3	
Approach LOS		F			D			C			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.5	46.7	15.0	15.0	10.2	45.0	8.9	21.1				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	9.0	39.0	9.0	9.0	9.0	39.0	9.0	9.0				
Max Q Clear Time (g_c+I1), s	2.8	16.0	11.0	10.0	3.9	23.0	3.8	6.4				
Green Ext Time (p_c), s	0.0	5.9	0.0	0.0	0.1	6.2	0.0	0.2				
Intersection Summary												
HCM 6th Ctrl Delay			52.4									
HCM 6th LOS			D									

HCM 6th TWSC
1: South St. & Clinton St.

2022 Existing
Timing Plan: Weekday PM

Intersection

Int Delay, s/veh	5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		P			A
Traffic Vol, veh/h	172	23	242	109	9	191
Future Vol, veh/h	172	23	242	109	9	191
Conflicting Peds, #/hr	1	3	0	3	3	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	86	86	86	86	86	86
Heavy Vehicles, %	1	0	1	1	0	1
Mvmt Flow	200	27	281	127	10	222

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	591	351	0	0	411
Stage 1	348	-	-	-	-
Stage 2	243	-	-	-	-
Critical Hdwy	6.41	6.2	-	-	4.1
Critical Hdwy Stg 1	5.41	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-
Follow-up Hdwy	3.509	3.3	-	-	2.2
Pot Cap-1 Maneuver	471	697	-	-	1159
Stage 1	717	-	-	-	-
Stage 2	800	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	464	693	-	-	1156
Mov Cap-2 Maneuver	464	-	-	-	-
Stage 1	715	-	-	-	-
Stage 2	791	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	18.9	0	0.4
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	483	1156
HCM Lane V/C Ratio	-	-	0.469	0.009
HCM Control Delay (s)	-	-	18.9	8.1
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	2.5	0

Intersection

Int Delay, s/veh	0.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		B			A
Traffic Vol, veh/h	7	3	320	2	1	294
Future Vol, veh/h	7	3	320	2	1	294
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	84	84	84	84	84	84
Heavy Vehicles, %	0	0	1	0	0	1
Mvmt Flow	8	4	381	2	1	350

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	734	382	0	0	383
Stage 1	382	-	-	-	-
Stage 2	352	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2
Pot Cap-1 Maneuver	390	670	-	-	1187
Stage 1	694	-	-	-	-
Stage 2	716	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	390	670	-	-	1187
Mov Cap-2 Maneuver	390	-	-	-	-
Stage 1	694	-	-	-	-
Stage 2	715	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.3	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	446	1187
HCM Lane V/C Ratio	-	-	0.027	0.001
HCM Control Delay (s)	-	-	13.3	8
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.1	0

HCM 6th TWSC
3: South St. & Union St.

2022 Existing
Timing Plan: Weekday PM

Intersection

Int Delay, s/veh 2.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔		↔	↑	↑	
Traffic Vol, veh/h	9	83	161	313	278	23
Future Vol, veh/h	9	83	161	313	278	23
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	-	110	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	0	0	2	1	2	0
Mvmt Flow	10	97	187	364	323	27

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1075	337	350	0	-	0
Stage 1	337	-	-	-	-	-
Stage 2	738	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.12	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.218	-	-	-
Pot Cap-1 Maneuver	245	710	1209	-	-	-
Stage 1	728	-	-	-	-	-
Stage 2	476	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	207	710	1209	-	-	-
Mov Cap-2 Maneuver	207	-	-	-	-	-
Stage 1	615	-	-	-	-	-
Stage 2	476	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.7	2.9	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1209	-	574	-	-
HCM Lane V/C Ratio	0.155	-	0.186	-	-
HCM Control Delay (s)	8.5	-	12.7	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0.5	-	0.7	-	-

HCM 6th TWSC
4: South St. & NH 101 WB Off-Ramp

2022 Existing
Timing Plan: Weekday PM

Intersection												
Int Delay, s/veh	89.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↘		↗	↘	↗			↗	↘
Traffic Vol, veh/h	0	0	0	383	0	161	119	313	0	0	317	44
Future Vol, veh/h	0	0	0	383	0	161	119	313	0	0	317	44
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	Yield
Storage Length	-	-	-	0	-	0	110	-	-	-	-	200
Veh in Median Storage, #	-	1	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	2	0	1	4	2	0	0	1	0
Mvmt Flow	0	0	0	412	0	173	128	337	0	0	341	47

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	934	- 337 341	0 - - - 0
Stage 1	593	- - -	- - - - -
Stage 2	341	- - -	- - - - -
Critical Hdwy	6.42	- 6.21 4.14	- - - - -
Critical Hdwy Stg 1	5.42	- - -	- - - - -
Critical Hdwy Stg 2	5.42	- - -	- - - - -
Follow-up Hdwy	3.518	- 3.309 2.236	- - - - -
Pot Cap-1 Maneuver	~ 295	0 707 1207	- 0 0 - -
Stage 1	552	0 - -	- 0 0 - -
Stage 2	720	0 - -	- 0 0 - -
Platoon blocked, %			- - - - -
Mov Cap-1 Maneuver	~ 264	0 707 1207	- - - - -
Mov Cap-2 Maneuver	~ 264	0 - -	- - - - -
Stage 1	493	0 - -	- - - - -
Stage 2	720	0 - -	- - - - -

Approach	WB	NB	SB
HCM Control Delay, s	217.6	2.3	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBTWBLn1WBLn2	SBT	SBR
Capacity (veh/h)	1207	- 264 707	- -	- -
HCM Lane V/C Ratio	0.106	- 1.56 0.245	- -	- -
HCM Control Delay (s)	8.3	- \$ 304.1 11.7	- -	- -
HCM Lane LOS	A	- F B	- -	- -
HCM 95th %tile Q(veh)	0.4	- 24.7 1	- -	- -

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 6th TWSC
5: South St. & NH 101 EB Off-Ramp

2022 Existing
Timing Plan: Weekday PM

Intersection

Int Delay, s/veh	1.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘		↗					↑	↗	↘	↑	
Traffic Vol, veh/h	26	0	102	0	0	0	0	406	390	97	603	0
Future Vol, veh/h	26	0	102	0	0	0	0	406	390	97	603	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	Yield	-	-	None
Storage Length	0	-	0	-	-	-	-	-	125	110	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	4	0	3	0	0	0	0	3	1	1	2	0
Mvmt Flow	27	0	106	0	0	0	0	423	406	101	628	0

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	1253	-	628	-	0	0	423	0	0
Stage 1	830	-	-	-	-	-	-	-	-
Stage 2	423	-	-	-	-	-	-	-	-
Critical Hdwy	6.44	-	6.23	-	-	-	4.11	-	-
Critical Hdwy Stg 1	5.44	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.44	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.536	-	3.327	-	-	-	2.209	-	-
Pot Cap-1 Maneuver	188	0	481	-	-	-	1142	-	0
Stage 1	425	0	-	-	-	-	-	-	0
Stage 2	657	0	-	-	-	-	-	-	0
Platoon blocked, %									
Mov Cap-1 Maneuver	171	0	481	-	-	-	1142	-	-
Mov Cap-2 Maneuver	171	0	-	-	-	-	-	-	-
Stage 1	425	0	-	-	-	-	-	-	-
Stage 2	599	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	17.7	0	1.2
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	EBLn2	SBL	SBT
Capacity (veh/h)	-	-	171	481	1142	-
HCM Lane V/C Ratio	-	-	0.158	0.221	0.088	-
HCM Control Delay (s)	-	-	30	14.6	8.5	-
HCM Lane LOS	-	-	D	B	A	-
HCM 95th %tile Q(veh)	-	-	0.5	0.8	0.3	-

Timings
6: South St. & Armory Rd./Emerson Rd.

2022 Existing
Timing Plan: Weekday PM

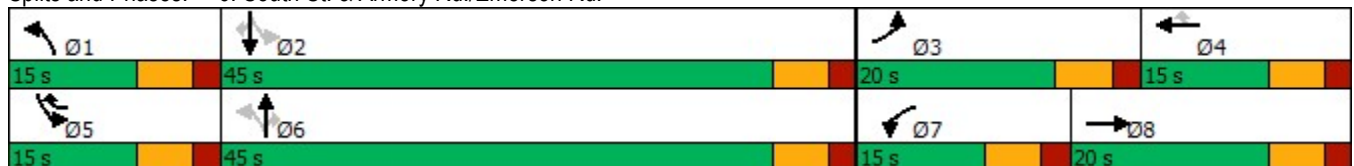
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	116	64	96	78	162	34	518	83	148	453	104
Future Volume (vph)	116	64	96	78	162	34	518	83	148	453	104
Turn Type	Prot	NA	Prot	NA	pm+ov	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	3	8	7	4	5	1	6		5	2	
Permitted Phases					4	6		6	2		2
Detector Phase	3	8	7	4	5	1	6	6	5	2	2
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	11.0	11.0	11.0	11.0	11.0	11.0	16.0	16.0	11.0	16.0	16.0
Total Split (s)	20.0	20.0	15.0	15.0	15.0	15.0	45.0	45.0	15.0	45.0	45.0
Total Split (%)	21.1%	21.1%	15.8%	15.8%	15.8%	15.8%	47.4%	47.4%	15.8%	47.4%	47.4%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Max	Max	None	Max	Max
Act Effct Green (s)	12.5	12.1	9.2	9.0	15.9	48.8	40.3	40.3	52.6	49.4	49.4
Actuated g/C Ratio	0.14	0.14	0.11	0.10	0.18	0.56	0.46	0.46	0.60	0.57	0.57
v/c Ratio	0.49	0.33	0.54	0.45	0.40	0.07	0.63	0.10	0.37	0.45	0.11
Control Delay	44.5	35.9	52.9	49.2	7.8	9.5	25.5	0.3	12.1	19.9	0.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	44.5	35.9	52.9	49.2	7.8	9.5	25.5	0.3	12.1	19.9	0.8
LOS	D	D	D	D	A	A	C	A	B	B	A
Approach Delay		40.9		30.2			21.4			15.5	
Approach LOS		D		C			C			B	

Intersection Summary

Cycle Length: 95
 Actuated Cycle Length: 87.4
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.63
 Intersection Signal Delay: 22.8
 Intersection Capacity Utilization 63.6%
 Analysis Period (min) 15












Intersection LOS: C
 ICU Level of Service B

Splits and Phases: 6: South St. & Armory Rd./Emerson Rd.



Queues
6: South St. & Armory Rd./Emerson Rd.

2022 Existing
Timing Plan: Weekday PM
























											
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	122	85	101	82	171	36	545	87	156	477	109
v/c Ratio	0.49	0.33	0.54	0.45	0.40	0.07	0.63	0.10	0.37	0.45	0.11
Control Delay	44.5	35.9	52.9	49.2	7.8	9.5	25.5	0.3	12.1	19.9	0.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	44.5	35.9	52.9	49.2	7.8	9.5	25.5	0.3	12.1	19.9	0.8
Queue Length 50th (ft)	68	40	59	48	0	9	266	0	41	217	0
Queue Length 95th (ft)	125	84	#124	96	49	22	392	0	72	327	8
Internal Link Dist (ft)		625		689			499			274	
Turn Bay Length (ft)	115		85		50	150		100	150		100
Base Capacity (vph)	290	310	190	189	429	563	859	837	426	1063	959
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.42	0.27	0.53	0.43	0.40	0.06	0.63	0.10	0.37	0.45	0.11

Intersection Summary

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

HCM 6th Signalized Intersection Summary
6: South St. & Armory Rd./Emerson Rd.

2022 Existing
Timing Plan: Weekday PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	116	64	17	96	78	162	34	518	83	148	453	104
Future Volume (veh/h)	116	64	17	96	78	162	34	518	83	148	453	104
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1900	1811	1885	1856	1885	1900	1870	1900	1841	1885	1885
Adj Flow Rate, veh/h	122	67	18	101	82	171	36	545	87	156	477	109
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	0	6	1	3	1	0	2	0	4	1	1
Cap, veh/h	158	176	47	130	195	277	414	851	733	389	928	770
Arrive On Green	0.09	0.12	0.12	0.07	0.11	0.11	0.03	0.46	0.46	0.07	0.49	0.49
Sat Flow, veh/h	1767	1443	388	1795	1856	1560	1810	1870	1610	1753	1885	1564
Grp Volume(v), veh/h	122	0	85	101	82	171	36	545	87	156	477	109
Grp Sat Flow(s),veh/h/ln	1767	0	1830	1795	1856	1560	1810	1870	1610	1753	1885	1564
Q Serve(g_s), s	5.8	0.0	3.7	4.7	3.5	8.7	0.9	19.2	2.7	4.0	14.7	3.3
Cycle Q Clear(g_c), s	5.8	0.0	3.7	4.7	3.5	8.7	0.9	19.2	2.7	4.0	14.7	3.3
Prop In Lane	1.00		0.21	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	158	0	223	130	195	277	414	851	733	389	928	770
V/C Ratio(X)	0.77	0.00	0.38	0.78	0.42	0.62	0.09	0.64	0.12	0.40	0.51	0.14
Avail Cap(c_a), veh/h	289	0	299	189	195	277	544	851	733	449	928	770
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.2	0.0	34.7	39.1	35.9	32.7	12.2	18.0	13.5	13.3	14.8	11.9
Incr Delay (d2), s/veh	15.6	0.0	2.3	20.0	3.1	6.0	0.2	3.7	0.3	1.4	2.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	0.0	1.7	2.8	1.7	3.7	0.4	8.6	1.0	1.6	6.4	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.8	0.0	36.9	59.1	39.0	38.7	12.4	21.6	13.8	14.7	16.8	12.3
LnGrp LOS	D	A	D	E	D	D	B	C	B	B	B	B
Approach Vol, veh/h		207			354			668			742	
Approach Delay, s/veh		46.9			44.6			20.1			15.7	
Approach LOS		D			D			C			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.9	48.2	13.6	15.0	12.1	45.0	12.2	16.4				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	9.0	39.0	14.0	9.0	9.0	39.0	9.0	14.0				
Max Q Clear Time (g_c+I1), s	2.9	16.7	7.8	10.7	6.0	21.2	6.7	5.7				
Green Ext Time (p_c), s	0.0	6.6	0.3	0.0	0.2	6.6	0.1	0.3				
Intersection Summary												
HCM 6th Ctrl Delay			25.7									
HCM 6th LOS			C									

Intersection

Int Delay, s/veh	5.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		P			A
Traffic Vol, veh/h	174	23	244	110	9	193
Future Vol, veh/h	174	23	244	110	9	193
Conflicting Peds, #/hr	1	3	0	3	3	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	86	86	86	86	86	86
Heavy Vehicles, %	1	0	1	1	0	1
Mvmt Flow	202	27	284	128	10	224

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	596	354	0	0	415
Stage 1	351	-	-	-	-
Stage 2	245	-	-	-	-
Critical Hdwy	6.41	6.2	-	-	4.1
Critical Hdwy Stg 1	5.41	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-
Follow-up Hdwy	3.509	3.3	-	-	2.2
Pot Cap-1 Maneuver	468	694	-	-	1155
Stage 1	715	-	-	-	-
Stage 2	798	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	461	690	-	-	1152
Mov Cap-2 Maneuver	461	-	-	-	-
Stage 1	713	-	-	-	-
Stage 2	789	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	19.2	0	0.4
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	480	1152
HCM Lane V/C Ratio	-	-	0.477	0.009
HCM Control Delay (s)	-	-	19.2	8.2
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	2.5	0

Intersection						
Int Delay, s/veh	0.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	7	3	323	2	1	297
Future Vol, veh/h	7	3	323	2	1	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	84	84	84	84	84	84
Heavy Vehicles, %	0	0	1	0	0	1
Mvmt Flow	8	4	385	2	1	354

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	742	386	0	0	387
Stage 1	386	-	-	-	-
Stage 2	356	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2
Pot Cap-1 Maneuver	386	666	-	-	1183
Stage 1	691	-	-	-	-
Stage 2	713	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	386	666	-	-	1183
Mov Cap-2 Maneuver	386	-	-	-	-
Stage 1	691	-	-	-	-
Stage 2	712	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.4	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	442	1183
HCM Lane V/C Ratio	-	-	0.027	0.001
HCM Control Delay (s)	-	-	13.4	8
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.1	0

HCM 6th TWSC
3: South St. & Union St.

2023 No Build
Timing Plan: Weekday PM

Intersection

Int Delay, s/veh	2.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	WT		WT	↑	↑	
Traffic Vol, veh/h	9	84	163	316	281	23
Future Vol, veh/h	9	84	163	316	281	23
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	-	110	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	0	0	2	1	2	0
Mvmt Flow	10	98	190	367	327	27

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	1088	341	354	0	0
Stage 1	341	-	-	-	-
Stage 2	747	-	-	-	-
Critical Hdwy	6.4	6.2	4.12	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.218	-	-
Pot Cap-1 Maneuver	241	706	1205	-	-
Stage 1	725	-	-	-	-
Stage 2	472	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	203	706	1205	-	-
Mov Cap-2 Maneuver	203	-	-	-	-
Stage 1	610	-	-	-	-
Stage 2	472	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.8	2.9	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1205	-	569	-	-
HCM Lane V/C Ratio	0.157	-	0.19	-	-
HCM Control Delay (s)	8.5	-	12.8	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0.6	-	0.7	-	-

HCM 6th TWSC
4: South St. & NH 101 WB Off-Ramp

2023 No Build
Timing Plan: Weekday PM

Intersection												
Int Delay, s/veh	95											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↘		↗	↘	↗			↗	↗
Traffic Vol, veh/h	0	0	0	388	0	163	120	316	0	0	321	44
Future Vol, veh/h	0	0	0	388	0	163	120	316	0	0	321	44
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	Yield
Storage Length	-	-	-	0	-	0	110	-	-	-	-	200
Veh in Median Storage, #	-	1	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	2	0	1	4	2	0	0	1	0
Mvmt Flow	0	0	0	417	0	175	129	340	0	0	345	47

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	943	- 340 345	0 - - - 0
Stage 1	598	- - -	- - - - -
Stage 2	345	- - -	- - - - -
Critical Hdwy	6.42	- 6.21 4.14	- - - - -
Critical Hdwy Stg 1	5.42	- - -	- - - - -
Critical Hdwy Stg 2	5.42	- - -	- - - - -
Follow-up Hdwy	3.518	- 3.309 2.236	- - - - -
Pot Cap-1 Maneuver	~291	0 705 1203	- 0 0 - -
Stage 1	549	0 - -	- 0 0 - -
Stage 2	717	0 - -	- 0 0 - -
Platoon blocked, %			- - - - -
Mov Cap-1 Maneuver	~260	0 705 1203	- - - - -
Mov Cap-2 Maneuver	~260	0 - -	- - - - -
Stage 1	490	0 - -	- - - - -
Stage 2	717	0 - -	- - - - -

Approach	WB	NB	SB
HCM Control Delay, s	231.4	2.3	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBTWBLn1	WBLn2	SBT	SBR
Capacity (veh/h)	1203	-	260 705	-	-
HCM Lane V/C Ratio	0.107	-	1.605 0.249	-	-
HCM Control Delay (s)	8.4	-	\$ 323.7 11.8	-	-
HCM Lane LOS	A	-	F B	-	-
HCM 95th %tile Q(veh)	0.4	-	25.7 1	-	-

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 6th TWSC
5: South St. & NH 101 EB Off-Ramp

2023 No Build
Timing Plan: Weekday PM

Intersection												
Int Delay, s/veh	1.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘		↗					↑	↗	↘	↑	
Traffic Vol, veh/h	26	0	103	0	0	0	0	410	394	100	609	0
Future Vol, veh/h	26	0	103	0	0	0	0	410	394	100	609	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	Yield	-	-	None
Storage Length	0	-	0	-	-	-	-	-	125	110	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	4	0	3	0	0	0	0	3	1	1	2	0
Mvmt Flow	27	0	107	0	0	0	0	427	410	104	634	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1269	-	634	-	0	0
Stage 1	842	-	-	-	-	-
Stage 2	427	-	-	-	-	-
Critical Hdwy	6.44	-	6.23	-	-	4.11
Critical Hdwy Stg 1	5.44	-	-	-	-	-
Critical Hdwy Stg 2	5.44	-	-	-	-	-
Follow-up Hdwy	3.536	-	3.327	-	-	2.209
Pot Cap-1 Maneuver	184	0	477	0	-	1138
Stage 1	419	0	-	0	-	-
Stage 2	654	0	-	0	-	-
Platoon blocked, %						
Mov Cap-1 Maneuver	167	0	477	-	-	1138
Mov Cap-2 Maneuver	167	0	-	-	-	-
Stage 1	419	0	-	-	-	-
Stage 2	594	0	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	17.9	0	1.2
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	EBLn2	SBL	SBT
Capacity (veh/h)	-	-	167	477	1138	-
HCM Lane V/C Ratio	-	-	0.162	0.225	0.092	-
HCM Control Delay (s)	-	-	30.7	14.7	8.5	-
HCM Lane LOS	-	-	D	B	A	-
HCM 95th %tile Q(veh)	-	-	0.6	0.9	0.3	-

Timings
6: South St. & Armory Rd./Emerson Rd.

2023 No Build
Timing Plan: Weekday PM

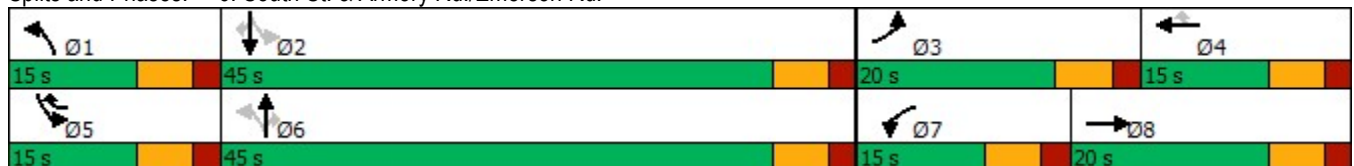
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations												
Traffic Volume (vph)	117	65	97	79	164	34	523	84	149	458	105	
Future Volume (vph)	117	65	97	79	164	34	523	84	149	458	105	
Turn Type	Prot	NA	Prot	NA	pm+ov	pm+pt	NA	Perm	pm+pt	NA	Perm	
Protected Phases	3	8	7	4	5	1	6		5	2		
Permitted Phases					4	6		6	2		2	
Detector Phase	3	8	7	4	5	1	6	6	5	2	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	10.0	10.0	5.0	10.0	10.0	
Minimum Split (s)	11.0	11.0	11.0	11.0	11.0	11.0	16.0	16.0	11.0	16.0	16.0	
Total Split (s)	20.0	20.0	15.0	15.0	15.0	15.0	45.0	45.0	15.0	45.0	45.0	
Total Split (%)	21.1%	21.1%	15.8%	15.8%	15.8%	15.8%	47.4%	47.4%	15.8%	47.4%	47.4%	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	None	None	Max	Max	None	Max	Max	
Act Effct Green (s)	12.5	12.1	9.2	9.0	15.9	48.8	40.4	40.4	52.7	49.4	49.4	
Actuated g/C Ratio	0.14	0.14	0.11	0.10	0.18	0.56	0.46	0.46	0.60	0.56	0.56	
v/c Ratio	0.49	0.33	0.55	0.46	0.40	0.07	0.64	0.11	0.37	0.45	0.12	
Control Delay	44.5	35.9	53.2	49.4	7.8	9.5	25.8	0.2	12.2	20.0	0.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	44.5	35.9	53.2	49.4	7.8	9.5	25.8	0.2	12.2	20.0	0.9	
LOS	D	D	D	D	A	A	C	A	B	C	A	
Approach Delay		41.0		30.4			21.6			15.6		
Approach LOS		D		C			C			B		

Intersection Summary

Cycle Length: 95
 Actuated Cycle Length: 87.5
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.64
 Intersection Signal Delay: 22.9
 Intersection Capacity Utilization 63.9%
 Analysis Period (min) 15












Intersection LOS: C
 ICU Level of Service B

Splits and Phases: 6: South St. & Armory Rd./Emerson Rd.



Queues
6: South St. & Armory Rd./Emerson Rd.

2023 No Build
Timing Plan: Weekday PM
























											
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	123	86	102	83	173	36	551	88	157	482	111
v/c Ratio	0.49	0.33	0.55	0.46	0.40	0.07	0.64	0.11	0.37	0.45	0.12
Control Delay	44.5	35.9	53.2	49.4	7.8	9.5	25.8	0.2	12.2	20.0	0.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	44.5	35.9	53.2	49.4	7.8	9.5	25.8	0.2	12.2	20.0	0.9
Queue Length 50th (ft)	69	40	60	48	0	9	271	0	42	221	0
Queue Length 95th (ft)	126	85	#126	96	49	22	399	0	73	332	8
Internal Link Dist (ft)		625		689			499			274	
Turn Bay Length (ft)	115		85		50	150		100	150		100
Base Capacity (vph)	290	311	190	189	430	558	859	837	422	1062	959
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.42	0.28	0.54	0.44	0.40	0.06	0.64	0.11	0.37	0.45	0.12

Intersection Summary

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

HCM 6th Signalized Intersection Summary
6: South St. & Armory Rd./Emerson Rd.

2023 No Build
Timing Plan: Weekday PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	117	65	17	97	79	164	34	523	84	149	458	105
Future Volume (veh/h)	117	65	17	97	79	164	34	523	84	149	458	105
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1900	1811	1885	1856	1885	1900	1870	1900	1841	1885	1885
Adj Flow Rate, veh/h	123	68	18	102	83	173	36	551	88	157	482	111
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	0	6	1	3	1	0	2	0	4	1	1
Cap, veh/h	159	176	47	131	195	277	410	850	732	385	927	770
Arrive On Green	0.09	0.12	0.12	0.07	0.10	0.10	0.03	0.45	0.45	0.07	0.49	0.49
Sat Flow, veh/h	1767	1448	383	1795	1856	1560	1810	1870	1610	1753	1885	1564
Grp Volume(v), veh/h	123	0	86	102	83	173	36	551	88	157	482	111
Grp Sat Flow(s),veh/h/ln	1767	0	1831	1795	1856	1560	1810	1870	1610	1753	1885	1564
Q Serve(g_s), s	5.8	0.0	3.7	4.8	3.6	8.8	0.9	19.5	2.7	4.0	15.0	3.3
Cycle Q Clear(g_c), s	5.8	0.0	3.7	4.8	3.6	8.8	0.9	19.5	2.7	4.0	15.0	3.3
Prop In Lane	1.00		0.21	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	159	0	223	131	195	277	410	850	732	385	927	770
V/C Ratio(X)	0.77	0.00	0.39	0.78	0.43	0.62	0.09	0.65	0.12	0.41	0.52	0.14
Avail Cap(c_a), veh/h	288	0	299	188	195	277	539	850	732	444	927	770
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.2	0.0	34.7	39.1	36.0	32.8	12.3	18.1	13.5	13.4	14.9	11.9
Incr Delay (d2), s/veh	15.6	0.0	2.3	20.1	3.1	6.2	0.2	3.8	0.3	1.5	2.1	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	0.0	1.8	2.8	1.8	3.7	0.4	8.8	1.0	1.6	6.5	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.8	0.0	37.1	59.2	39.1	39.0	12.5	21.9	13.8	14.9	17.0	12.3
LnGrp LOS	D	A	D	E	D	D	B	C	B	B	B	B
Approach Vol, veh/h		209			358			675			750	
Approach Delay, s/veh		46.9			44.8			20.3			15.8	
Approach LOS		D			D			C			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.9	48.2	13.7	15.0	12.1	45.0	12.3	16.4				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	9.0	39.0	14.0	9.0	9.0	39.0	9.0	14.0				
Max Q Clear Time (g_c+I1), s	2.9	17.0	7.8	10.8	6.0	21.5	6.8	5.7				
Green Ext Time (p_c), s	0.0	6.7	0.3	0.0	0.2	6.6	0.1	0.3				
Intersection Summary												
HCM 6th Ctrl Delay			25.8									
HCM 6th LOS			C									

Intersection

Int Delay, s/veh	6.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		B			A
Traffic Vol, veh/h	192	26	270	122	10	213
Future Vol, veh/h	192	26	270	122	10	213
Conflicting Peds, #/hr	1	3	0	3	3	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	86	86	86	86	86	86
Heavy Vehicles, %	1	0	1	1	0	1
Mvmt Flow	223	30	314	142	12	248

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	661	391	0	0	459
Stage 1	388	-	-	-	-
Stage 2	273	-	-	-	-
Critical Hdwy	6.41	6.2	-	-	4.1
Critical Hdwy Stg 1	5.41	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-
Follow-up Hdwy	3.509	3.3	-	-	2.2
Pot Cap-1 Maneuver	429	662	-	-	1113
Stage 1	688	-	-	-	-
Stage 2	775	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	422	658	-	-	1110
Mov Cap-2 Maneuver	422	-	-	-	-
Stage 1	686	-	-	-	-
Stage 2	764	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	23.6	0	0.4
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	441	1110
HCM Lane V/C Ratio	-	-	0.575	0.01
HCM Control Delay (s)	-	-	23.6	8.3
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	3.5	0

Intersection

Int Delay, s/veh	0.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	R	T	R	L	T
Traffic Vol, veh/h	7	3	357	2	1	329
Future Vol, veh/h	7	3	357	2	1	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	84	84	84	84	84	84
Heavy Vehicles, %	0	0	1	0	0	1
Mvmt Flow	8	4	425	2	1	392

Major/Minor	Minor1	Major1	Major2	Minor2	Major3
Conflicting Flow All	820	426	0	0	427
Stage 1	426	-	-	-	-
Stage 2	394	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2
Pot Cap-1 Maneuver	347	633	-	-	1143
Stage 1	663	-	-	-	-
Stage 2	686	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	347	633	-	-	1143
Mov Cap-2 Maneuver	347	-	-	-	-
Stage 1	663	-	-	-	-
Stage 2	685	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14.3	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	401	1143
HCM Lane V/C Ratio	-	-	0.03	0.001
HCM Control Delay (s)	-	-	14.3	8.2
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.1	0

Intersection

Int Delay, s/veh	3.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	WT		WT	↑	↑	
Traffic Vol, veh/h	10	93	180	349	310	26
Future Vol, veh/h	10	93	180	349	310	26
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	-	110	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	0	0	2	1	2	0
Mvmt Flow	12	108	209	406	360	30

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	1199	375	390	0	0
Stage 1	375	-	-	-	-
Stage 2	824	-	-	-	-
Critical Hdwy	6.4	6.2	4.12	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.218	-	-
Pot Cap-1 Maneuver	207	676	1169	-	-
Stage 1	699	-	-	-	-
Stage 2	434	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	170	676	1169	-	-
Mov Cap-2 Maneuver	170	-	-	-	-
Stage 1	574	-	-	-	-
Stage 2	434	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.9	3	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1169	-	524	-	-
HCM Lane V/C Ratio	0.179	-	0.229	-	-
HCM Control Delay (s)	8.8	-	13.9	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0.7	-	0.9	-	-

HCM 6th TWSC
4: South St. & NH 101 WB Off-Ramp

2033 No Build
Timing Plan: Weekday PM

Intersection												
Int Delay, s/veh	154											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↖		↖	↖	↗			↗	↗
Traffic Vol, veh/h	0	0	0	428	0	180	133	349	0	0	354	49
Future Vol, veh/h	0	0	0	428	0	180	133	349	0	0	354	49
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	Yield
Storage Length	-	-	-	0	-	0	110	-	-	-	-	200
Veh in Median Storage, #	-	1	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	2	0	1	4	2	0	0	1	0
Mvmt Flow	0	0	0	460	0	194	143	375	0	0	381	53

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	1042	- 375 381	0 - - - 0
Stage 1	661	- - -	- - - - -
Stage 2	381	- - -	- - - - -
Critical Hdwy	6.42	- 6.21 4.14	- - - - -
Critical Hdwy Stg 1	5.42	- - -	- - - - -
Critical Hdwy Stg 2	5.42	- - -	- - - - -
Follow-up Hdwy	3.518	- 3.309 2.236	- - - - -
Pot Cap-1 Maneuver	~ 254	0 674 1167	- 0 0 - -
Stage 1	514	0 - -	- 0 0 - -
Stage 2	691	0 - -	- 0 0 - -
Platoon blocked, %			- - - - -
Mov Cap-1 Maneuver	~ 223	0 674 1167	- - - - -
Mov Cap-2 Maneuver	~ 223	0 - -	- - - - -
Stage 1	~ 451	0 - -	- - - - -
Stage 2	691	0 - -	- - - - -

Approach	WB	NB	SB
HCM Control Delay, s	\$ 376.3	2.3	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBTWBLn1WBLn2	SBT	SBR
Capacity (veh/h)	1167	- 223 674	- -	- -
HCM Lane V/C Ratio	0.123	- 2.064 0.287	- -	- -
HCM Control Delay (s)	8.5	-\$ 529.3 12.5	- -	- -
HCM Lane LOS	A	- F B	- -	- -
HCM 95th %tile Q(veh)	0.4	- 34.6 1.2	- -	- -

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 6th TWSC
5: South St. & NH 101 EB Off-Ramp

2033 No Build
Timing Plan: Weekday PM

Intersection												
Int Delay, s/veh	2.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘		↗					↑	↗	↘	↑	
Traffic Vol, veh/h	29	0	114	0	0	0	0	453	435	108	674	0
Future Vol, veh/h	29	0	114	0	0	0	0	453	435	108	674	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	Yield	-	-	None
Storage Length	0	-	0	-	-	-	-	-	125	110	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	4	0	3	0	0	0	0	3	1	1	2	0
Mvmt Flow	30	0	119	0	0	0	0	472	453	113	702	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1400	-	702	-	0	0
Stage 1	928	-	-	-	-	-
Stage 2	472	-	-	-	-	-
Critical Hdwy	6.44	-	6.23	-	-	4.11
Critical Hdwy Stg 1	5.44	-	-	-	-	-
Critical Hdwy Stg 2	5.44	-	-	-	-	-
Follow-up Hdwy	3.536	-	3.327	-	-	2.209
Pot Cap-1 Maneuver	153	0	436	0	-	1095
Stage 1	382	0	-	0	-	-
Stage 2	623	0	-	0	-	-
Platoon blocked, %						
Mov Cap-1 Maneuver	137	0	436	-	-	1095
Mov Cap-2 Maneuver	137	0	-	-	-	-
Stage 1	382	0	-	-	-	-
Stage 2	559	0	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	20.8	0	1.2
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	EBLn2	SBL	SBT
Capacity (veh/h)	-	-	137	436	1095	-
HCM Lane V/C Ratio	-	-	0.22	0.272	0.103	-
HCM Control Delay (s)	-	-	38.6	16.3	8.7	-
HCM Lane LOS	-	-	E	C	A	-
HCM 95th %tile Q(veh)	-	-	0.8	1.1	0.3	-

Timings
6: South St. & Armory Rd./Emerson Rd.

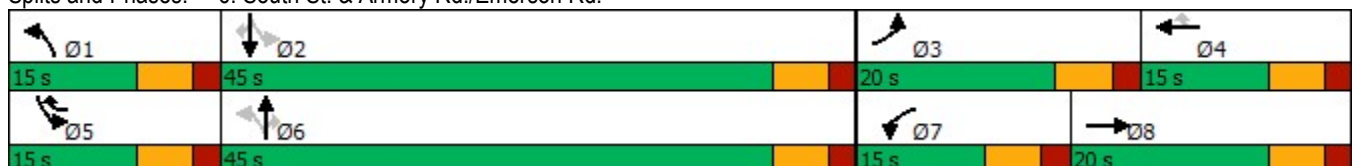
2033 No Build
Timing Plan: Weekday PM

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	129	71	107	87	181	38	578	93	165	507	116
Future Volume (vph)	129	71	107	87	181	38	578	93	165	507	116
Turn Type	Prot	NA	Prot	NA	pm+ov	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	3	8	7	4	5	1	6		5	2	
Permitted Phases					4	6		6	2		2
Detector Phase	3	8	7	4	5	1	6	6	5	2	2
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	11.0	11.0	11.0	11.0	11.0	11.0	16.0	16.0	11.0	16.0	16.0
Total Split (s)	20.0	20.0	15.0	15.0	15.0	15.0	45.0	45.0	15.0	45.0	45.0
Total Split (%)	21.1%	21.1%	15.8%	15.8%	15.8%	15.8%	47.4%	47.4%	15.8%	47.4%	47.4%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Max	Max	None	Max	Max
Act Effct Green (s)	12.6	12.3	9.1	8.9	16.0	47.7	39.3	39.3	51.1	46.0	46.0
Actuated g/C Ratio	0.14	0.14	0.10	0.10	0.18	0.53	0.43	0.43	0.56	0.51	0.51
v/c Ratio	0.56	0.37	0.63	0.53	0.44	0.09	0.75	0.12	0.51	0.56	0.14
Control Delay	46.9	36.6	58.1	52.7	8.2	9.7	30.5	0.5	15.3	22.1	1.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	46.9	36.6	58.1	52.7	8.2	9.7	30.5	0.5	15.3	22.1	1.4
LOS	D	D	E	D	A	A	C	A	B	C	A
Approach Delay		42.7		32.8			25.4			17.6	
Approach LOS		D		C			C			B	

Intersection Summary












Cycle Length: 95
 Actuated Cycle Length: 90.7
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.75
 Intersection Signal Delay: 25.6
 Intersection Capacity Utilization 68.4%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service C

Splits and Phases: 6: South St. & Armory Rd./Emerson Rd.



Queues
6: South St. & Armory Rd./Emerson Rd.

2033 No Build
Timing Plan: Weekday PM
























											
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	136	95	113	92	191	40	608	98	174	534	122
v/c Ratio	0.56	0.37	0.63	0.53	0.44	0.09	0.75	0.12	0.51	0.56	0.14
Control Delay	46.9	36.6	58.1	52.7	8.2	9.7	30.5	0.5	15.3	22.1	1.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	46.9	36.6	58.1	52.7	8.2	9.7	30.5	0.5	15.3	22.1	1.4
Queue Length 50th (ft)	77	45	67	54	1	10	314	0	47	256	0
Queue Length 95th (ft)	137	93	#145	#105	53	24	#466	2	80	379	14
Internal Link Dist (ft)		625		689			499			274	
Turn Bay Length (ft)	115		85		50	150		100	150		100
Base Capacity (vph)	272	292	179	178	434	469	807	797	342	953	878
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.50	0.33	0.63	0.52	0.44	0.09	0.75	0.12	0.51	0.56	0.14

Intersection Summary

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

HCM 6th Signalized Intersection Summary
6: South St. & Armory Rd./Emerson Rd.

2033 No Build
Timing Plan: Weekday PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	129	71	19	107	87	181	38	578	93	165	507	116
Future Volume (veh/h)	129	71	19	107	87	181	38	578	93	165	507	116
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1900	1811	1885	1856	1885	1900	1870	1900	1841	1885	1885
Adj Flow Rate, veh/h	136	75	20	113	92	191	40	608	98	174	534	122
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	0	6	1	3	1	0	2	0	4	1	1
Cap, veh/h	173	175	47	144	191	284	373	836	720	349	920	764
Arrive On Green	0.10	0.12	0.12	0.08	0.10	0.10	0.04	0.45	0.45	0.08	0.49	0.49
Sat Flow, veh/h	1767	1445	385	1795	1856	1560	1810	1870	1610	1753	1885	1564
Grp Volume(v), veh/h	136	0	95	113	92	191	40	608	98	174	534	122
Grp Sat Flow(s),veh/h/ln	1767	0	1831	1795	1856	1560	1810	1870	1610	1753	1885	1564
Q Serve(g_s), s	6.6	0.0	4.2	5.4	4.1	9.0	1.0	23.2	3.1	4.6	17.6	3.8
Cycle Q Clear(g_c), s	6.6	0.0	4.2	5.4	4.1	9.0	1.0	23.2	3.1	4.6	17.6	3.8
Prop In Lane	1.00		0.21	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	173	0	222	144	191	284	373	836	720	349	920	764
V/C Ratio(X)	0.79	0.00	0.43	0.79	0.48	0.67	0.11	0.73	0.14	0.50	0.58	0.16
Avail Cap(c_a), veh/h	284	0	294	185	191	284	495	836	720	395	920	764
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.5	0.0	35.5	39.4	36.9	33.4	13.1	19.8	14.2	15.0	15.9	12.4
Incr Delay (d2), s/veh	15.2	0.0	2.8	21.8	4.0	8.1	0.3	5.5	0.4	2.3	2.7	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.5	0.0	2.0	3.2	2.0	4.3	0.4	10.8	1.2	1.9	7.8	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.7	0.0	38.3	61.2	40.9	41.5	13.4	25.3	14.6	17.4	18.6	12.8
LnGrp LOS	D	A	D	E	D	D	B	C	B	B	B	B
Approach Vol, veh/h		231			396			746			830	
Approach Delay, s/veh		47.4			47.0			23.2			17.5	
Approach LOS		D			D			C			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.1	48.6	14.5	15.0	12.7	45.0	13.0	16.6				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	9.0	39.0	14.0	9.0	9.0	39.0	9.0	14.0				
Max Q Clear Time (g_c+I1), s	3.0	19.6	8.6	11.0	6.6	25.2	7.4	6.2				
Green Ext Time (p_c), s	0.1	7.0	0.3	0.0	0.2	6.4	0.1	0.4				
Intersection Summary												
HCM 6th Ctrl Delay			27.9									
HCM 6th LOS			C									

HCM 6th TWSC
1: South St. & Clinton St.

2023 Build
Timing Plan: Weekday PM

Intersection

Int Delay, s/veh	5.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		B			A
Traffic Vol, veh/h	177	23	247	112	9	198
Future Vol, veh/h	177	23	247	112	9	198
Conflicting Peds, #/hr	1	3	0	3	3	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	86	86	86	86	86	86
Heavy Vehicles, %	1	0	1	1	0	1
Mvmt Flow	206	27	287	130	10	230

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	606	358	0	0	420
Stage 1	355	-	-	-	-
Stage 2	251	-	-	-	-
Critical Hdwy	6.41	6.2	-	-	4.1
Critical Hdwy Stg 1	5.41	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-
Follow-up Hdwy	3.509	3.3	-	-	2.2
Pot Cap-1 Maneuver	462	691	-	-	1150
Stage 1	712	-	-	-	-
Stage 2	793	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	456	687	-	-	1147
Mov Cap-2 Maneuver	456	-	-	-	-
Stage 1	710	-	-	-	-
Stage 2	784	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	19.7	0	0.4
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	474	1147
HCM Lane V/C Ratio	-	-	0.491	0.009
HCM Control Delay (s)	-	-	19.7	8.2
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	2.7	0

Intersection

Int Delay, s/veh	1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	TT		TT			TT
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	84	84	84	84	84	84
Heavy Vehicles, %	0	0	1	0	0	1
Mvmt Flow	42	10	385	55	11	354

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	789	413	0	0	440
Stage 1	413	-	-	-	-
Stage 2	376	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2
Pot Cap-1 Maneuver	362	643	-	-	1131
Stage 1	672	-	-	-	-
Stage 2	699	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	358	643	-	-	1131
Mov Cap-2 Maneuver	358	-	-	-	-
Stage 1	672	-	-	-	-
Stage 2	691	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	15.6	0	0.2
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	390	1131
HCM Lane V/C Ratio	-	-	0.131	0.009
HCM Control Delay (s)	-	-	15.6	8.2
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	0.4	0

HCM 6th TWSC
3: South St. & Union St.

2023 Build
Timing Plan: Weekday PM

Intersection

Int Delay, s/veh 2.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	11	84	163	358	308	24
Future Vol, veh/h	11	84	163	358	308	24
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	-	110	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	0	0	2	1	2	0
Mvmt Flow	13	98	190	416	358	28

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1168	372	386	0	-	0
Stage 1	372	-	-	-	-	-
Stage 2	796	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.12	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.218	-	-	-
Pot Cap-1 Maneuver	216	678	1172	-	-	-
Stage 1	702	-	-	-	-	-
Stage 2	448	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	181	678	1172	-	-	-
Mov Cap-2 Maneuver	181	-	-	-	-	-
Stage 1	588	-	-	-	-	-
Stage 2	448	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.9	2.7	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1172	-	514	-	-
HCM Lane V/C Ratio	0.162	-	0.215	-	-
HCM Control Delay (s)	8.7	-	13.9	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0.6	-	0.8	-	-

HCM 6th TWSC
4: South St. & NH 101 WB Off-Ramp

2023 Build
Timing Plan: Weekday PM

Intersection												
Int Delay, s/veh	103											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↘		↘	↘	↗			↗	↗
Traffic Vol, veh/h	0	0	0	388	0	191	120	330	0	0	346	46
Future Vol, veh/h	0	0	0	388	0	191	120	330	0	0	346	46
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	Yield
Storage Length	-	-	-	0	-	0	110	-	-	-	-	200
Veh in Median Storage, #	-	1	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	2	0	1	4	2	0	0	1	0
Mvmt Flow	0	0	0	417	0	205	129	355	0	0	372	49

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	985	- 355 372	0 - - - 0
Stage 1	613	- - -	- - - - -
Stage 2	372	- - -	- - - - -
Critical Hdwy	6.42	- 6.21 4.14	- - - - -
Critical Hdwy Stg 1	5.42	- - -	- - - - -
Critical Hdwy Stg 2	5.42	- - -	- - - - -
Follow-up Hdwy	3.518	- 3.309 2.236	- - - - -
Pot Cap-1 Maneuver	~ 275	0 691 1176	- 0 0 - -
Stage 1	541	0 - -	- 0 0 - -
Stage 2	697	0 - -	- 0 0 - -
Platoon blocked, %			- - - - -
Mov Cap-1 Maneuver	~ 245	0 691 1176	- - - - -
Mov Cap-2 Maneuver	~ 245	0 - -	- - - - -
Stage 1	481	0 - -	- - - - -
Stage 2	697	0 - -	- - - - -

Approach	WB	NB	SB
HCM Control Delay, s	250.9	2.3	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBTWBLn1WBLn2	SBT	SBR
Capacity (veh/h)	1176	- 245 691	- -	- -
HCM Lane V/C Ratio	0.11	- 1.703 0.297	- -	- -
HCM Control Delay (s)	8.4	- \$ 368.3 12.4	- -	- -
HCM Lane LOS	A	- F B	- -	- -
HCM 95th %tile Q(veh)	0.4	- 27.3 1.2	- -	- -

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 6th TWSC
5: South St. & NH 101 EB Off-Ramp

2023 Build
Timing Plan: Weekday PM

Intersection

Int Delay, s/veh	2.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘		↗					↑	↗	↘	↑	
Traffic Vol, veh/h	29	0	103	0	0	0	0	421	394	118	618	0
Future Vol, veh/h	29	0	103	0	0	0	0	421	394	118	618	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	Yield	-	-	None
Storage Length	0	-	0	-	-	-	-	-	125	110	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	4	0	3	0	0	0	0	3	1	1	2	0
Mvmt Flow	30	0	107	0	0	0	0	439	410	123	644	0

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	1329	-	644	-	0	0	439	0	0
Stage 1	890	-	-	-	-	-	-	-	-
Stage 2	439	-	-	-	-	-	-	-	-
Critical Hdwy	6.44	-	6.23	-	-	-	4.11	-	-
Critical Hdwy Stg 1	5.44	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.44	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.536	-	3.327	-	-	-	2.209	-	-
Pot Cap-1 Maneuver	169	0	471	0	-	-	1126	-	0
Stage 1	398	0	-	0	-	-	-	-	0
Stage 2	646	0	-	0	-	-	-	-	0
Platoon blocked, %									
Mov Cap-1 Maneuver	151	0	471	-	-	-	1126	-	-
Mov Cap-2 Maneuver	151	0	-	-	-	-	-	-	-
Stage 1	398	0	-	-	-	-	-	-	-
Stage 2	576	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	19.3	0	1.4
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	EBLn2	SBL	SBT
Capacity (veh/h)	-	-	151	471	1126	-
HCM Lane V/C Ratio	-	-	0.2	0.228	0.109	-
HCM Control Delay (s)	-	-	34.7	14.9	8.6	-
HCM Lane LOS	-	-	D	B	A	-
HCM 95th %tile Q(veh)	-	-	0.7	0.9	0.4	-

Timings
6: South St. & Armory Rd./Emerson Rd.

2023 Build
Timing Plan: Weekday PM

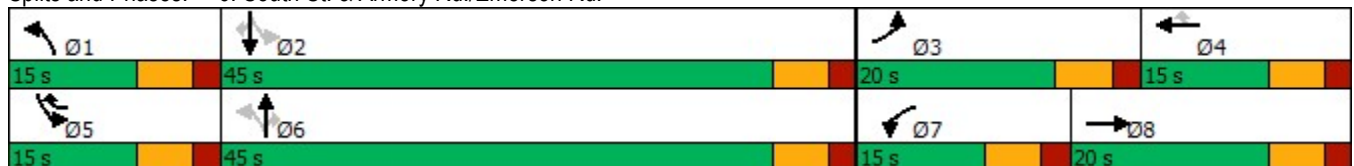
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	120	65	97	79	167	34	528	84	151	461	107
Future Volume (vph)	120	65	97	79	167	34	528	84	151	461	107
Turn Type	Prot	NA	Prot	NA	pm+ov	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	3	8	7	4	5	1	6		5	2	
Permitted Phases					4	6		6	2		2
Detector Phase	3	8	7	4	5	1	6	6	5	2	2
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	11.0	11.0	11.0	11.0	11.0	11.0	16.0	16.0	11.0	16.0	16.0
Total Split (s)	20.0	20.0	15.0	15.0	15.0	15.0	45.0	45.0	15.0	45.0	45.0
Total Split (%)	21.1%	21.1%	15.8%	15.8%	15.8%	15.8%	47.4%	47.4%	15.8%	47.4%	47.4%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Max	Max	None	Max	Max
Act Effct Green (s)	12.6	12.2	9.2	9.0	15.9	48.8	40.3	40.3	52.6	49.4	49.4
Actuated g/C Ratio	0.14	0.14	0.11	0.10	0.18	0.56	0.46	0.46	0.60	0.56	0.56
v/c Ratio	0.50	0.33	0.55	0.46	0.41	0.07	0.65	0.11	0.38	0.46	0.12
Control Delay	44.8	35.9	53.3	49.4	7.8	9.5	26.0	0.2	12.4	20.1	1.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	44.8	35.9	53.3	49.4	7.8	9.5	26.0	0.2	12.4	20.1	1.0
LOS	D	D	D	D	A	A	C	A	B	C	A
Approach Delay		41.2		30.2			21.8			15.6	
Approach LOS		D		C			C			B	

Intersection Summary

Cycle Length: 95
 Actuated Cycle Length: 87.5
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.65
 Intersection Signal Delay: 23.0
 Intersection Capacity Utilization 64.5%
 Analysis Period (min) 15












Intersection LOS: C
 ICU Level of Service C

Splits and Phases: 6: South St. & Armory Rd./Emerson Rd.



Queues
6: South St. & Armory Rd./Emerson Rd.

2023 Build
Timing Plan: Weekday PM
























											
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	126	86	102	83	176	36	556	88	159	485	113
v/c Ratio	0.50	0.33	0.55	0.46	0.41	0.07	0.65	0.11	0.38	0.46	0.12
Control Delay	44.8	35.9	53.3	49.4	7.8	9.5	26.0	0.2	12.4	20.1	1.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	44.8	35.9	53.3	49.4	7.8	9.5	26.0	0.2	12.4	20.1	1.0
Queue Length 50th (ft)	71	40	60	48	0	9	275	0	42	223	0
Queue Length 95th (ft)	128	85	#126	96	50	22	404	0	74	334	10
Internal Link Dist (ft)		625		689			499			274	
Turn Bay Length (ft)	115		85		50	150		100	150		100
Base Capacity (vph)	289	310	190	189	433	555	858	837	417	1062	959
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.44	0.28	0.54	0.44	0.41	0.06	0.65	0.11	0.38	0.46	0.12

Intersection Summary

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

HCM 6th Signalized Intersection Summary
6: South St. & Armory Rd./Emerson Rd.

2023 Build
Timing Plan: Weekday PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	120	65	17	97	79	167	34	528	84	151	461	107
Future Volume (veh/h)	120	65	17	97	79	167	34	528	84	151	461	107
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1900	1811	1885	1856	1885	1900	1870	1900	1841	1885	1885
Adj Flow Rate, veh/h	126	68	18	102	83	176	36	556	88	159	485	113
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	0	6	1	3	1	0	2	0	4	1	1
Cap, veh/h	162	178	47	131	194	278	407	847	730	381	926	769
Arrive On Green	0.09	0.12	0.12	0.07	0.10	0.10	0.03	0.45	0.45	0.07	0.49	0.49
Sat Flow, veh/h	1767	1448	383	1795	1856	1560	1810	1870	1610	1753	1885	1564
Grp Volume(v), veh/h	126	0	86	102	83	176	36	556	88	159	485	113
Grp Sat Flow(s),veh/h/ln	1767	0	1831	1795	1856	1560	1810	1870	1610	1753	1885	1564
Q Serve(g_s), s	6.0	0.0	3.7	4.8	3.6	9.0	0.9	19.9	2.7	4.1	15.2	3.4
Cycle Q Clear(g_c), s	6.0	0.0	3.7	4.8	3.6	9.0	0.9	19.9	2.7	4.1	15.2	3.4
Prop In Lane	1.00		0.21	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	162	0	226	131	194	278	407	847	730	381	926	769
V/C Ratio(X)	0.78	0.00	0.38	0.78	0.43	0.63	0.09	0.66	0.12	0.42	0.52	0.15
Avail Cap(c_a), veh/h	287	0	298	188	194	278	535	847	730	439	926	769
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.2	0.0	34.7	39.2	36.1	32.9	12.4	18.3	13.6	13.6	15.0	12.0
Incr Delay (d2), s/veh	15.5	0.0	2.3	20.2	3.2	6.5	0.2	4.0	0.3	1.6	2.1	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	0.0	1.8	2.8	1.8	3.8	0.4	9.0	1.0	1.6	6.6	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.7	0.0	37.0	59.4	39.3	39.5	12.6	22.3	14.0	15.1	17.1	12.4
LnGrp LOS	D	A	D	E	D	D	B	C	B	B	B	B
Approach Vol, veh/h		212			361			680			757	
Approach Delay, s/veh		46.9			45.1			20.7			16.0	
Approach LOS		D			D			C			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.9	48.3	13.9	15.0	12.2	45.0	12.3	16.6				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	9.0	39.0	14.0	9.0	9.0	39.0	9.0	14.0				
Max Q Clear Time (g_c+I1), s	2.9	17.2	8.0	11.0	6.1	21.9	6.8	5.7				
Green Ext Time (p_c), s	0.0	6.7	0.3	0.0	0.2	6.6	0.1	0.3				
Intersection Summary												
HCM 6th Ctrl Delay			26.1									
HCM 6th LOS			C									

HCM 6th TWSC
1: South St. & Clinton St.

2033 Build
Timing Plan: Weekday PM

Intersection

Int Delay, s/veh	6.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		B			A
Traffic Vol, veh/h	195	26	273	124	10	218
Future Vol, veh/h	195	26	273	124	10	218
Conflicting Peds, #/hr	1	3	0	3	3	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	86	86	86	86	86	86
Heavy Vehicles, %	1	0	1	1	0	1
Mvmt Flow	227	30	317	144	12	253

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	670	395	0	0	464
Stage 1	392	-	-	-	-
Stage 2	278	-	-	-	-
Critical Hdwy	6.41	6.2	-	-	4.1
Critical Hdwy Stg 1	5.41	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-
Follow-up Hdwy	3.509	3.3	-	-	2.2
Pot Cap-1 Maneuver	424	659	-	-	1108
Stage 1	685	-	-	-	-
Stage 2	771	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	417	655	-	-	1105
Mov Cap-2 Maneuver	417	-	-	-	-
Stage 1	683	-	-	-	-
Stage 2	760	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	24.4	0	0.4
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	436	1105
HCM Lane V/C Ratio	-	-	0.589	0.011
HCM Control Delay (s)	-	-	24.4	8.3
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	3.7	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	84	84	84	84	84	84
Heavy Vehicles, %	0	0	1	0	0	1
Mvmt Flow	42	10	425	55	11	392

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	867	453	0	0	480
Stage 1	453	-	-	-	-
Stage 2	414	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2
Pot Cap-1 Maneuver	326	611	-	-	1093
Stage 1	645	-	-	-	-
Stage 2	671	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	322	611	-	-	1093
Mov Cap-2 Maneuver	322	-	-	-	-
Stage 1	645	-	-	-	-
Stage 2	662	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	16.9	0	0.2
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	353	1093
HCM Lane V/C Ratio	-	-	0.145	0.01
HCM Control Delay (s)	-	-	16.9	8.3
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	0.5	0

HCM 6th TWSC
3: South St. & Union St.

2033 Build
Timing Plan: Weekday PM

Intersection

Int Delay, s/veh 3.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y		Y	↑	↑	
Traffic Vol, veh/h	12	93	180	391	337	27
Future Vol, veh/h	12	93	180	391	337	27
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	-	110	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	0	0	2	1	2	0
Mvmt Flow	14	108	209	455	392	31

Major/Minor	Minor2	Major1	Major2		
Conflicting Flow All	1281	408	423	0	-
Stage 1	408	-	-	-	-
Stage 2	873	-	-	-	-
Critical Hdwy	6.4	6.2	4.12	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.218	-	-
Pot Cap-1 Maneuver	184	648	1136	-	-
Stage 1	676	-	-	-	-
Stage 2	412	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	150	648	1136	-	-
Mov Cap-2 Maneuver	150	-	-	-	-
Stage 1	552	-	-	-	-
Stage 2	412	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	15.3	2.8	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1136	-	470	-	-
HCM Lane V/C Ratio	0.184	-	0.26	-	-
HCM Control Delay (s)	8.9	-	15.3	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0.7	-	1	-	-

HCM 6th TWSC
4: South St. & NH 101 WB Off-Ramp

2033 Build
Timing Plan: Weekday PM

Intersection

Int Delay, s/veh	163.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↘		↗	↘	↗			↗	↘
Traffic Vol, veh/h	0	0	0	428	0	208	133	363	0	0	379	51
Future Vol, veh/h	0	0	0	428	0	208	133	363	0	0	379	51
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	Yield
Storage Length	-	-	-	0	-	0	110	-	-	-	-	200
Veh in Median Storage, #	-	1	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	2	0	1	4	2	0	0	1	0
Mvmt Flow	0	0	0	460	0	224	143	390	0	0	408	55

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	1084	- 390 408	0 - - - 0
Stage 1	676	- - -	- - - - -
Stage 2	408	- - -	- - - - -
Critical Hdwy	6.42	- 6.21 4.14	- - - - -
Critical Hdwy Stg 1	5.42	- - -	- - - - -
Critical Hdwy Stg 2	5.42	- - -	- - - - -
Follow-up Hdwy	3.518	- 3.309 2.236	- - - - -
Pot Cap-1 Maneuver	~ 240	0 661 1140	- 0 0 - -
Stage 1	505	0 - -	- 0 0 - -
Stage 2	671	0 - -	- 0 0 - -
Platoon blocked, %			- - - - -
Mov Cap-1 Maneuver	~ 210	0 661 1140	- - - - -
Mov Cap-2 Maneuver	~ 210	0 - -	- - - - -
Stage 1	~ 442	0 - -	- - - - -
Stage 2	671	0 - -	- - - - -

Approach	WB	NB	SB
HCM Control Delay, s	\$ 400.1	2.3	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBTWBLn1WBLn2	SBT	SBR
Capacity (veh/h)	1140	- 210 661	- -	- -
HCM Lane V/C Ratio	0.125	- 2.192 0.338	- -	- -
HCM Control Delay (s)	8.6	-\$ 588.2 13.2	- -	- -
HCM Lane LOS	A	- F B	- -	- -
HCM 95th %tile Q(veh)	0.4	- 36.1 1.5	- -	- -

Notes

~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 6th TWSC
5: South St. & NH 101 EB Off-Ramp

2033 Build
Timing Plan: Weekday PM

Intersection

Int Delay, s/veh	2.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖		↗					↖	↗	↖	↗	
Traffic Vol, veh/h	32	0	114	0	0	0	0	464	435	126	681	0
Future Vol, veh/h	32	0	114	0	0	0	0	464	435	126	681	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	Yield	-	-	None
Storage Length	0	-	0	-	-	-	-	-	125	110	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	4	0	3	0	0	0	0	3	1	1	2	0
Mvmt Flow	33	0	119	0	0	0	0	483	453	131	709	0

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	1454	-	709	-	0	0	483	0	0
Stage 1	971	-	-	-	-	-	-	-	-
Stage 2	483	-	-	-	-	-	-	-	-
Critical Hdwy	6.44	-	6.23	-	-	-	4.11	-	-
Critical Hdwy Stg 1	5.44	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.44	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.536	-	3.327	-	-	-	2.209	-	-
Pot Cap-1 Maneuver	142	0	432	-	-	-	1085	-	0
Stage 1	364	0	-	-	-	-	-	-	0
Stage 2	616	0	-	-	-	-	-	-	0
Platoon blocked, %									
Mov Cap-1 Maneuver	125	0	432	-	-	-	1085	-	-
Mov Cap-2 Maneuver	125	0	-	-	-	-	-	-	-
Stage 1	364	0	-	-	-	-	-	-	-
Stage 2	541	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	22.5	0	1.4
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	EBLn2	SBL	SBT
Capacity (veh/h)	-	-	125	432	1085	-
HCM Lane V/C Ratio	-	-	0.267	0.275	0.121	-
HCM Control Delay (s)	-	-	44	16.5	8.8	-
HCM Lane LOS	-	-	E	C	A	-
HCM 95th %tile Q(veh)	-	-	1	1.1	0.4	-

Timings
6: South St. & Armory Rd./Emerson Rd.

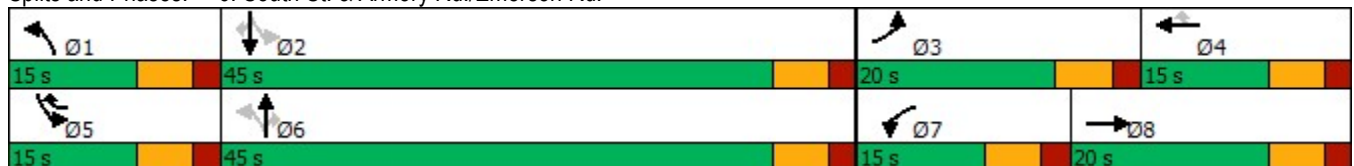
2033 Build
Timing Plan: Weekday PM

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	132	71	107	87	184	38	583	93	167	510	118
Future Volume (vph)	132	71	107	87	184	38	583	93	167	510	118
Turn Type	Prot	NA	Prot	NA	pm+ov	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	3	8	7	4	5	1	6		5	2	
Permitted Phases					4	6		6	2		2
Detector Phase	3	8	7	4	5	1	6	6	5	2	2
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	11.0	11.0	11.0	11.0	11.0	11.0	16.0	16.0	11.0	16.0	16.0
Total Split (s)	20.0	20.0	15.0	15.0	15.0	15.0	45.0	45.0	15.0	45.0	45.0
Total Split (%)	21.1%	21.1%	15.8%	15.8%	15.8%	15.8%	47.4%	47.4%	15.8%	47.4%	47.4%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Max	Max	None	Max	Max
Act Effct Green (s)	12.7	12.3	9.2	8.9	16.0	47.7	39.3	39.3	51.2	46.0	46.0
Actuated g/C Ratio	0.14	0.14	0.10	0.10	0.18	0.53	0.43	0.43	0.56	0.51	0.51
v/c Ratio	0.57	0.37	0.63	0.53	0.45	0.09	0.76	0.12	0.52	0.56	0.14
Control Delay	47.3	36.6	58.0	52.8	8.9	9.7	30.9	0.5	15.7	22.2	1.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	47.3	36.6	58.0	52.8	8.9	9.7	30.9	0.5	15.7	22.2	1.4
LOS	D	D	E	D	A	A	C	A	B	C	A
Approach Delay		42.9		33.0			25.8			17.7	
Approach LOS		D		C			C			B	

Intersection Summary












Cycle Length: 95
 Actuated Cycle Length: 90.8
 Natural Cycle: 65
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.76
 Intersection Signal Delay: 25.9
 Intersection Capacity Utilization 68.9%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service C

Splits and Phases: 6: South St. & Armory Rd./Emerson Rd.



Queues
6: South St. & Armory Rd./Emerson Rd.

2033 Build
Timing Plan: Weekday PM
























											
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	139	95	113	92	194	40	614	98	176	537	124
v/c Ratio	0.57	0.37	0.63	0.53	0.45	0.09	0.76	0.12	0.52	0.56	0.14
Control Delay	47.3	36.6	58.0	52.8	8.9	9.7	30.9	0.5	15.7	22.2	1.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	47.3	36.6	58.0	52.8	8.9	9.7	30.9	0.5	15.7	22.2	1.4
Queue Length 50th (ft)	79	45	67	54	5	10	318	0	48	258	0
Queue Length 95th (ft)	139	93	#145	#105	58	24	#480	2	81	383	15
Internal Link Dist (ft)		625		689			499			274	
Turn Bay Length (ft)	115		85		50	150		100	150		100
Base Capacity (vph)	272	292	180	178	430	466	806	797	337	953	878
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.51	0.33	0.63	0.52	0.45	0.09	0.76	0.12	0.52	0.56	0.14

Intersection Summary

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

HCM 6th Signalized Intersection Summary
6: South St. & Armory Rd./Emerson Rd.

2033 Build
Timing Plan: Weekday PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	132	71	19	107	87	184	38	583	93	167	510	118
Future Volume (veh/h)	132	71	19	107	87	184	38	583	93	167	510	118
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1900	1811	1885	1856	1885	1900	1870	1900	1841	1885	1885
Adj Flow Rate, veh/h	139	75	20	113	92	194	40	614	98	176	537	124
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	0	6	1	3	1	0	2	0	4	1	1
Cap, veh/h	176	177	47	144	191	284	369	833	718	345	919	763
Arrive On Green	0.10	0.12	0.12	0.08	0.10	0.10	0.04	0.45	0.45	0.08	0.49	0.49
Sat Flow, veh/h	1767	1445	385	1795	1856	1560	1810	1870	1610	1753	1885	1564
Grp Volume(v), veh/h	139	0	95	113	92	194	40	614	98	176	537	124
Grp Sat Flow(s),veh/h/ln	1767	0	1831	1795	1856	1560	1810	1870	1610	1753	1885	1564
Q Serve(g_s), s	6.7	0.0	4.2	5.4	4.1	9.0	1.0	23.7	3.1	4.7	17.9	3.9
Cycle Q Clear(g_c), s	6.7	0.0	4.2	5.4	4.1	9.0	1.0	23.7	3.1	4.7	17.9	3.9
Prop In Lane	1.00		0.21	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	176	0	224	144	191	284	369	833	718	345	919	763
V/C Ratio(X)	0.79	0.00	0.42	0.79	0.48	0.68	0.11	0.74	0.14	0.51	0.58	0.16
Avail Cap(c_a), veh/h	283	0	293	185	191	284	491	833	718	389	919	763
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.5	0.0	35.5	39.5	37.1	33.6	13.3	20.0	14.3	15.3	16.1	12.5
Incr Delay (d2), s/veh	15.1	0.0	2.7	21.9	4.0	8.5	0.3	5.8	0.4	2.5	2.7	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.6	0.0	2.0	3.2	2.0	4.4	0.4	11.0	1.2	1.9	7.9	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.6	0.0	38.2	61.4	41.1	42.0	13.5	25.8	14.7	17.8	18.8	12.9
LnGrp LOS	D	A	D	E	D	D	B	C	B	B	B	B
Approach Vol, veh/h		234			399			752			837	
Approach Delay, s/veh		47.4			47.3			23.7			17.7	
Approach LOS		D			D			C			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.1	48.7	14.7	15.0	12.8	45.0	13.0	16.7				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	9.0	39.0	14.0	9.0	9.0	39.0	9.0	14.0				
Max Q Clear Time (g_c+I1), s	3.0	19.9	8.7	11.0	6.7	25.7	7.4	6.2				
Green Ext Time (p_c), s	0.1	7.0	0.3	0.0	0.2	6.3	0.1	0.4				
Intersection Summary												
HCM 6th Ctrl Delay			28.2									
HCM 6th LOS			C									

HCM 6th TWSC
1: South St. & Clinton St.

2022 Existing
Timing Plan: Saturday MIDDAY

Intersection

Int Delay, s/veh	4.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		P			4
Traffic Vol, veh/h	182	25	251	135	17	206
Future Vol, veh/h	182	25	251	135	17	206
Conflicting Peds, #/hr	0	0	0	4	4	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	94	94	94	94	94	94
Heavy Vehicles, %	0	0	1	2	0	4
Mvmt Flow	194	27	267	144	18	219

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	598	343	0	0	415
Stage 1	343	-	-	-	-
Stage 2	255	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2
Pot Cap-1 Maneuver	468	704	-	-	1155
Stage 1	723	-	-	-	-
Stage 2	792	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	458	701	-	-	1151
Mov Cap-2 Maneuver	458	-	-	-	-
Stage 1	720	-	-	-	-
Stage 2	778	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	18.8	0	0.6
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	478	1151
HCM Lane V/C Ratio	-	-	0.461	0.016
HCM Control Delay (s)	-	-	18.8	8.2
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	2.4	0

HCM 6th TWSC
2: South St. & Nathaniel Dr.

2022 Existing
Timing Plan: Saturday MIDDAY

Intersection

Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	TT		TT			TT
Traffic Vol, veh/h	0	2	322	2	0	274
Future Vol, veh/h	0	2	322	2	0	274
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	89	89	89	89	89	89
Heavy Vehicles, %	0	0	1	0	0	2
Mvmt Flow	0	2	362	2	0	308

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	672	364	0	0	365
Stage 1	364	-	-	-	-
Stage 2	308	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2
Pot Cap-1 Maneuver	424	685	-	-	1205
Stage 1	707	-	-	-	-
Stage 2	750	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	424	684	-	-	1204
Mov Cap-2 Maneuver	424	-	-	-	-
Stage 1	706	-	-	-	-
Stage 2	750	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.3	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	684	1204
HCM Lane V/C Ratio	-	-	0.003	-
HCM Control Delay (s)	-	-	10.3	0
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0	0

HCM 6th TWSC
3: South St. & Union St.

2022 Existing
Timing Plan: Saturday MIDDAY

Intersection

Int Delay, s/veh 2.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔		↔	↑	↑	
Traffic Vol, veh/h	4	72	88	320	266	8
Future Vol, veh/h	4	72	88	320	266	8
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	-	110	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	0	0	1	1	1	0
Mvmt Flow	5	85	104	376	313	9

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	902	318	322	0	-	0
Stage 1	318	-	-	-	-	-
Stage 2	584	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.11	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.209	-	-	-
Pot Cap-1 Maneuver	311	727	1244	-	-	-
Stage 1	742	-	-	-	-	-
Stage 2	561	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	285	727	1244	-	-	-
Mov Cap-2 Maneuver	285	-	-	-	-	-
Stage 1	680	-	-	-	-	-
Stage 2	561	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.2	1.8	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1244	-	672	-	-
HCM Lane V/C Ratio	0.083	-	0.133	-	-
HCM Control Delay (s)	8.2	-	11.2	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0.3	-	0.5	-	-

HCM 6th TWSC
4: South St. & NH 101 WB Off-Ramp

2022 Existing
Timing Plan: Saturday MIDDAY

Intersection												
Int Delay, s/veh	88.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↖		↖	↖	↗			↗	↗
Traffic Vol, veh/h	0	0	0	383	0	87	90	321	0	0	312	26
Future Vol, veh/h	0	0	0	383	0	87	90	321	0	0	312	26
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	Yield
Storage Length	-	-	-	0	-	0	110	-	-	-	-	200
Veh in Median Storage, #	-	1	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	1	0	4	4	0	0	0	1	0
Mvmt Flow	0	0	0	426	0	97	100	357	0	0	347	29

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	904	- 357 347	0 - - - 0
Stage 1	557	- - -	- - - - -
Stage 2	347	- - -	- - - - -
Critical Hdwy	6.41	- 6.24 4.14	- - - - -
Critical Hdwy Stg 1	5.41	- - -	- - - - -
Critical Hdwy Stg 2	5.41	- - -	- - - - -
Follow-up Hdwy	3.509	- 3.336 2.236	- - - - -
Pot Cap-1 Maneuver	~ 309	0 683 1201	- 0 0 - -
Stage 1	576	0 - -	- 0 0 - -
Stage 2	718	0 - -	- 0 0 - -
Platoon blocked, %			- - - - -
Mov Cap-1 Maneuver	~ 283	0 683 1201	- - - - -
Mov Cap-2 Maneuver	~ 283	0 - -	- - - - -
Stage 1	528	0 - -	- - - - -
Stage 2	718	0 - -	- - - - -

Approach	WB	NB	SB
HCM Control Delay, s	228.2	1.8	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBTWBLn1	WBLn2	SBT	SBR
Capacity (veh/h)	1201	-	283 683	-	-
HCM Lane V/C Ratio	0.083	-	1.504 0.142	-	-
HCM Control Delay (s)	8.3	-	277.5 11.1	-	-
HCM Lane LOS	A	-	F B	-	-
HCM 95th %tile Q(veh)	0.3	-	24.4 0.5	-	-

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 6th TWSC
5: South St. & NH 101 EB Off-Ramp

2022 Existing
Timing Plan: Saturday MIDDAY

Intersection

Int Delay, s/veh	2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘		↗					↑	↗	↘	↑	
Traffic Vol, veh/h	24	0	115	0	0	0	0	387	380	76	619	0
Future Vol, veh/h	24	0	115	0	0	0	0	387	380	76	619	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	Yield	-	-	None
Storage Length	0	-	0	-	-	-	-	-	125	110	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	0	1	0	0	0	0	1	1	0	2	0
Mvmt Flow	27	0	128	0	0	0	0	430	422	84	688	0

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	1286	-	688	-	0	0	430	0	0
Stage 1	856	-	-	-	-	-	-	-	-
Stage 2	430	-	-	-	-	-	-	-	-
Critical Hdwy	6.4	-	6.21	-	-	-	4.1	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	-	3.309	-	-	-	2.2	-	-
Pot Cap-1 Maneuver	183	0	448	-	-	-	1140	-	0
Stage 1	420	0	-	-	-	-	-	-	0
Stage 2	660	0	-	-	-	-	-	-	0
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	169	0	448	-	-	-	1140	-	-
Mov Cap-2 Maneuver	169	0	-	-	-	-	-	-	-
Stage 1	420	0	-	-	-	-	-	-	-
Stage 2	611	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	18.6	0	0.9
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	EBLn2	SBL	SBT
Capacity (veh/h)	-	-	169	448	1140	-
HCM Lane V/C Ratio	-	-	0.158	0.285	0.074	-
HCM Control Delay (s)	-	-	30.3	16.2	8.4	-
HCM Lane LOS	-	-	D	C	A	-
HCM 95th %tile Q(veh)	-	-	0.5	1.2	0.2	-

Timings
6: South St. & Armory Rd./Emerson Rd.

2022 Existing
Timing Plan: Saturday MIDDAY

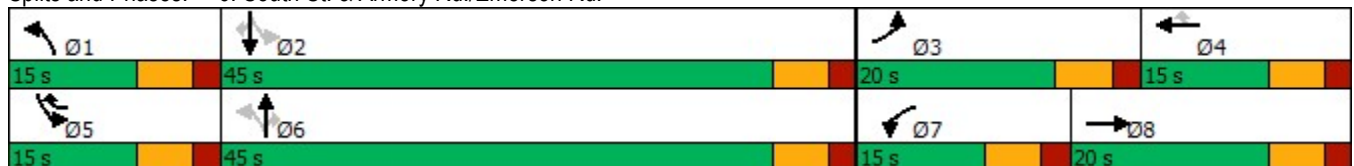
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	80	44	77	58	105	12	582	61	105	518	111
Future Volume (vph)	80	44	77	58	105	12	582	61	105	518	111
Turn Type	Prot	NA	Prot	NA	pm+ov	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	3	8	7	4	5	1	6		5	2	
Permitted Phases					4	6		6	2		2
Detector Phase	3	8	7	4	5	1	6	6	5	2	2
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	11.0	11.0	11.0	11.0	11.0	11.0	16.0	16.0	11.0	16.0	16.0
Total Split (s)	20.0	20.0	15.0	15.0	15.0	15.0	45.0	45.0	15.0	45.0	45.0
Total Split (%)	21.1%	21.1%	15.8%	15.8%	15.8%	15.8%	47.4%	47.4%	15.8%	47.4%	47.4%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Max	Max	None	Max	Max
Act Effct Green (s)	11.3	11.2	9.0	8.9	20.1	48.4	40.3	40.3	54.5	54.6	54.6
Actuated g/C Ratio	0.13	0.13	0.10	0.10	0.23	0.56	0.47	0.47	0.63	0.63	0.63
v/c Ratio	0.36	0.28	0.44	0.34	0.24	0.02	0.71	0.08	0.28	0.47	0.11
Control Delay	41.8	30.0	48.2	45.5	7.3	9.1	27.8	0.2	10.9	15.7	1.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	41.8	30.0	48.2	45.5	7.3	9.1	27.8	0.2	10.9	15.7	1.1
LOS	D	C	D	D	A	A	C	A	B	B	A
Approach Delay		36.5		29.7			24.9			12.8	
Approach LOS		D		C			C			B	

Intersection Summary

Cycle Length: 95
 Actuated Cycle Length: 86.3
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.71
 Intersection Signal Delay: 21.5
 Intersection Capacity Utilization 62.5%
 Analysis Period (min) 15











Intersection LOS: C
 ICU Level of Service B

Splits and Phases: 6: South St. & Armory Rd./Emerson Rd.



Queues
6: South St. & Armory Rd./Emerson Rd.

2022 Existing
Timing Plan: Saturday MIDDAY

											
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	85	70	82	62	112	13	619	65	112	551	118
v/c Ratio	0.36	0.28	0.44	0.34	0.24	0.02	0.71	0.08	0.28	0.47	0.11
Control Delay	41.8	30.0	48.2	45.5	7.3	9.1	27.8	0.2	10.9	15.7	1.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	41.8	30.0	48.2	45.5	7.3	9.1	27.8	0.2	10.9	15.7	1.1
Queue Length 50th (ft)	46	26	46	35	0	3	307	0	27	177	0
Queue Length 95th (ft)	92	66	96	77	41	11	#508	0	54	394	12
Internal Link Dist (ft)		625		689			499			274	
Turn Bay Length (ft)	115		85		50	150		100	150		100
Base Capacity (vph)	299	317	194	190	467	559	870	846	406	1179	1075
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.28	0.22	0.42	0.33	0.24	0.02	0.71	0.08	0.28	0.47	0.11

Intersection Summary

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

HCM 6th Signalized Intersection Summary
6: South St. & Armory Rd./Emerson Rd.

2022 Existing
Timing Plan: Saturday MIDDAY

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	80	44	22	77	58	105	12	582	61	105	518	111
Future Volume (veh/h)	80	44	22	77	58	105	12	582	61	105	518	111
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1870	1900	1900	1841	1900	1900	1870	1900	1885	1870	1885
Adj Flow Rate, veh/h	85	47	23	82	62	112	13	619	65	112	551	118
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	1	2	0	0	4	0	0	2	0	1	2	1
Cap, veh/h	113	113	55	108	168	239	378	913	786	372	991	846
Arrive On Green	0.06	0.09	0.09	0.06	0.09	0.09	0.02	0.49	0.49	0.06	0.53	0.53
Sat Flow, veh/h	1795	1186	580	1810	1841	1610	1810	1870	1610	1795	1870	1598
Grp Volume(v), veh/h	85	0	70	82	62	112	13	619	65	112	551	118
Grp Sat Flow(s),veh/h/ln	1795	0	1766	1810	1841	1610	1810	1870	1610	1795	1870	1598
Q Serve(g_s), s	3.7	0.0	3.0	3.6	2.5	5.1	0.3	20.2	1.7	2.4	15.7	3.0
Cycle Q Clear(g_c), s	3.7	0.0	3.0	3.6	2.5	5.1	0.3	20.2	1.7	2.4	15.7	3.0
Prop In Lane	1.00		0.33	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	113	0	168	108	168	239	378	913	786	372	991	846
V/C Ratio(X)	0.75	0.00	0.42	0.76	0.37	0.47	0.03	0.68	0.08	0.30	0.56	0.14
Avail Cap(c_a), veh/h	315	0	309	204	207	274	554	913	786	471	991	846
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.8	0.0	34.1	37.0	34.2	31.1	10.9	15.7	10.9	11.8	12.5	9.5
Incr Delay (d2), s/veh	18.9	0.0	3.5	20.8	2.9	3.0	0.1	4.0	0.2	1.0	2.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	0.0	1.4	2.2	1.2	2.1	0.1	8.9	0.6	1.0	6.5	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.7	0.0	37.6	57.8	37.0	34.2	11.0	19.7	11.1	12.8	14.8	9.9
LnGrp LOS	E	A	D	E	D	C	B	B	B	B	B	A
Approach Vol, veh/h		155			256			697			781	
Approach Delay, s/veh		47.5			42.4			18.7			13.8	
Approach LOS		D			D			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.3	48.3	11.0	13.3	10.6	45.0	10.7	13.6				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	9.0	39.0	14.0	9.0	9.0	39.0	9.0	14.0				
Max Q Clear Time (g_c+I1), s	2.3	17.7	5.7	7.1	4.4	22.2	5.6	5.0				
Green Ext Time (p_c), s	0.0	7.6	0.2	0.2	0.2	7.2	0.1	0.3				
Intersection Summary												
HCM 6th Ctrl Delay			22.3									
HCM 6th LOS			C									

HCM 6th TWSC
1: South St. & Clinton St.

2023 No Build
Timing Plan: Saturday MIDDAY

Intersection

Int Delay, s/veh	5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	TT		TT		TT	TT
Traffic Vol, veh/h	184	25	254	136	17	208
Future Vol, veh/h	184	25	254	136	17	208
Conflicting Peds, #/hr	0	0	0	4	4	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	94	94	94	94	94	94
Heavy Vehicles, %	0	0	1	2	0	4
Mvmt Flow	196	27	270	145	18	221

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	604	347	0	0	419
Stage 1	347	-	-	-	-
Stage 2	257	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2
Pot Cap-1 Maneuver	465	701	-	-	1151
Stage 1	720	-	-	-	-
Stage 2	791	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	455	698	-	-	1147
Mov Cap-2 Maneuver	455	-	-	-	-
Stage 1	717	-	-	-	-
Stage 2	777	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	19.1	0	0.6
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	475	1147
HCM Lane V/C Ratio	-	-	0.468	0.016
HCM Control Delay (s)	-	-	19.1	8.2
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	2.5	0

Intersection

Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	R	T	R	L	T
Traffic Vol, veh/h	0	2	325	2	0	279
Future Vol, veh/h	0	2	325	2	0	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	89	89	89	89	89	89
Heavy Vehicles, %	0	0	1	0	0	2
Mvmt Flow	0	2	365	2	0	313

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	680	367	0	0	368
Stage 1	367	-	-	-	-
Stage 2	313	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2
Pot Cap-1 Maneuver	420	683	-	-	1202
Stage 1	705	-	-	-	-
Stage 2	746	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	420	682	-	-	1201
Mov Cap-2 Maneuver	420	-	-	-	-
Stage 1	704	-	-	-	-
Stage 2	746	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.3	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	682	1201
HCM Lane V/C Ratio	-	-	0.003	-
HCM Control Delay (s)	-	-	10.3	0
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0	0

HCM 6th TWSC
3: South St. & Union St.

2023 No Build
Timing Plan: Saturday MIDDAY

Intersection

Int Delay, s/veh 2.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	4	73	89	323	271	8
Future Vol, veh/h	4	73	89	323	271	8
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	-	110	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	0	0	1	1	1	0
Mvmt Flow	5	86	105	380	319	9

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	914	324	328	0	-	0
Stage 1	324	-	-	-	-	-
Stage 2	590	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.11	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.209	-	-	-
Pot Cap-1 Maneuver	306	722	1237	-	-	-
Stage 1	738	-	-	-	-	-
Stage 2	558	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	280	722	1237	-	-	-
Mov Cap-2 Maneuver	280	-	-	-	-	-
Stage 1	675	-	-	-	-	-
Stage 2	558	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.2	1.8	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1237	-	667	-	-
HCM Lane V/C Ratio	0.085	-	0.136	-	-
HCM Control Delay (s)	8.2	-	11.2	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0.3	-	0.5	-	-

HCM 6th TWSC
4: South St. & NH 101 WB Off-Ramp

2023 No Build
Timing Plan: Saturday MIDDAY

Intersection												
Int Delay, s/veh	94.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↕		↕	↕	↕			↕	↕
Traffic Vol, veh/h	0	0	0	387	0	88	91	324	0	0	318	26
Future Vol, veh/h	0	0	0	387	0	88	91	324	0	0	318	26
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	Yield
Storage Length	-	-	-	0	-	0	110	-	-	-	-	200
Veh in Median Storage, #	-	1	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	1	0	4	4	0	0	0	1	0
Mvmt Flow	0	0	0	430	0	98	101	360	0	0	353	29

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	915	- 360 353	0 - - - 0
Stage 1	562	- - -	- - - - -
Stage 2	353	- - -	- - - - -
Critical Hdwy	6.41	- 6.24 4.14	- - - - -
Critical Hdwy Stg 1	5.41	- - -	- - - - -
Critical Hdwy Stg 2	5.41	- - -	- - - - -
Follow-up Hdwy	3.509	- 3.336 2.236	- - - - -
Pot Cap-1 Maneuver	~ 304	0 680 1195	- 0 0 - -
Stage 1	573	0 - -	- 0 0 - -
Stage 2	713	0 - -	- 0 0 - -
Platoon blocked, %			- - - - -
Mov Cap-1 Maneuver	~ 278	0 680 1195	- - - - -
Mov Cap-2 Maneuver	~ 278	0 - -	- - - - -
Stage 1	524	0 - -	- - - - -
Stage 2	713	0 - -	- - - - -

Approach	WB	NB	SB
HCM Control Delay, s	243.6	1.8	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBTWBLn1	WBLn2	SBT	SBR
Capacity (veh/h)	1195	-	278 680	-	-
HCM Lane V/C Ratio	0.085	-	1.547 0.144	-	-
HCM Control Delay (s)	8.3	-	296.4 11.2	-	-
HCM Lane LOS	A	-	F B	-	-
HCM 95th %tile Q(veh)	0.3	-	25.4 0.5	-	-

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 6th TWSC
5: South St. & NH 101 EB Off-Ramp

2023 No Build
Timing Plan: Saturday MIDDAY

Intersection												
Int Delay, s/veh	2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘		↗					↑	↗	↘	↑	
Traffic Vol, veh/h	24	0	116	0	0	0	0	391	384	77	628	0
Future Vol, veh/h	24	0	116	0	0	0	0	391	384	77	628	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	Yield	-	-	None
Storage Length	0	-	0	-	-	-	-	-	125	110	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	0	1	0	0	0	0	1	1	0	2	0
Mvmt Flow	27	0	129	0	0	0	0	434	427	86	698	0

Major/Minor	Minor2		Major1			Major2			
Conflicting Flow All	1304	-	698	-	0	0	434	0	0
Stage 1	870	-	-	-	-	-	-	-	-
Stage 2	434	-	-	-	-	-	-	-	-
Critical Hdwy	6.4	-	6.21	-	-	-	4.1	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	-	3.309	-	-	-	2.2	-	-
Pot Cap-1 Maneuver	179	0	442	0	-	-	1136	-	0
Stage 1	413	0	-	0	-	-	-	-	0
Stage 2	658	0	-	0	-	-	-	-	0
Platoon blocked, %									
Mov Cap-1 Maneuver	165	0	442	-	-	-	1136	-	-
Mov Cap-2 Maneuver	165	0	-	-	-	-	-	-	-
Stage 1	413	0	-	-	-	-	-	-	-
Stage 2	608	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	19	0	0.9
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	EBLn2	SBL	SBT
Capacity (veh/h)	-	-	165	442	1136	-
HCM Lane V/C Ratio	-	-	0.162	0.292	0.075	-
HCM Control Delay (s)	-	-	31	16.5	8.4	-
HCM Lane LOS	-	-	D	C	A	-
HCM 95th %tile Q(veh)	-	-	0.6	1.2	0.2	-

Timings
6: South St. & Armory Rd./Emerson Rd.

2023 No Build
Timing Plan: Saturday MIDDAY

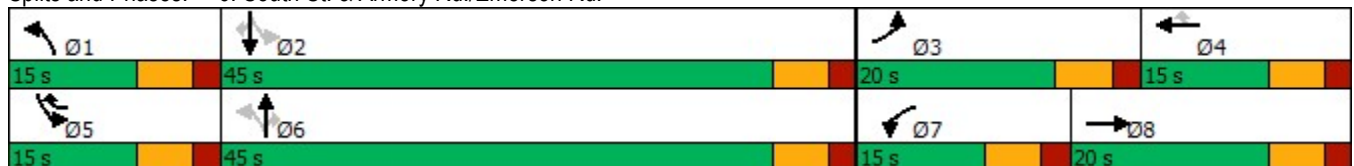
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	81	44	78	59	106	12	588	62	106	525	113
Future Volume (vph)	81	44	78	59	106	12	588	62	106	525	113
Turn Type	Prot	NA	Prot	NA	pm+ov	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	3	8	7	4	5	1	6		5	2	
Permitted Phases					4	6		6	2		2
Detector Phase	3	8	7	4	5	1	6	6	5	2	2
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	11.0	11.0	11.0	11.0	11.0	11.0	16.0	16.0	11.0	16.0	16.0
Total Split (s)	20.0	20.0	15.0	15.0	15.0	15.0	45.0	45.0	15.0	45.0	45.0
Total Split (%)	21.1%	21.1%	15.8%	15.8%	15.8%	15.8%	47.4%	47.4%	15.8%	47.4%	47.4%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Max	Max	None	Max	Max
Act Effct Green (s)	11.4	11.3	9.0	8.9	20.1	48.4	40.4	40.4	54.6	54.7	54.7
Actuated g/C Ratio	0.13	0.13	0.10	0.10	0.23	0.56	0.47	0.47	0.63	0.63	0.63
v/c Ratio	0.37	0.28	0.44	0.35	0.24	0.02	0.72	0.08	0.29	0.47	0.11
Control Delay	41.8	30.0	48.4	45.7	7.3	9.1	28.2	0.2	11.0	15.8	1.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	41.8	30.0	48.4	45.7	7.3	9.1	28.2	0.2	11.0	15.8	1.2
LOS	D	C	D	D	A	A	C	A	B	B	A
Approach Delay		36.5		29.8			25.2			12.9	
Approach LOS		D		C			C			B	

Intersection Summary

Cycle Length: 95
 Actuated Cycle Length: 86.4
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.72
 Intersection Signal Delay: 21.7
 Intersection Capacity Utilization 63.0%
 Analysis Period (min) 15












Intersection LOS: C
 ICU Level of Service B

Splits and Phases: 6: South St. & Armory Rd./Emerson Rd.



Queues
6: South St. & Armory Rd./Emerson Rd.

2023 No Build
Timing Plan: Saturday MIDDAY

											
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	86	70	83	63	113	13	626	66	113	559	120
v/c Ratio	0.37	0.28	0.44	0.35	0.24	0.02	0.72	0.08	0.29	0.47	0.11
Control Delay	41.8	30.0	48.4	45.7	7.3	9.1	28.2	0.2	11.0	15.8	1.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	41.8	30.0	48.4	45.7	7.3	9.1	28.2	0.2	11.0	15.8	1.2
Queue Length 50th (ft)	47	26	47	35	0	3	312	0	27	182	0
Queue Length 95th (ft)	93	66	96	77	41	11	#517	0	55	401	13
Internal Link Dist (ft)		625		689			499			274	
Turn Bay Length (ft)	115		85		50	150		100	150		100
Base Capacity (vph)	299	317	194	190	468	553	870	846	400	1179	1075
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.29	0.22	0.43	0.33	0.24	0.02	0.72	0.08	0.28	0.47	0.11

Intersection Summary

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

HCM 6th Signalized Intersection Summary
6: South St. & Armory Rd./Emerson Rd.

2023 No Build
Timing Plan: Saturday MIDDAY

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	81	44	22	78	59	106	12	588	62	106	525	113
Future Volume (veh/h)	81	44	22	78	59	106	12	588	62	106	525	113
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1870	1900	1900	1841	1900	1900	1870	1900	1885	1870	1885
Adj Flow Rate, veh/h	86	47	23	83	63	113	13	626	66	113	559	120
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	1	2	0	0	4	0	0	2	0	1	2	1
Cap, veh/h	115	113	55	109	169	240	372	911	784	367	989	845
Arrive On Green	0.06	0.10	0.10	0.06	0.09	0.09	0.02	0.49	0.49	0.06	0.53	0.53
Sat Flow, veh/h	1795	1186	580	1810	1841	1610	1810	1870	1610	1795	1870	1598
Grp Volume(v), veh/h	86	0	70	83	63	113	13	626	66	113	559	120
Grp Sat Flow(s),veh/h/ln	1795	0	1766	1810	1841	1610	1810	1870	1610	1795	1870	1598
Q Serve(g_s), s	3.8	0.0	3.0	3.6	2.6	5.1	0.3	20.6	1.8	2.4	16.1	3.1
Cycle Q Clear(g_c), s	3.8	0.0	3.0	3.6	2.6	5.1	0.3	20.6	1.8	2.4	16.1	3.1
Prop In Lane	1.00		0.33	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	115	0	169	109	169	240	372	911	784	367	989	845
V/C Ratio(X)	0.75	0.00	0.42	0.76	0.37	0.47	0.03	0.69	0.08	0.31	0.57	0.14
Avail Cap(c_a), veh/h	314	0	309	203	207	273	547	911	784	465	989	845
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.8	0.0	34.1	37.1	34.2	31.2	11.0	15.8	11.0	12.0	12.7	9.6
Incr Delay (d2), s/veh	18.7	0.0	3.5	20.6	2.9	3.0	0.1	4.2	0.2	1.0	2.3	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	0.0	1.4	2.2	1.3	2.1	0.1	9.1	0.6	1.0	6.7	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.5	0.0	37.6	57.7	37.1	34.2	11.1	20.0	11.2	13.0	15.0	10.0
LnGrp LOS	E	A	D	E	D	C	B	C	B	B	B	A
Approach Vol, veh/h		156			259			705			792	
Approach Delay, s/veh		47.5			42.4			19.0			14.0	
Approach LOS		D			D			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.3	48.3	11.1	13.3	10.6	45.0	10.8	13.6				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	9.0	39.0	14.0	9.0	9.0	39.0	9.0	14.0				
Max Q Clear Time (g_c+I1), s	2.3	18.1	5.8	7.1	4.4	22.6	5.6	5.0				
Green Ext Time (p_c), s	0.0	7.7	0.2	0.2	0.2	7.1	0.1	0.3				
Intersection Summary												
HCM 6th Ctrl Delay			22.4									
HCM 6th LOS			C									

Intersection

Int Delay, s/veh	6.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	WT		BT			BT
Traffic Vol, veh/h	203	28	280	151	19	230
Future Vol, veh/h	203	28	280	151	19	230
Conflicting Peds, #/hr	0	0	0	4	4	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	94	94	94	94	94	94
Heavy Vehicles, %	0	0	1	2	0	4
Mvmt Flow	216	30	298	161	20	245

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	668	383	0	0	463
Stage 1	383	-	-	-	-
Stage 2	285	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2
Pot Cap-1 Maneuver	426	669	-	-	1109
Stage 1	694	-	-	-	-
Stage 2	768	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	415	666	-	-	1105
Mov Cap-2 Maneuver	415	-	-	-	-
Stage 1	691	-	-	-	-
Stage 2	752	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	23.5	0	0.6
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	435	1105
HCM Lane V/C Ratio	-	-	0.565	0.018
HCM Control Delay (s)	-	-	23.5	8.3
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	3.4	0.1

Intersection

Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	0	2	359	2	0	308
Future Vol, veh/h	0	2	359	2	0	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	89	89	89	89	89	89
Heavy Vehicles, %	0	0	1	0	0	2
Mvmt Flow	0	2	403	2	0	346

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	751	405	0	0	406
Stage 1	405	-	-	-	-
Stage 2	346	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2
Pot Cap-1 Maneuver	381	650	-	-	1164
Stage 1	678	-	-	-	-
Stage 2	721	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	381	649	-	-	1163
Mov Cap-2 Maneuver	381	-	-	-	-
Stage 1	677	-	-	-	-
Stage 2	721	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.6	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	649	1163
HCM Lane V/C Ratio	-	-	0.003	-
HCM Control Delay (s)	-	-	10.6	0
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0	0

HCM 6th TWSC
3: South St. & Union St.

2033 No Build
Timing Plan: Saturday MIDDAY

Intersection

Int Delay, s/veh	2.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	4	80	98	357	299	9
Future Vol, veh/h	4	80	98	357	299	9
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	-	110	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	0	0	1	1	1	0
Mvmt Flow	5	94	115	420	352	11

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	1008	358	363	0	0
Stage 1	358	-	-	-	-
Stage 2	650	-	-	-	-
Critical Hdwy	6.4	6.2	4.11	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.209	-	-
Pot Cap-1 Maneuver	269	691	1201	-	-
Stage 1	712	-	-	-	-
Stage 2	523	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	243	691	1201	-	-
Mov Cap-2 Maneuver	243	-	-	-	-
Stage 1	644	-	-	-	-
Stage 2	523	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.7	1.8	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1201	-	635	-	-
HCM Lane V/C Ratio	0.096	-	0.156	-	-
HCM Control Delay (s)	8.3	-	11.7	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0.3	-	0.5	-	-

HCM 6th TWSC
 4: South St. & NH 101 WB Off-Ramp

2033 No Build
 Timing Plan: Saturday MIDDAY

Intersection

Int Delay, s/veh	152.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↘		↗	↘	↗			↗	↗
Traffic Vol, veh/h	0	0	0	427	0	97	100	358	0	0	349	30
Future Vol, veh/h	0	0	0	427	0	97	100	358	0	0	349	30
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	Yield
Storage Length	-	-	-	0	-	0	110	-	-	-	-	200
Veh in Median Storage, #	-	1	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	1	0	4	4	0	0	0	1	0
Mvmt Flow	0	0	0	474	0	108	111	398	0	0	388	33

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	1008	- 398 388	0 - - - 0
Stage 1	620	- - -	- - - - -
Stage 2	388	- - -	- - - - -
Critical Hdwy	6.41	- 6.24 4.14	- - - - -
Critical Hdwy Stg 1	5.41	- - -	- - - - -
Critical Hdwy Stg 2	5.41	- - -	- - - - -
Follow-up Hdwy	3.509	- 3.336 2.236	- - - - -
Pot Cap-1 Maneuver	~ 268	0 647 1160	- 0 0 - -
Stage 1	538	0 - -	- 0 0 - -
Stage 2	688	0 - -	- 0 0 - -
Platoon blocked, %			- - - - -
Mov Cap-1 Maneuver	~ 242	0 647 1160	- - - - -
Mov Cap-2 Maneuver	~ 242	0 - -	- - - - -
Stage 1	486	0 - -	- - - - -
Stage 2	688	0 - -	- - - - -

Approach	WB	NB	SB
HCM Control Delay, s	\$ 393.8	1.8	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBTWBLn1	WBLn2	SBT	SBR
Capacity (veh/h)	1160	- 242	647	- -	- -
HCM Lane V/C Ratio	0.096	- 1.961	0.167	- -	- -
HCM Control Delay (s)	8.4	- \$ 480.6	11.7	- -	- -
HCM Lane LOS	A	- F	B	- -	- -
HCM 95th %tile Q(veh)	0.3	- 34.2	0.6	- -	- -

Notes

~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 6th TWSC
5: South St. & NH 101 EB Off-Ramp

2033 No Build
Timing Plan: Saturday MIDDAY

Intersection												
Int Delay, s/veh	2.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘		↗					↑	↗	↘	↑	
Traffic Vol, veh/h	27	0	128	0	0	0	0	431	424	85	691	0
Future Vol, veh/h	27	0	128	0	0	0	0	431	424	85	691	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	Yield	-	-	None
Storage Length	0	-	0	-	-	-	-	-	125	110	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	0	1	0	0	0	0	1	1	0	2	0
Mvmt Flow	30	0	142	0	0	0	0	479	471	94	768	0

Major/Minor	Minor2		Major1			Major2			
Conflicting Flow All	1435	-	768	-	0	0	479	0	0
Stage 1	956	-	-	-	-	-	-	-	-
Stage 2	479	-	-	-	-	-	-	-	-
Critical Hdwy	6.4	-	6.21	-	-	-	4.1	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	-	3.309	-	-	-	2.2	-	-
Pot Cap-1 Maneuver	149	0	403	0	-	-	1094	-	0
Stage 1	376	0	-	0	-	-	-	-	0
Stage 2	627	0	-	0	-	-	-	-	0
Platoon blocked, %									
Mov Cap-1 Maneuver	136	0	403	-	-	-	1094	-	-
Mov Cap-2 Maneuver	136	0	-	-	-	-	-	-	-
Stage 1	376	0	-	-	-	-	-	-	-
Stage 2	573	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	22.2	0	0.9
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	EBLn2	SBL	SBT
Capacity (veh/h)	-	-	136	403	1094	-
HCM Lane V/C Ratio	-	-	0.221	0.353	0.086	-
HCM Control Delay (s)	-	-	38.8	18.7	8.6	-
HCM Lane LOS	-	-	E	C	A	-
HCM 95th %tile Q(veh)	-	-	0.8	1.6	0.3	-

Timings
6: South St. & Armory Rd./Emerson Rd.

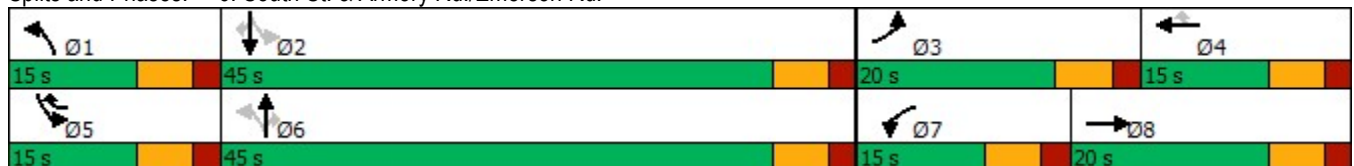
2033 No Build
Timing Plan: Saturday MIDDAY

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	89	49	86	65	117	13	649	68	117	579	123
Future Volume (vph)	89	49	86	65	117	13	649	68	117	579	123
Turn Type	Prot	NA	Prot	NA	pm+ov	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	3	8	7	4	5	1	6		5	2	
Permitted Phases					4	6		6	2		2
Detector Phase	3	8	7	4	5	1	6	6	5	2	2
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	11.0	11.0	11.0	11.0	11.0	11.0	16.0	16.0	11.0	16.0	16.0
Total Split (s)	20.0	20.0	15.0	15.0	15.0	15.0	45.0	45.0	15.0	45.0	45.0
Total Split (%)	21.1%	21.1%	15.8%	15.8%	15.8%	15.8%	47.4%	47.4%	15.8%	47.4%	47.4%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Max	Max	None	Max	Max
Act Effct Green (s)	11.7	11.5	9.0	8.9	20.1	48.5	40.4	40.4	54.6	54.7	54.7
Actuated g/C Ratio	0.13	0.13	0.10	0.10	0.23	0.56	0.47	0.47	0.63	0.63	0.63
v/c Ratio	0.39	0.31	0.49	0.38	0.26	0.03	0.80	0.09	0.36	0.52	0.12
Control Delay	42.4	31.1	50.1	46.9	7.2	9.2	32.2	0.2	12.2	17.2	1.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	42.4	31.1	50.1	46.9	7.2	9.2	32.2	0.2	12.2	17.2	1.5
LOS	D	C	D	D	A	A	C	A	B	B	A
Approach Delay		37.2		30.6			28.8			14.1	
Approach LOS		D		C			C			B	

Intersection Summary












Cycle Length: 95
 Actuated Cycle Length: 86.7
 Natural Cycle: 65
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.80
 Intersection Signal Delay: 23.7
 Intersection Capacity Utilization 67.2%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service C

Splits and Phases: 6: South St. & Armory Rd./Emerson Rd.



Queues
6: South St. & Armory Rd./Emerson Rd.

2033 No Build
Timing Plan: Saturday MIDDAY
























											
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	95	79	91	69	124	14	690	72	124	616	131
v/c Ratio	0.39	0.31	0.49	0.38	0.26	0.03	0.80	0.09	0.36	0.52	0.12
Control Delay	42.4	31.1	50.1	46.9	7.2	9.2	32.2	0.2	12.2	17.2	1.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	42.4	31.1	50.1	46.9	7.2	9.2	32.2	0.2	12.2	17.2	1.5
Queue Length 50th (ft)	52	30	52	39	0	3	366	0	31	212	0
Queue Length 95th (ft)	101	73	104	83	43	12	#604	0	59	#467	18
Internal Link Dist (ft)		625		689			499			274	
Turn Bay Length (ft)	115		85		50	150		100	150		100
Base Capacity (vph)	298	316	194	189	475	506	867	844	353	1175	1072
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.32	0.25	0.47	0.37	0.26	0.03	0.80	0.09	0.35	0.52	0.12

Intersection Summary

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

HCM 6th Signalized Intersection Summary
6: South St. & Armory Rd./Emerson Rd.

2033 No Build
Timing Plan: Saturday MIDDAY

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	89	49	25	86	65	117	13	649	68	117	579	123
Future Volume (veh/h)	89	49	25	86	65	117	13	649	68	117	579	123
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1870	1900	1900	1841	1900	1900	1870	1900	1885	1870	1885
Adj Flow Rate, veh/h	95	52	27	91	69	124	14	690	72	124	616	131
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	1	2	0	0	4	0	0	2	0	1	2	1
Cap, veh/h	126	118	61	119	179	250	326	897	772	317	974	832
Arrive On Green	0.07	0.10	0.10	0.07	0.10	0.10	0.02	0.48	0.48	0.06	0.52	0.52
Sat Flow, veh/h	1795	1160	602	1810	1841	1610	1810	1870	1610	1795	1870	1598
Grp Volume(v), veh/h	95	0	79	91	69	124	14	690	72	124	616	131
Grp Sat Flow(s),veh/h/ln	1795	0	1762	1810	1841	1610	1810	1870	1610	1795	1870	1598
Q Serve(g_s), s	4.2	0.0	3.4	4.0	2.9	5.7	0.3	24.7	2.0	2.8	19.1	3.5
Cycle Q Clear(g_c), s	4.2	0.0	3.4	4.0	2.9	5.7	0.3	24.7	2.0	2.8	19.1	3.5
Prop In Lane	1.00		0.34	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	126	0	179	119	179	250	326	897	772	317	974	832
V/C Ratio(X)	0.75	0.00	0.44	0.77	0.39	0.50	0.04	0.77	0.09	0.39	0.63	0.16
Avail Cap(c_a), veh/h	309	0	303	200	204	271	496	897	772	412	974	832
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.1	0.0	34.3	37.4	34.4	31.5	12.0	17.4	11.5	13.9	13.9	10.2
Incr Delay (d2), s/veh	17.3	0.0	3.6	19.3	2.9	3.2	0.1	6.3	0.2	1.7	3.1	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	0.0	1.6	2.4	1.4	2.4	0.1	11.3	0.7	1.2	8.1	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	54.5	0.0	38.0	56.7	37.3	34.7	12.1	23.8	11.8	15.6	17.0	10.6
LnGrp LOS	D	A	D	E	D	C	B	C	B	B	B	B
Approach Vol, veh/h		174			284			776			871	
Approach Delay, s/veh		47.0			42.4			22.4			15.9	
Approach LOS		D			D			C			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.4	48.4	11.7	13.9	10.7	45.0	11.3	14.3				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	9.0	39.0	14.0	9.0	9.0	39.0	9.0	14.0				
Max Q Clear Time (g_c+I1), s	2.3	21.1	6.2	7.7	4.8	26.7	6.0	5.4				
Green Ext Time (p_c), s	0.0	7.8	0.3	0.2	0.2	6.5	0.1	0.3				
Intersection Summary												
HCM 6th Ctrl Delay			24.4									
HCM 6th LOS			C									

HCM 6th TWSC
1: South St. & Clinton St.

2023 Build
Timing Plan: Saturday MIDDAY

Intersection

Int Delay, s/veh	5.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	TT		TT		TT	TT
Traffic Vol, veh/h	186	25	259	138	17	213
Future Vol, veh/h	186	25	259	138	17	213
Conflicting Peds, #/hr	0	0	0	4	4	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	94	94	94	94	94	94
Heavy Vehicles, %	0	0	1	2	0	4
Mvmt Flow	198	27	276	147	18	227

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	617	354	0	0	427
Stage 1	354	-	-	-	-
Stage 2	263	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2
Pot Cap-1 Maneuver	457	694	-	-	1143
Stage 1	715	-	-	-	-
Stage 2	786	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	447	691	-	-	1139
Mov Cap-2 Maneuver	447	-	-	-	-
Stage 1	712	-	-	-	-
Stage 2	772	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	19.6	0	0.6
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	467	1139
HCM Lane V/C Ratio	-	-	0.481	0.016
HCM Control Delay (s)	-	-	19.6	8.2
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	2.6	0

Intersection

Int Delay, s/veh	1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	TT		TT		TT	TT
Traffic Vol, veh/h	36	9	325	39	7	279
Future Vol, veh/h	36	9	325	39	7	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	89	89	89	89	89	89
Heavy Vehicles, %	0	0	1	0	0	2
Mvmt Flow	40	10	365	44	8	313

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	717	388	0	0	410
Stage 1	388	-	-	-	-
Stage 2	329	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2
Pot Cap-1 Maneuver	399	665	-	-	1160
Stage 1	690	-	-	-	-
Stage 2	734	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	395	664	-	-	1159
Mov Cap-2 Maneuver	395	-	-	-	-
Stage 1	689	-	-	-	-
Stage 2	728	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14.5	0	0.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	430	1159
HCM Lane V/C Ratio	-	-	0.118	0.007
HCM Control Delay (s)	-	-	14.5	8.1
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.4	0

HCM 6th TWSC
3: South St. & Union St.

2023 Build
Timing Plan: Saturday MIDDAY

Intersection

Int Delay, s/veh 2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	6	73	89	358	305	10
Future Vol, veh/h	6	73	89	358	305	10
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	-	110	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	0	0	1	1	1	0
Mvmt Flow	7	86	105	421	359	12

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	996	365	371	0	-	0
Stage 1	365	-	-	-	-	-
Stage 2	631	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.11	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.209	-	-	-
Pot Cap-1 Maneuver	273	685	1193	-	-	-
Stage 1	707	-	-	-	-	-
Stage 2	534	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	249	685	1193	-	-	-
Mov Cap-2 Maneuver	249	-	-	-	-	-
Stage 1	645	-	-	-	-	-
Stage 2	534	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12	1.7	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1193	-	605	-	-
HCM Lane V/C Ratio	0.088	-	0.154	-	-
HCM Control Delay (s)	8.3	-	12	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0.3	-	0.5	-	-

HCM 6th TWSC
4: South St. & NH 101 WB Off-Ramp

2023 Build
Timing Plan: Saturday MIDDAY

Intersection												
Int Delay, s/veh	104											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↘		↘	↘	↗			↗	↗
Traffic Vol, veh/h	0	0	0	387	0	112	91	335	0	0	350	28
Future Vol, veh/h	0	0	0	387	0	112	91	335	0	0	350	28
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	Yield
Storage Length	-	-	-	0	-	0	110	-	-	-	-	200
Veh in Median Storage, #	-	1	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	1	0	4	4	0	0	0	1	0
Mvmt Flow	0	0	0	430	0	124	101	372	0	0	389	31

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	963	- 372 389	0 - - - 0
Stage 1	574	- - -	- - - - -
Stage 2	389	- - -	- - - - -
Critical Hdwy	6.41	- 6.24 4.14	- - - - -
Critical Hdwy Stg 1	5.41	- - -	- - - - -
Critical Hdwy Stg 2	5.41	- - -	- - - - -
Follow-up Hdwy	3.509	- 3.336 2.236	- - - - -
Pot Cap-1 Maneuver	~285	0 669 1159	- 0 0 - -
Stage 1	565	0 - -	- 0 0 - -
Stage 2	687	0 - -	- 0 0 - -
Platoon blocked, %			- - - - -
Mov Cap-1 Maneuver	~260	0 669 1159	- - - - -
Mov Cap-2 Maneuver	~260	0 - -	- - - - -
Stage 1	516	0 - -	- - - - -
Stage 2	687	0 - -	- - - - -

Approach	WB	NB	SB
HCM Control Delay, s	269.9	1.8	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBTWBLn1WBLn2	SBT	SBR
Capacity (veh/h)	1159	- 260 669	- -	- -
HCM Lane V/C Ratio	0.087	- 1.654 0.186	- -	- -
HCM Control Delay (s)	8.4	-\$ 344.7 11.6	- -	- -
HCM Lane LOS	A	- F B	- -	- -
HCM 95th %tile Q(veh)	0.3	- 27.2 0.7	- -	- -

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 6th TWSC
5: South St. & NH 101 EB Off-Ramp

2023 Build
Timing Plan: Saturday MIDDAY

Intersection

Int Delay, s/veh	2.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘		↗					↑	↗	↘	↑	
Traffic Vol, veh/h	26	0	116	0	0	0	0	400	384	101	636	0
Future Vol, veh/h	26	0	116	0	0	0	0	400	384	101	636	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	Yield	-	-	None
Storage Length	0	-	0	-	-	-	-	-	125	110	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	0	1	0	0	0	0	1	1	0	2	0
Mvmt Flow	29	0	129	0	0	0	0	444	427	112	707	0

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	1375	-	707	-	0	0	444	0	0
Stage 1	931	-	-	-	-	-	-	-	-
Stage 2	444	-	-	-	-	-	-	-	-
Critical Hdwy	6.4	-	6.21	-	-	-	4.1	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	-	3.309	-	-	-	2.2	-	-
Pot Cap-1 Maneuver	162	0	437	0	-	-	1127	-	0
Stage 1	387	0	-	0	-	-	-	-	0
Stage 2	651	0	-	0	-	-	-	-	0
Platoon blocked, %									
Mov Cap-1 Maneuver	146	0	437	-	-	-	1127	-	-
Mov Cap-2 Maneuver	146	0	-	-	-	-	-	-	-
Stage 1	387	0	-	-	-	-	-	-	-
Stage 2	587	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	20.1	0	1.2
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	EBLn2	SBL	SBT
Capacity (veh/h)	-	-	146	437	1127	-
HCM Lane V/C Ratio	-	-	0.198	0.295	0.1	-
HCM Control Delay (s)	-	-	35.6	16.6	8.5	-
HCM Lane LOS	-	-	E	C	A	-
HCM 95th %tile Q(veh)	-	-	0.7	1.2	0.3	-

Timings
6: South St. & Armory Rd./Emerson Rd.

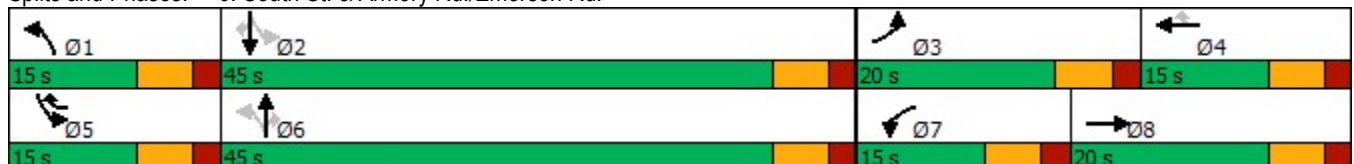
2023 Build
Timing Plan: Saturday MIDDAY

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	83	44	78	59	108	12	593	62	108	529	115
Future Volume (vph)	83	44	78	59	108	12	593	62	108	529	115
Turn Type	Prot	NA	Prot	NA	pm+ov	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	3	8	7	4	5	1	6		5	2	
Permitted Phases					4	6		6	2		2
Detector Phase	3	8	7	4	5	1	6	6	5	2	2
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	11.0	11.0	11.0	11.0	11.0	11.0	16.0	16.0	11.0	16.0	16.0
Total Split (s)	20.0	20.0	15.0	15.0	15.0	15.0	45.0	45.0	15.0	45.0	45.0
Total Split (%)	21.1%	21.1%	15.8%	15.8%	15.8%	15.8%	47.4%	47.4%	15.8%	47.4%	47.4%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Max	Max	None	Max	Max
Act Effct Green (s)	11.5	11.4	9.0	8.9	20.1	48.4	40.4	40.4	54.6	54.7	54.7
Actuated g/C Ratio	0.13	0.13	0.10	0.10	0.23	0.56	0.47	0.47	0.63	0.63	0.63
v/c Ratio	0.37	0.28	0.44	0.35	0.25	0.02	0.73	0.08	0.29	0.48	0.11
Control Delay	41.9	30.0	48.5	45.8	7.3	9.2	28.5	0.2	11.2	16.0	1.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	41.9	30.0	48.5	45.8	7.3	9.2	28.5	0.2	11.2	16.0	1.3
LOS	D	C	D	D	A	A	C	A	B	B	A
Approach Delay		36.6		29.7			25.5			13.0	
Approach LOS		D		C			C			B	

Intersection Summary












Cycle Length: 95
 Actuated Cycle Length: 86.5
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.73
 Intersection Signal Delay: 21.8
 Intersection Capacity Utilization 63.5%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service B

Splits and Phases: 6: South St. & Armory Rd./Emerson Rd.



Queues
6: South St. & Armory Rd./Emerson Rd.

2023 Build
Timing Plan: Saturday MIDDAY
























											
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	88	70	83	63	115	13	631	66	115	563	122
v/c Ratio	0.37	0.28	0.44	0.35	0.25	0.02	0.73	0.08	0.29	0.48	0.11
Control Delay	41.9	30.0	48.5	45.8	7.3	9.2	28.5	0.2	11.2	16.0	1.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	41.9	30.0	48.5	45.8	7.3	9.2	28.5	0.2	11.2	16.0	1.3
Queue Length 50th (ft)	48	26	47	35	0	3	317	0	28	184	0
Queue Length 95th (ft)	95	66	96	77	41	11	#524	0	55	405	14
Internal Link Dist (ft)		625		689			499			274	
Turn Bay Length (ft)	115		85		50	150		100	150		100
Base Capacity (vph)	299	317	194	190	469	549	869	845	395	1178	1074
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.29	0.22	0.43	0.33	0.25	0.02	0.73	0.08	0.29	0.48	0.11

Intersection Summary

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

HCM 6th Signalized Intersection Summary
6: South St. & Armory Rd./Emerson Rd.

2023 Build
Timing Plan: Saturday MIDDAY

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	83	44	22	78	59	108	12	593	62	108	529	115
Future Volume (veh/h)	83	44	22	78	59	108	12	593	62	108	529	115
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1870	1900	1900	1841	1900	1900	1870	1900	1885	1870	1885
Adj Flow Rate, veh/h	88	47	23	83	63	115	13	631	66	115	563	122
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	1	2	0	0	4	0	0	2	0	1	2	1
Cap, veh/h	117	116	57	109	171	242	367	908	782	362	987	843
Arrive On Green	0.07	0.10	0.10	0.06	0.09	0.09	0.02	0.49	0.49	0.06	0.53	0.53
Sat Flow, veh/h	1795	1186	580	1810	1841	1610	1810	1870	1610	1795	1870	1598
Grp Volume(v), veh/h	88	0	70	83	63	115	13	631	66	115	563	122
Grp Sat Flow(s),veh/h/ln	1795	0	1766	1810	1841	1610	1810	1870	1610	1795	1870	1598
Q Serve(g_s), s	3.9	0.0	3.0	3.6	2.6	5.2	0.3	21.0	1.8	2.5	16.3	3.1
Cycle Q Clear(g_c), s	3.9	0.0	3.0	3.6	2.6	5.2	0.3	21.0	1.8	2.5	16.3	3.1
Prop In Lane	1.00		0.33	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	117	0	173	109	171	242	367	908	782	362	987	843
V/C Ratio(X)	0.75	0.00	0.41	0.76	0.37	0.48	0.04	0.69	0.08	0.32	0.57	0.14
Avail Cap(c_a), veh/h	313	0	308	203	206	273	541	908	782	460	987	843
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.9	0.0	34.0	37.2	34.2	31.2	11.1	16.0	11.1	12.2	12.8	9.7
Incr Delay (d2), s/veh	18.4	0.0	3.2	20.6	2.8	3.1	0.1	4.4	0.2	1.1	2.4	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	0.0	1.4	2.2	1.3	2.2	0.1	9.3	0.6	1.0	6.8	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.2	0.0	37.3	57.8	37.1	34.3	11.2	20.4	11.3	13.3	15.2	10.1
LnGrp LOS	E	A	D	E	D	C	B	C	B	B	B	B
Approach Vol, veh/h		158			261			710			800	
Approach Delay, s/veh		47.3			42.4			19.4			14.2	
Approach LOS		D			D			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.3	48.4	11.2	13.4	10.6	45.0	10.8	13.9				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	9.0	39.0	14.0	9.0	9.0	39.0	9.0	14.0				
Max Q Clear Time (g_c+I1), s	2.3	18.3	5.9	7.2	4.5	23.0	5.6	5.0				
Green Ext Time (p_c), s	0.0	7.7	0.2	0.2	0.2	7.1	0.1	0.3				
Intersection Summary												
HCM 6th Ctrl Delay			22.6									
HCM 6th LOS			C									

HCM 6th TWSC
1: South St. & Clinton St.

2033 Build
Timing Plan: Saturday MIDDAY

Intersection

Int Delay, s/veh	7.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	TT		TT		TT	TT
Traffic Vol, veh/h	205	28	285	153	36	235
Future Vol, veh/h	205	28	285	153	36	235
Conflicting Peds, #/hr	0	0	0	4	4	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	94	94	94	94	94	94
Heavy Vehicles, %	0	0	1	2	0	4
Mvmt Flow	218	30	303	163	38	250

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	715	389	0	0	470
Stage 1	389	-	-	-	-
Stage 2	326	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2
Pot Cap-1 Maneuver	400	664	-	-	1102
Stage 1	689	-	-	-	-
Stage 2	736	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	382	661	-	-	1098
Mov Cap-2 Maneuver	382	-	-	-	-
Stage 1	686	-	-	-	-
Stage 2	707	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	27.3	0	1.1
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	402	1098
HCM Lane V/C Ratio	-	-	0.617	0.035
HCM Control Delay (s)	-	-	27.3	8.4
HCM Lane LOS	-	-	D	A
HCM 95th %tile Q(veh)	-	-	4	0.1

Intersection

Int Delay, s/veh	1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	WT		BT		BT	BT
Traffic Vol, veh/h	36	9	359	39	7	308
Future Vol, veh/h	36	9	359	39	7	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	89	89	89	89	89	89
Heavy Vehicles, %	0	0	1	0	0	2
Mvmt Flow	40	10	403	44	8	346

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	788	426	0	0	448
Stage 1	426	-	-	-	-
Stage 2	362	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2
Pot Cap-1 Maneuver	363	633	-	-	1123
Stage 1	663	-	-	-	-
Stage 2	709	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	359	632	-	-	1122
Mov Cap-2 Maneuver	359	-	-	-	-
Stage 1	662	-	-	-	-
Stage 2	703	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	15.5	0	0.2
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	393	1122
HCM Lane V/C Ratio	-	-	0.129	0.007
HCM Control Delay (s)	-	-	15.5	8.2
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	0.4	0

HCM 6th TWSC
3: South St. & Union St.

2033 Build
Timing Plan: Saturday MIDDAY

Intersection

Int Delay, s/veh 2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	6	80	98	392	333	11
Future Vol, veh/h	6	80	98	392	333	11
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	-	110	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	1	1	1	0
Mvmt Flow	7	89	109	436	370	12

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	1030	376	382	0	0
Stage 1	376	-	-	-	-
Stage 2	654	-	-	-	-
Critical Hdwy	6.4	6.2	4.11	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.209	-	-
Pot Cap-1 Maneuver	261	675	1182	-	-
Stage 1	699	-	-	-	-
Stage 2	521	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	237	675	1182	-	-
Mov Cap-2 Maneuver	237	-	-	-	-
Stage 1	635	-	-	-	-
Stage 2	521	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.2	1.7	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1182	-	598	-	-
HCM Lane V/C Ratio	0.092	-	0.16	-	-
HCM Control Delay (s)	8.4	-	12.2	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0.3	-	0.6	-	-

HCM 6th TWSC
4: South St. & NH 101 WB Off-Ramp

2033 Build
Timing Plan: Saturday MIDDAY

Intersection

Int Delay, s/veh	164.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↘		↗	↘	↗			↗	↗
Traffic Vol, veh/h	0	0	0	427	0	121	100	369	0	0	381	32
Future Vol, veh/h	0	0	0	427	0	121	100	369	0	0	381	32
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	Yield
Storage Length	-	-	-	0	-	0	110	-	-	-	-	200
Veh in Median Storage, #	-	1	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	1	0	4	4	0	0	0	1	0
Mvmt Flow	0	0	0	474	0	134	111	410	0	0	423	36

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	1055	- 410 423	0 - - - 0
Stage 1	632	- - -	- - - - -
Stage 2	423	- - -	- - - - -
Critical Hdwy	6.41	- 6.24 4.14	- - - - -
Critical Hdwy Stg 1	5.41	- - -	- - - - -
Critical Hdwy Stg 2	5.41	- - -	- - - - -
Follow-up Hdwy	3.509	- 3.336 2.236	- - - - -
Pot Cap-1 Maneuver	~ 251	0 637 1126	- 0 0 - -
Stage 1	532	0 - -	- 0 0 - -
Stage 2	663	0 - -	- 0 0 - -
Platoon blocked, %			- - - - -
Mov Cap-1 Maneuver	~ 226	0 637 1126	- - - - -
Mov Cap-2 Maneuver	~ 226	0 - -	- - - - -
Stage 1	479	0 - -	- - - - -
Stage 2	663	0 - -	- - - - -

Approach	WB	NB	SB
HCM Control Delay, s	\$ 426.9	1.8	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBTWBLn1WBLn2	SBT	SBR
Capacity (veh/h)	1126	- 226 637	- -	- -
HCM Lane V/C Ratio	0.099	- 2.099 0.211	- -	- -
HCM Control Delay (s)	8.5	-\$ 544.4 12.2	- -	- -
HCM Lane LOS	A	- F B	- -	- -
HCM 95th %tile Q(veh)	0.3	- 36 0.8	- -	- -

Notes

~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 6th TWSC
5: South St. & NH 101 EB Off-Ramp

2033 Build
Timing Plan: Saturday MIDDAY

Intersection

Int Delay, s/veh	2.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘		↗					↑	↗	↘	↑	
Traffic Vol, veh/h	29	0	128	0	0	0	0	440	424	109	699	0
Future Vol, veh/h	29	0	128	0	0	0	0	440	424	109	699	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	Yield	-	-	None
Storage Length	0	-	0	-	-	-	-	-	125	110	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	0	1	0	0	0	0	1	1	0	2	0
Mvmt Flow	32	0	142	0	0	0	0	489	471	121	777	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1508	-	777	-	0	0
Stage 1	1019	-	-	-	-	-
Stage 2	489	-	-	-	-	-
Critical Hdwy	6.4	-	6.21	-	-	4.1
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	-	3.309	-	-	2.2
Pot Cap-1 Maneuver	134	0	398	0	-	1085
Stage 1	351	0	-	0	-	-
Stage 2	621	0	-	0	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	119	0	398	-	-	1085
Mov Cap-2 Maneuver	119	0	-	-	-	-
Stage 1	351	0	-	-	-	-
Stage 2	551	0	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	24	0	1.2
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	EBLn2	SBL	SBT
Capacity (veh/h)	-	-	119	398	1085	-
HCM Lane V/C Ratio	-	-	0.271	0.357	0.112	-
HCM Control Delay (s)	-	-	46.1	19	8.7	-
HCM Lane LOS	-	-	E	C	A	-
HCM 95th %tile Q(veh)	-	-	1	1.6	0.4	-

Timings
6: South St. & Armory Rd./Emerson Rd.

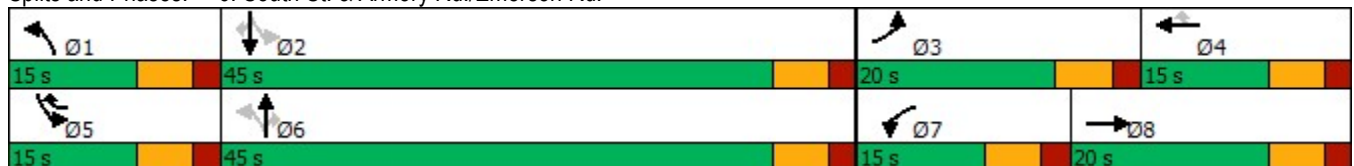
2033 Build
Timing Plan: Saturday MIDDAY

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations												
Traffic Volume (vph)	91	49	86	65	119	13	654	68	119	583	125	
Future Volume (vph)	91	49	86	65	119	13	654	68	119	583	125	
Turn Type	Prot	NA	Prot	NA	pm+ov	pm+pt	NA	Perm	pm+pt	NA	Perm	
Protected Phases	3	8	7	4	5	1	6		5	2		
Permitted Phases					4	6		6	2			2
Detector Phase	3	8	7	4	5	1	6	6	5	2		2
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	10.0	10.0	5.0	10.0	10.0	
Minimum Split (s)	11.0	11.0	11.0	11.0	11.0	11.0	16.0	16.0	11.0	16.0	16.0	
Total Split (s)	20.0	20.0	15.0	15.0	15.0	15.0	45.0	45.0	15.0	45.0	45.0	
Total Split (%)	21.1%	21.1%	15.8%	15.8%	15.8%	15.8%	47.4%	47.4%	15.8%	47.4%	47.4%	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	None	None	Max	Max	None	Max	Max	
Act Effct Green (s)	11.7	11.6	9.0	8.9	20.1	48.5	40.4	40.4	54.6	54.7	54.7	
Actuated g/C Ratio	0.13	0.13	0.10	0.10	0.23	0.56	0.47	0.47	0.63	0.63	0.63	
v/c Ratio	0.40	0.31	0.49	0.38	0.27	0.03	0.80	0.09	0.37	0.53	0.12	
Control Delay	42.5	31.0	50.1	46.9	7.1	9.2	32.7	0.2	12.4	17.3	1.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	42.5	31.0	50.1	46.9	7.1	9.2	32.7	0.2	12.4	17.3	1.6	
LOS	D	C	D	D	A	A	C	A	B	B	A	
Approach Delay		37.4		30.3			29.3			14.2		
Approach LOS		D		C			C			B		

Intersection Summary












Cycle Length: 95
 Actuated Cycle Length: 86.7
 Natural Cycle: 65
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.80
 Intersection Signal Delay: 23.8
 Intersection Capacity Utilization 67.7%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service C

Splits and Phases: 6: South St. & Armory Rd./Emerson Rd.



Queues
6: South St. & Armory Rd./Emerson Rd.

2033 Build
Timing Plan: Saturday MIDDAY
























											
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	97	79	91	69	127	14	696	72	127	620	133
v/c Ratio	0.40	0.31	0.49	0.38	0.27	0.03	0.80	0.09	0.37	0.53	0.12
Control Delay	42.5	31.0	50.1	46.9	7.1	9.2	32.7	0.2	12.4	17.3	1.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	42.5	31.0	50.1	46.9	7.1	9.2	32.7	0.2	12.4	17.3	1.6
Queue Length 50th (ft)	53	30	52	39	0	3	372	0	32	215	0
Queue Length 95th (ft)	103	73	104	83	43	12	#613	0	60	#478	19
Internal Link Dist (ft)		625		689			499			274	
Turn Bay Length (ft)	115		85		50	150		100	150		100
Base Capacity (vph)	298	316	194	189	477	502	867	843	349	1175	1072
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.33	0.25	0.47	0.37	0.27	0.03	0.80	0.09	0.36	0.53	0.12

Intersection Summary

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

HCM 6th Signalized Intersection Summary
6: South St. & Armory Rd./Emerson Rd.

2033 Build
Timing Plan: Saturday MIDDAY

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	91	49	25	86	65	119	13	654	68	119	583	125
Future Volume (veh/h)	91	49	25	86	65	119	13	654	68	119	583	125
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1870	1900	1900	1841	1900	1900	1870	1900	1885	1870	1885
Adj Flow Rate, veh/h	97	52	27	91	69	127	14	696	72	127	620	133
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	1	2	0	0	4	0	0	2	0	1	2	1
Cap, veh/h	129	121	63	119	181	253	321	893	768	312	972	830
Arrive On Green	0.07	0.10	0.10	0.07	0.10	0.10	0.02	0.48	0.48	0.06	0.52	0.52
Sat Flow, veh/h	1795	1160	602	1810	1841	1610	1810	1870	1610	1795	1870	1598
Grp Volume(v), veh/h	97	0	79	91	69	127	14	696	72	127	620	133
Grp Sat Flow(s),veh/h/ln	1795	0	1762	1810	1841	1610	1810	1870	1610	1795	1870	1598
Q Serve(g_s), s	4.3	0.0	3.4	4.0	2.9	5.9	0.3	25.3	2.0	2.9	19.5	3.6
Cycle Q Clear(g_c), s	4.3	0.0	3.4	4.0	2.9	5.9	0.3	25.3	2.0	2.9	19.5	3.6
Prop In Lane	1.00		0.34	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	129	0	184	119	181	253	321	893	768	312	972	830
V/C Ratio(X)	0.75	0.00	0.43	0.77	0.38	0.50	0.04	0.78	0.09	0.41	0.64	0.16
Avail Cap(c_a), veh/h	308	0	302	199	203	272	490	893	768	404	972	830
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.2	0.0	34.3	37.6	34.5	31.5	12.1	17.8	11.7	14.2	14.1	10.3
Incr Delay (d2), s/veh	17.1	0.0	3.4	19.4	2.8	3.3	0.1	6.7	0.2	1.8	3.2	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	0.0	1.6	2.4	1.4	2.5	0.1	11.6	0.7	1.2	8.3	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	54.3	0.0	37.7	56.9	37.3	34.7	12.3	24.5	11.9	16.1	17.3	10.7
LnGrp LOS	D	A	D	E	D	C	B	C	B	B	B	B
Approach Vol, veh/h		176			287			782			880	
Approach Delay, s/veh		46.9			42.4			23.1			16.1	
Approach LOS		D			D			C			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.4	48.5	11.9	14.0	10.8	45.0	11.4	14.5				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	9.0	39.0	14.0	9.0	9.0	39.0	9.0	14.0				
Max Q Clear Time (g_c+I1), s	2.3	21.5	6.3	7.9	4.9	27.3	6.0	5.4				
Green Ext Time (p_c), s	0.0	7.8	0.3	0.1	0.2	6.3	0.1	0.3				
Intersection Summary												
HCM 6th Ctrl Delay			24.8									
HCM 6th LOS			C									