

**TRAFFIC IMPACT ASSESSMENT
PROPOSED STUDENT HOUSING PROJECT
DURHAM, NEW HAMPSHIRE
September 28, 2012**

INTRODUCTION

This Traffic Impact Assessment has been prepared for Tighe & Bond, Inc. on behalf of their client Peak Campus Development, LLC in order to assess the traffic impacts associated with the proposed student housing project that is located on the west side of Mast Road in Durham, New Hampshire. The Town of Durham and the New Hampshire Department of Transportation (NHDOT) has requested this study in conjunction with the municipal approval process and the State driveway permit process. This report is intended to summarize the data collected, the future traffic projections, and our findings and recommendations relative to traffic operations, capacity, and safety in the study area.

This report has been prepared in accordance with the requirements set forth at the scope meeting conducted on June 28, 2012 with the NHDOT. The scope meeting notes are included in Appendix A and specify that the study area included the following intersections:

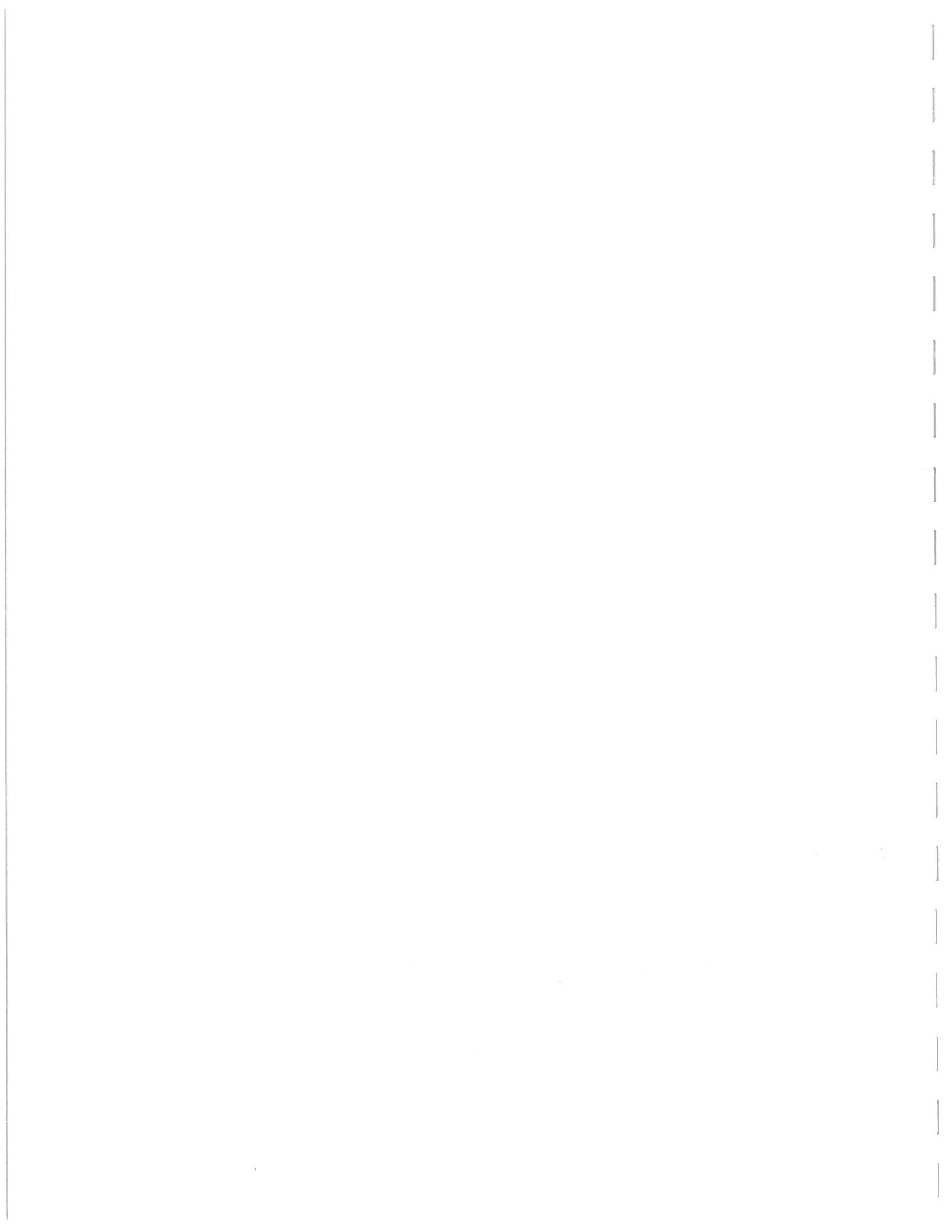
- Mast Road/Existing Apartment Driveway/Proposed Site Driveway
- Main Street/West Edge Drive
- Main Street/Mast Road/Mast Road Extension

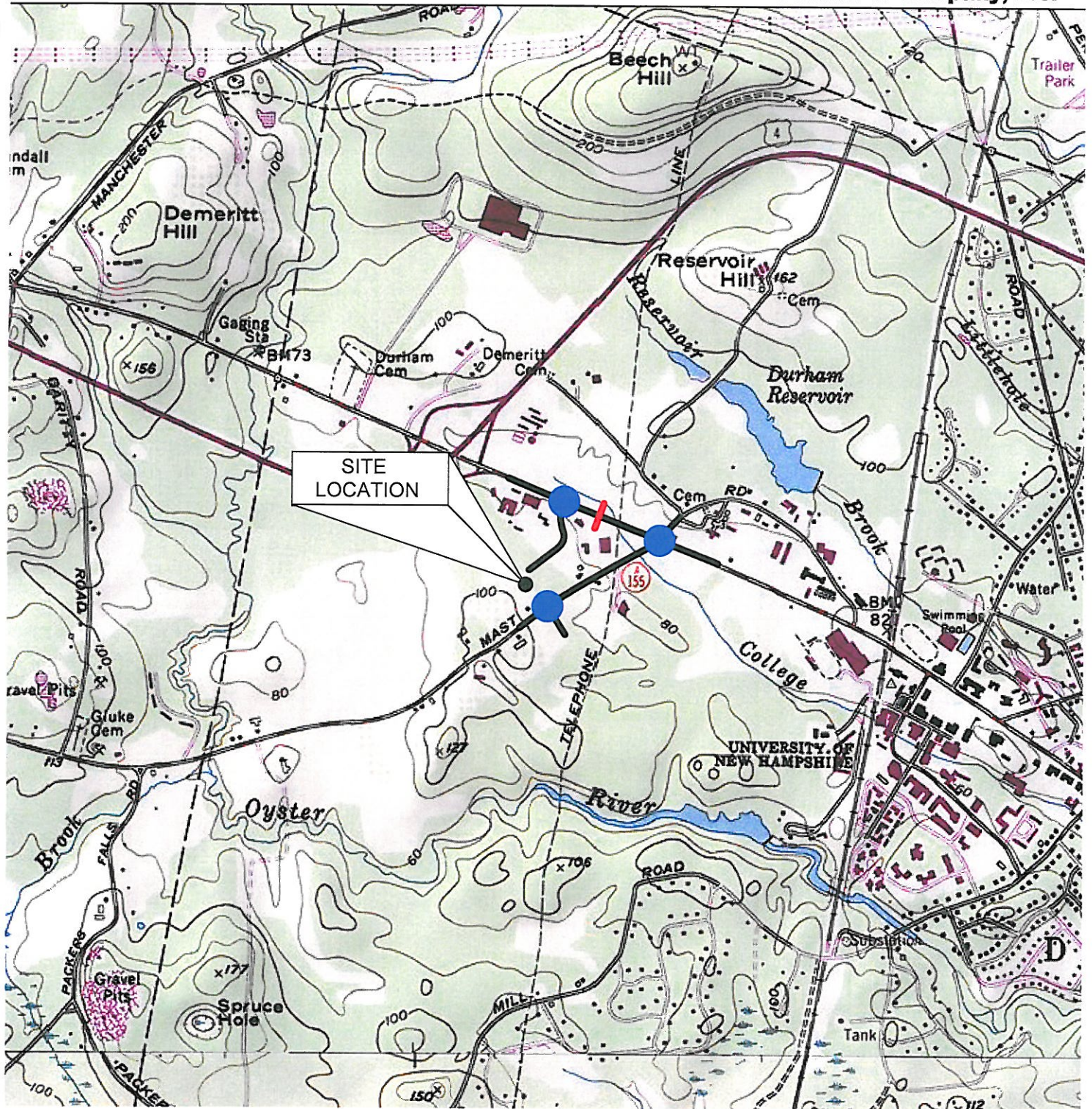
PROPOSAL

According to the conceptual plan prepared by Tighe & Bond, Inc. for Peak Campus Development, LLC (see Appendix A), the project will consist of several multi-unit buildings, a clubhouse, an outdoor amenity area, and an internal roadway system with on-street parking. This project will provide housing for 460 students.

Vehicular access to the site will be provided by a new private driveway on Mast Road (NH155-A) and an internal connection to the West Edge parking lot. The new driveway on Mast Road is located directly across from an existing driveway that provides access to a Bryant Property apartment building. This driveway will be utilized by the majority of development's students who travel to/from the UNH campus via Mast Road and Main Street. The internal connection to the West Edge Lot (and the Main Street/West Edge Drive intersection) will be utilized by students traveling between the site and points east and west on U.S. Route 4 (US4). The new driveway on Mast Road will also be utilized as a secondary means of access and egress for other commuters who use the West Edge Lot.

Figure 1 shows the general location of the proposed development with respect to the area roadway system, the study area intersections identified at the scope meeting, and the location of a NHDOT short-term traffic count station.





-  = AUTOMATIC TRAFFIC RECORDER LOCATION (NHDOT)
-  = INTERSECTION TURNING MOVEMENT COUNT LOCATION

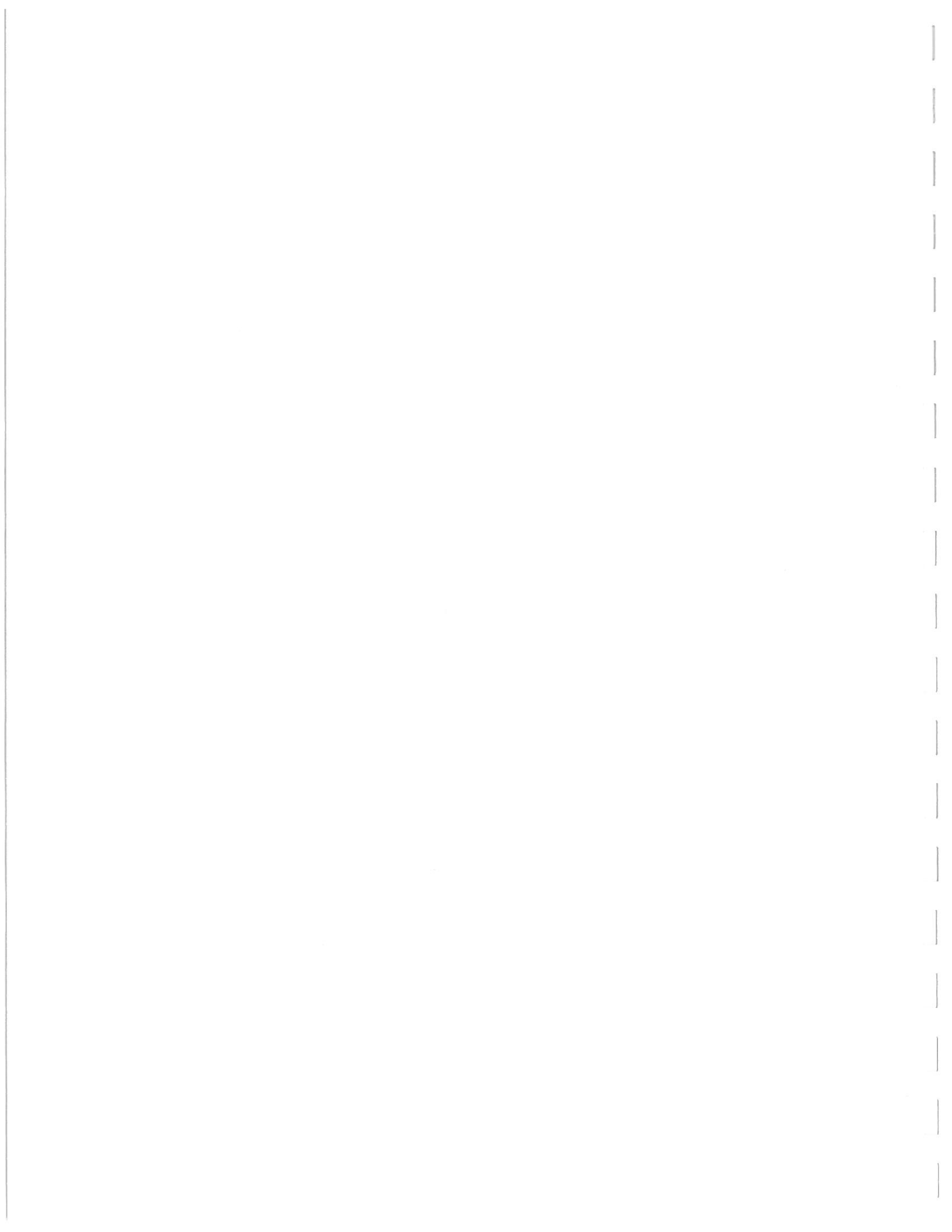
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NORTH 

Figure 1

Site Location

Traffic Impact Assessment, Proposed Student Housing Project, Durham, New Hampshire



EXISTING CONDITIONS

ROADWAYS

Main Street functions as a two-lane rural arterial highway that carries through traffic in a general east-west direction in Durham. It extends from NH Route 155 (to the west), then intersects with the US4 interchange, passes through the study area, and then leads to the UNH campus and the downtown area. The section of Main Street west of the Mast Road intersection is also designated as N.H. Route 155A.

The horizontal alignment of Main Street exhibits a straight horizontal alignment in the vicinity of Mast Road/Mast Road Extension intersection, and the vertical profile is essentially flat. The pavement widens in the study area and transitions between two lanes to three lanes where exclusive left-turn lanes are provided at the West Edge Drive and Mast Road / Mast Road Extension intersections. Paved and gravel shoulders are present along both sides of Main Street. The posted speed limit changes from 40 mph to 30 miles per hour west of the Mast Road / Mast Road Extension intersection.

Mast Road functions as a two-lane rural arterial highway that carries through traffic between Main Street in Durham and NH Route 155 in Lee. Mast Road is also designated as N.H. Route 155A.

The pavement is delineated with a four-inch double yellow centerline and four-inch white edge lines. Paved and gravel shoulders are present along both sides of Mast Road. The speed limit on this section of Mast Road is posted at 40 miles per hour.

West Edge Road – has no outlet and it provides access to the West Edge Lot for commuters, and the UNH bus facility and service garage. The pavement widens on its approach to Main Street and provides two departure lanes.

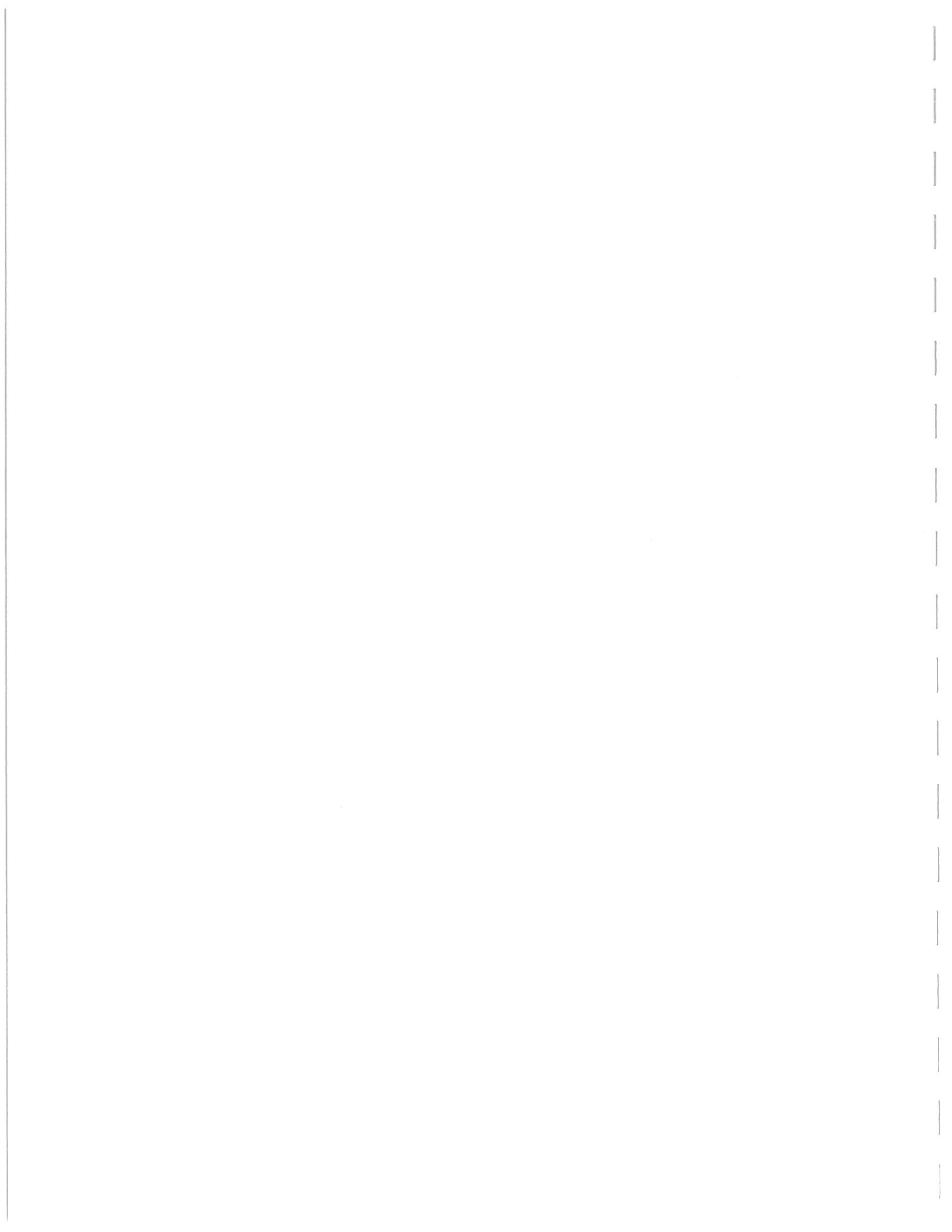
INTERSECTIONS

The **Main Street/Mast Road/Mast Road Extension** intersection is a standard four-leg intersection that operates under STOP sign control on the two minor approaches. The lane configuration is as follows:

- EB: An exclusive left-turn lane and one shared through-right lane
- WB: An exclusive left-turn lane and one shared through-right lane
- NB: One shared left-through-right lane (with a flared approach)
- SB: One shared left-through-right lane

The **Main Street/West Edge Drive** intersection is a standard three-leg intersection that operates under STOP sign control on the minor approach. The lane configuration is as follows:

- EB: An exclusive right-turn lane and one exclusive through lane
- WB: An exclusive left-turn lane and one exclusive through lane
- NB: One exclusive left-turn lane and one exclusive right-turn lane

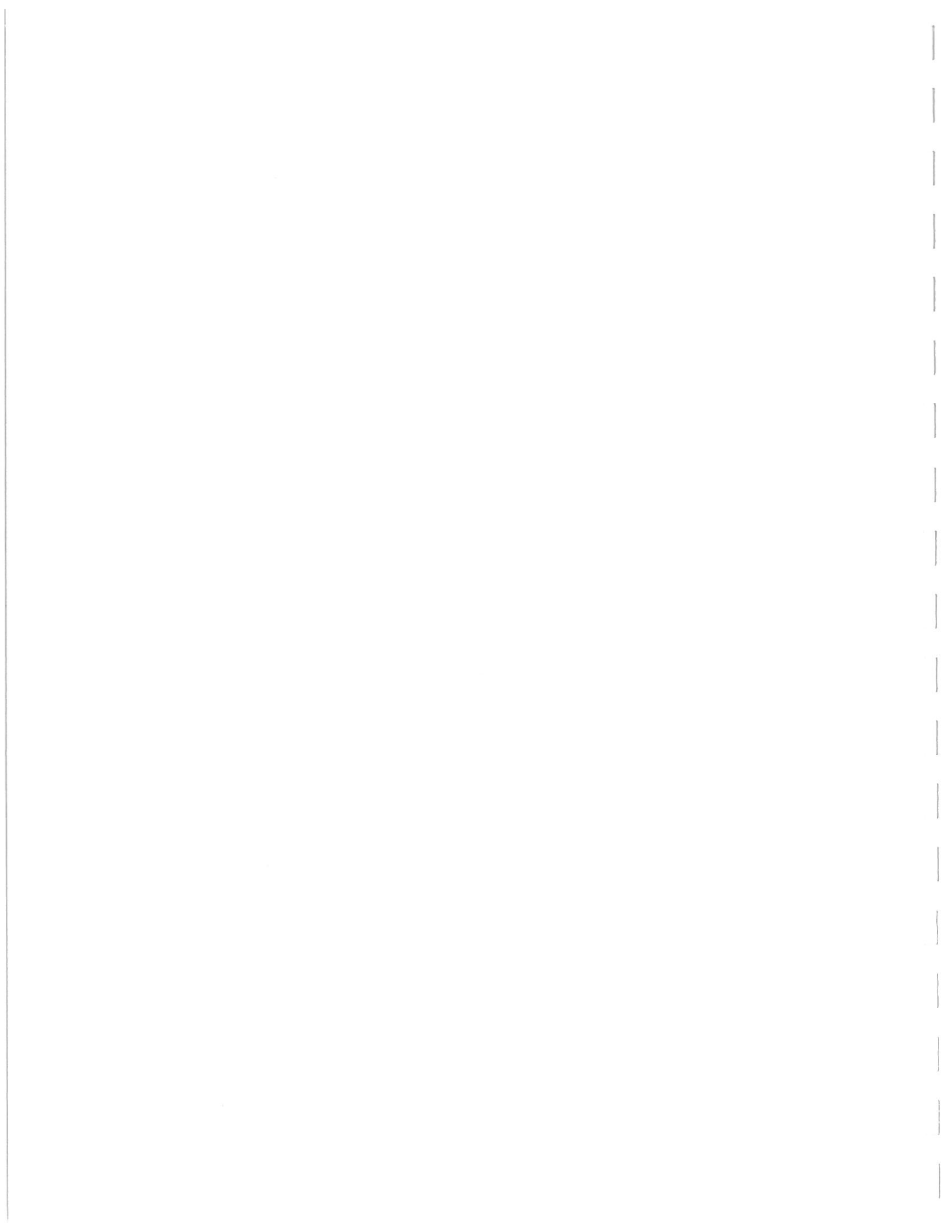


The **Mast Road/Existing Apartment Driveway/Proposed Site Driveway** intersection is currently a three-leg intersection that will be converted to a standard four-leg intersection upon completion of the student housing project. The existing and proposed lane configurations are as follows:

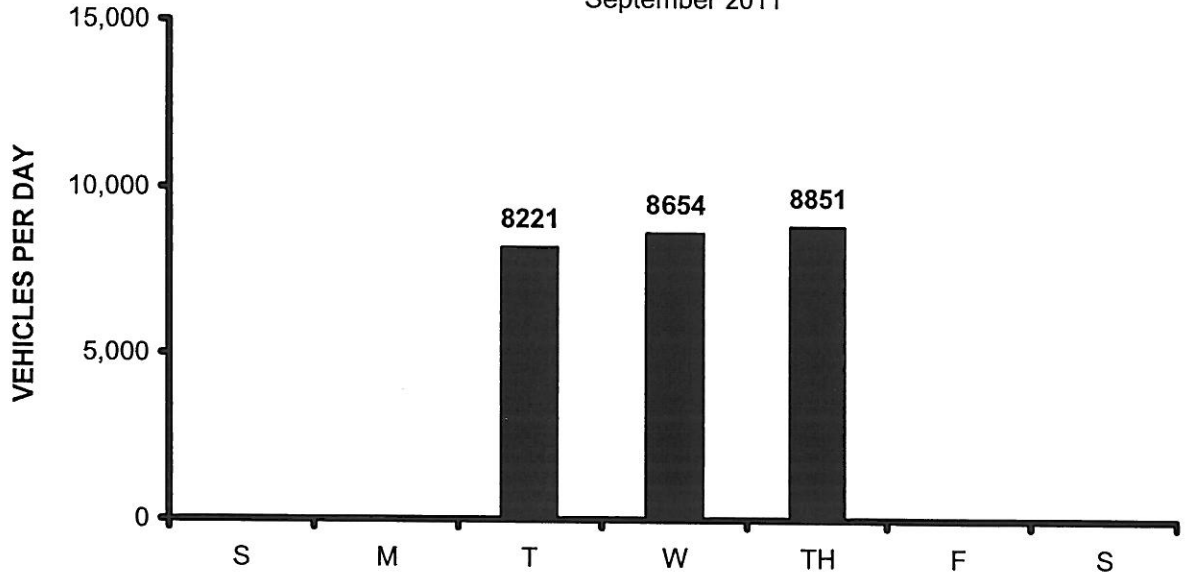
- EB: One shared through-right lane; proposed: one shared left-through-right lane
- WB: One shared left-through lane; proposed: one shared left-through-right lane
- NB: One shared left-right lane; proposed: one shared left-through-right lane
- SB: Proposed: one shared left-through-right lane

TRAFFIC VOLUMES

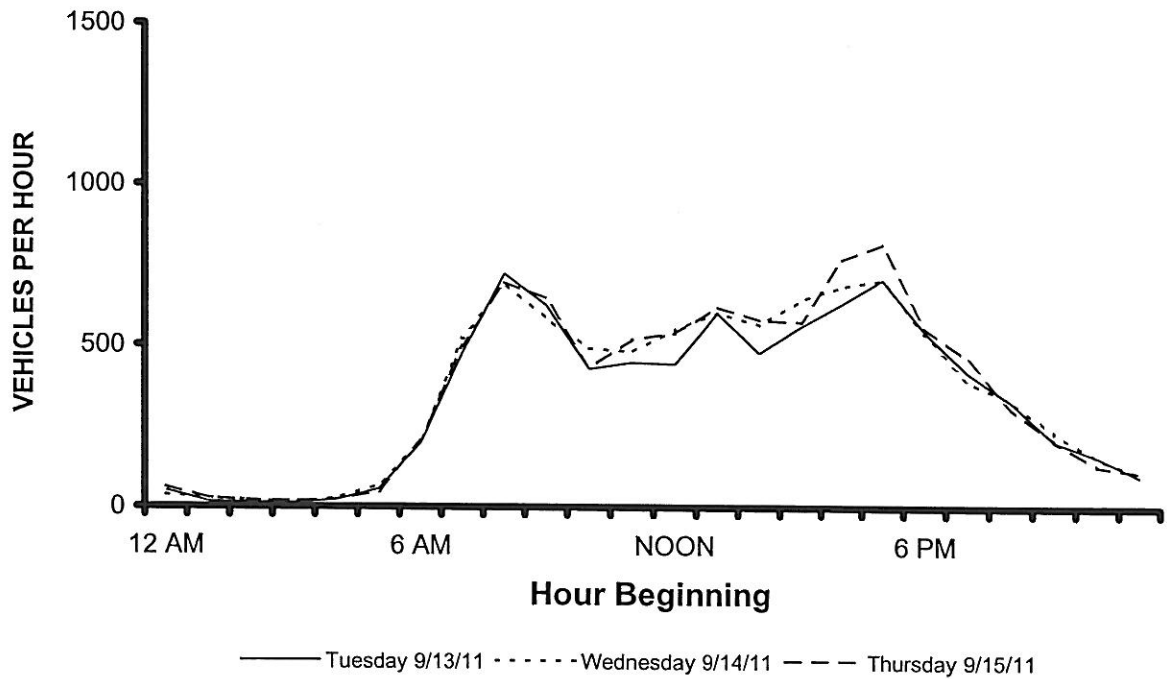
According to Automatic Traffic Recorder data published by the NHDOT, the closest traffic recorder station to the subject site is located on Main Street (NH155A) west of the Mast Road intersection. This roadway section carried an Annual Average Daily Traffic volume of 7,600 vehicles per day (vpd) in 2011. According to the raw traffic count data that was collected in September 2011, the highest hourly traffic volume occurred from 8:00 to 9:00 AM (692 - 722 vehicles) and from 5:00 to 6:00 PM (705 - 816 vehicles). The charts on Page 5 depict the daily and hourly variations in traffic flow based on the three-day count conducted in September 2011. Detail sheets from the automatic traffic recorder count are included in Appendix B.

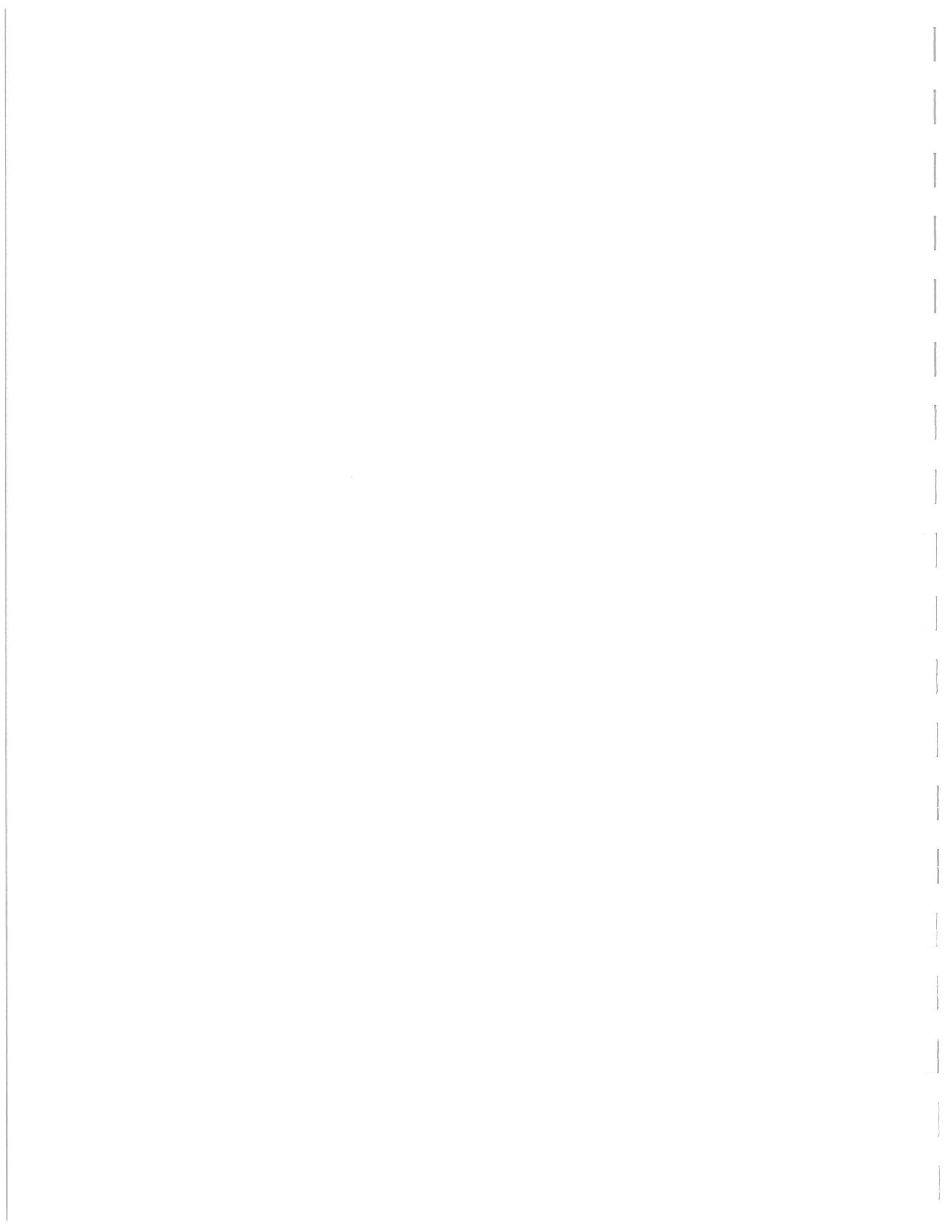


DAILY TRAFFIC VARIATIONS
 Durham, NH - NH Route 155A - West of Mast Road
 September 2011



HOURLY TRAFFIC VARIATIONS





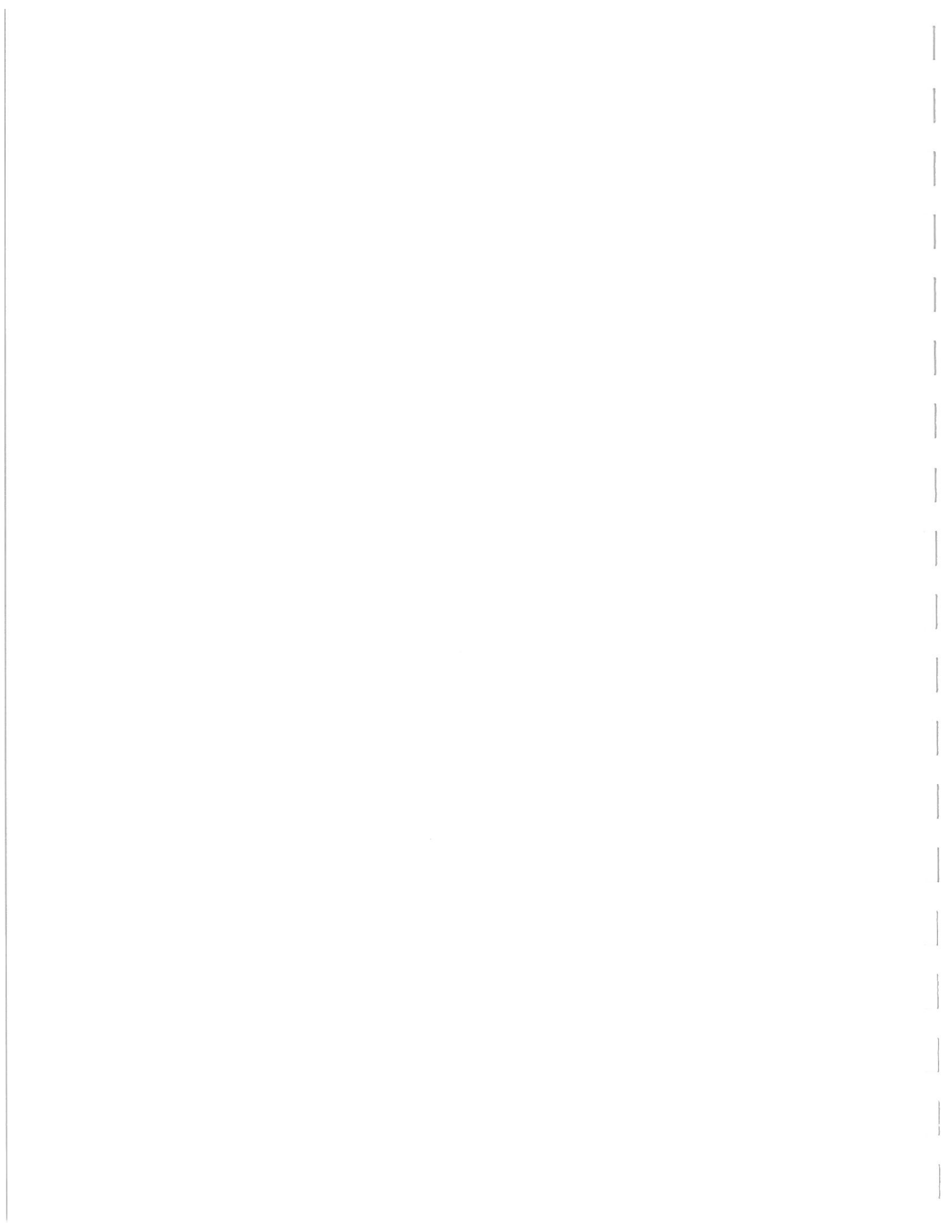
To quantify the travel patterns and traffic volumes at the subject site, Pernaw & Company, Inc. conducted manual turning movement and vehicle classification counts at the three existing study area intersections on a typical weekday. These counts were conducted on Thursday, September 6, 2012 from 7:00 to 9:00 AM and from 4:00 to 6:00 PM. This new count data is summarized on Figure 2. Several facts and conclusions are evident from the data:

- The weekday AM peak hour period for traffic flow at the Main Street intersections occurred from 7:30 to 8:30 AM. The highest roadway volume occurred east of Mast Road with 1,023 vehicles observed (bidirectional flow). The majority (76%) of the vehicles traveled in the eastbound direction (toward UNH) during this period. Mast Road carried 335 vehicles during the AM peak hour and the majority (73%) traveled in the northbound direction, toward Main Street. West Edge Drive accommodated 79 vehicles during the AM peak hour and the majority (72%) was arrivals (from Main Street).

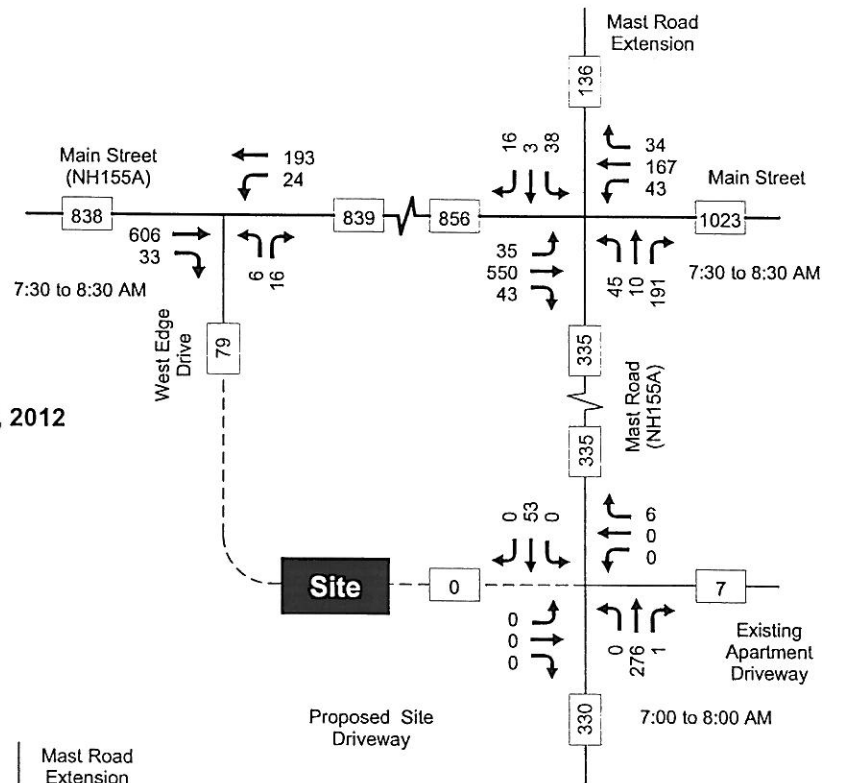
The AM peak hour period for the Mast Road/Existing Apartment Driveway intersection occurred slightly earlier from 7:00 to 8:00 AM. The apartment driveway accommodated 7 vehicles during the hour, consisting of 6 departures and 1 arrival.

- The weekday PM peak hour period for traffic flow at all three study area intersections occurred from 4:30 to 5:30 PM. The highest roadway volume occurred east of Mast Road with 1,215 vehicles observed (bidirectional flow). The majority (60%) of the vehicles traveled in the westbound direction (away from UNH) during this period. Mast Road carried 460 vehicles during the PM peak hour and the majority (65%) traveled in the southbound direction, away from Main Street. West Edge Drive accommodated 108 vehicles during the PM peak hour and the majority (78%) was departures (on to Main Street). The apartment driveway on Mast Road accommodated 29 vehicles during the PM hour, and the majority (62%) was departures.
- Truck traffic on Main Street accounted for approximately 7% (AM) and 4% (PM) of the traffic flow during the peak hour periods. Trucks on Mast Road (south of Main Street) accounted for 4% (AM) and 2% (PM) of the total flow.

The detail sheets summarizing the raw turning movement count data are included in Appendix C.



AM PEAK HOUR
 Thursday, September 6, 2012
 7:30 to 8:30 AM
 7:00 to 8:00 AM



PM PEAK HOUR
 Thursday, September 6, 2012
 4:30 to 5:30 PM

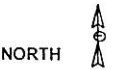
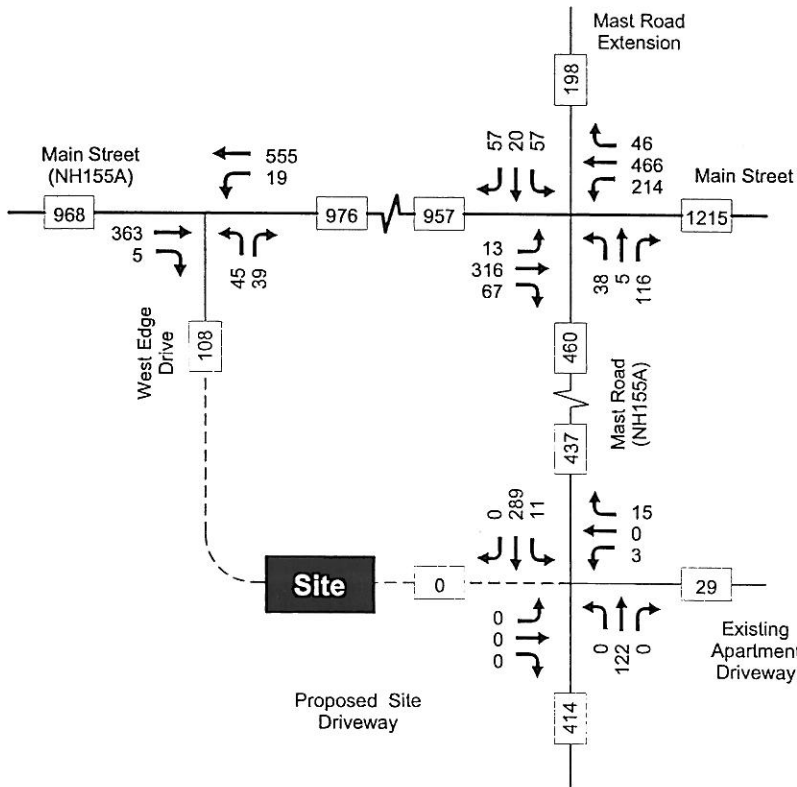
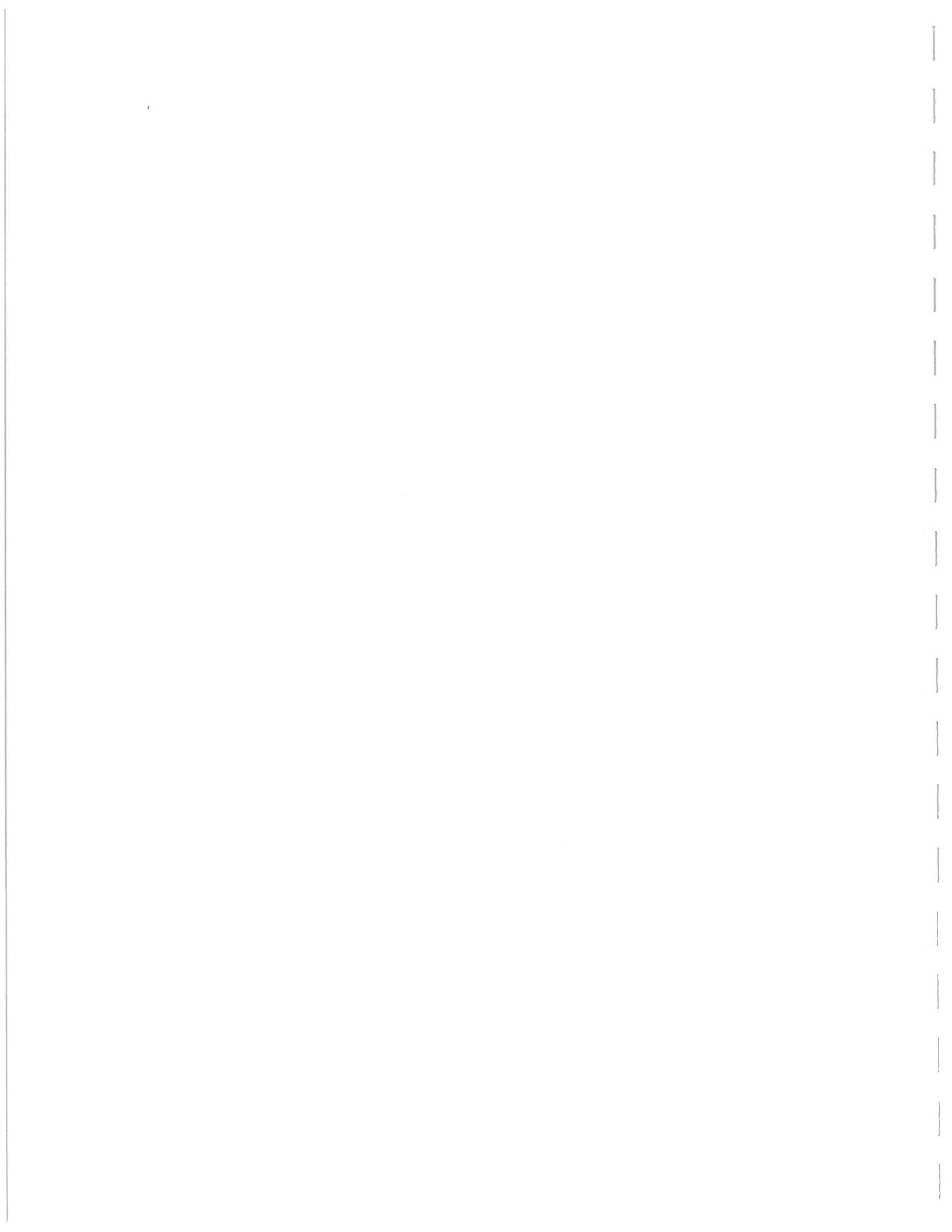


Figure 2

2012 Existing Traffic Volumes

Traffic Impact Assessment, Proposed Student Housing Project, Durham, New Hampshire



CRASH HISTORY

Crash data from the State of New Hampshire Department of Transportation for the most recent three-year period (2007 to 2009) was researched to identify accident rates and patterns in the study area. Over the three-year period, the Location Data Reports indicate that 751 crashes were recorded on a town-wide basis. It should be noted that this database is considered to be a subset of the total collisions as not all incidents are required to be reported to the State. Of these, thirteen crashes contained sufficient detail to locate them in the study area. These reports are contained in Appendix D.

Thirteen crashes occurred in the vicinity of the Main Street/Mast Road/Mast Road Extension intersection. There were five cross-movement collisions (including one that involved a bicycle) that resulted in injury to three persons. There were also three rear-end collisions and one head-on collision and these resulted in property damage only. The majority (92%) of the crashes involved two or more vehicles. Inclement weather or unfavorable surface conditions may have been a contributing factor in five of these thirteen crashes.

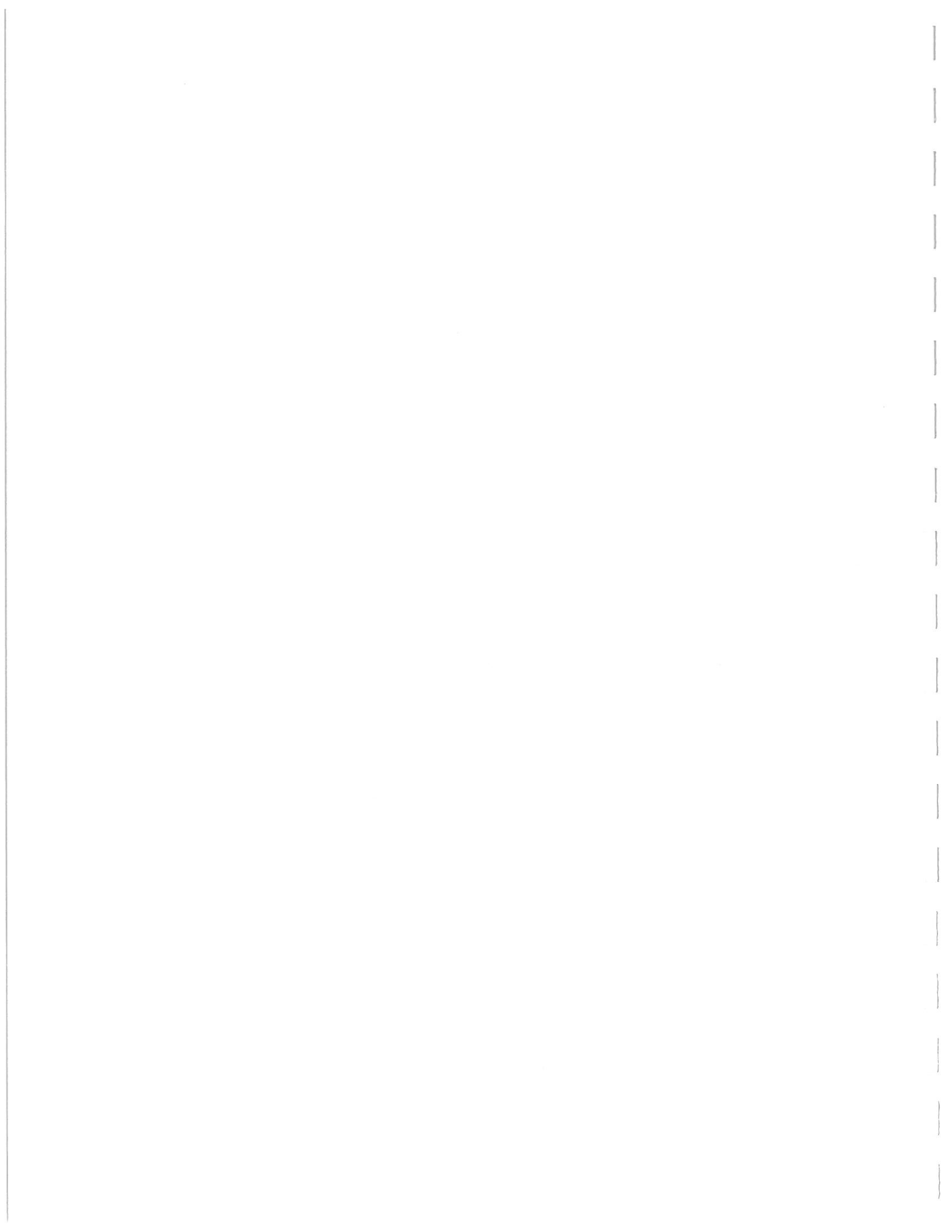
There were no reported collisions at the Main Street/West Edge Drive intersection or the Mast Road/Existing Apartment Driveway intersection.

No fatalities were reported in this study group. The table in the following page summarizes the available data in terms of frequency, severity, and collision type.

Crash Summary (2007-2009)¹

	Main Street at West Edge Drive	Main Street at Mast Road - Mast Road Extension	Mast Road at Exsiting Apartment Driveway
CRASH FREQUENCY			
Total Crashes	0	13	0
Crashes per Year (Ave)	0.00	4.33	0.00
CRASH SEVERITY			
Property Damage Only	0	11	0
Personal Injury	0	2	0
Fatalities	0	0	0
CRASH TYPE			
Angle/Cross Movement	0	5	0
Rear End	0	3	0
Head-On	0	1	0
Fixed Object	0	0	0
Pedestrian	0	0	0
Unknown	0	4	0
ADVERSE CONDITIONS (%)	(0) 0%	(5) 38%	(0) 0%

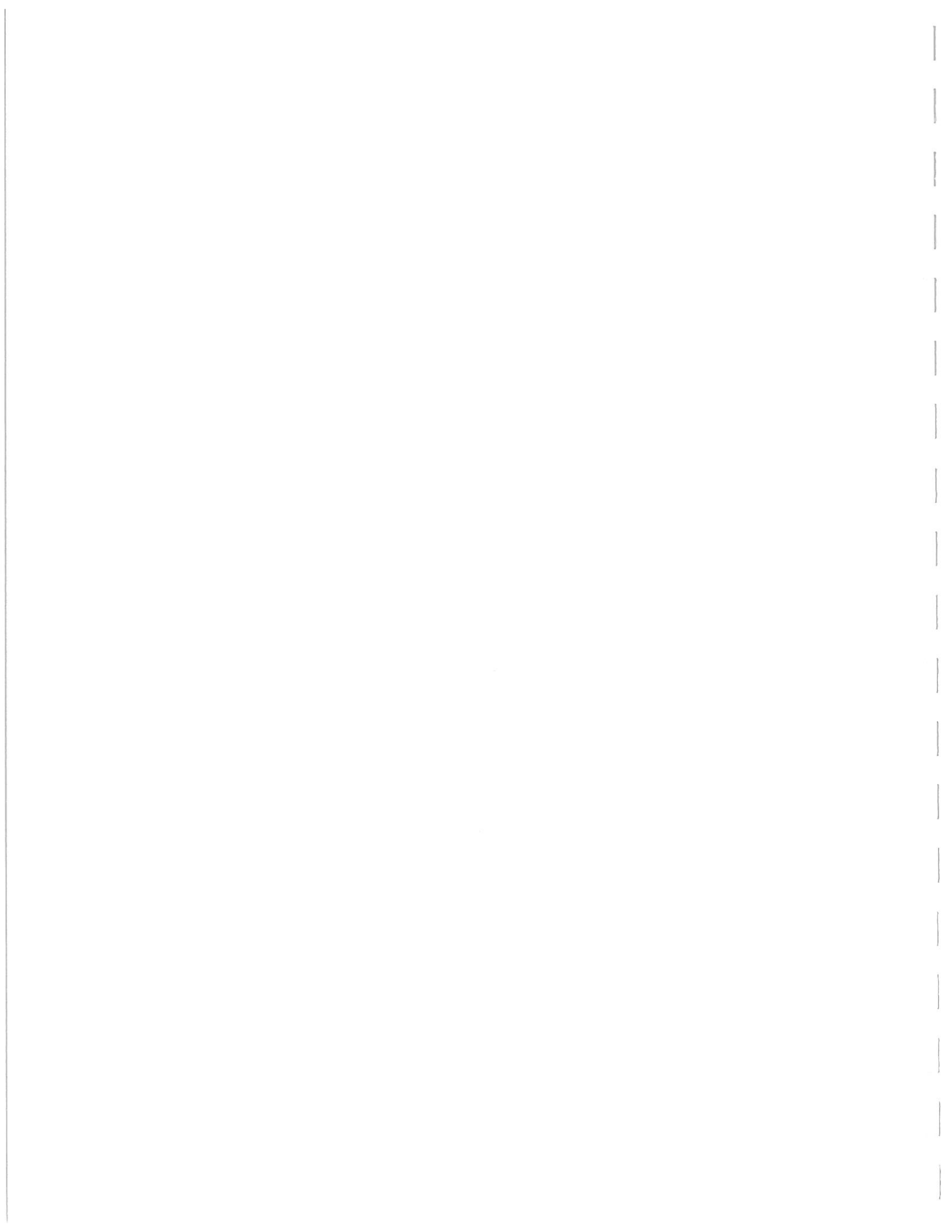
¹ Source: NHDOT - Accident Location Data Report (2007-2009)



NO-BUILD TRAFFIC VOLUMES

The No-Build traffic volumes (without the proposed student housing project) for 2013 and 2023 are summarized schematically on Figure 3 and Figure 4 respectively. These projections are based on the existing traffic volumes, a one-percent annual background traffic growth rate (compounded annually) to account for normal growth in the area, and peak-month seasonal adjustment factors of 1.01 (AM) and 1.03 (PM).

These traffic projections are intended to reflect worst-case, peak-month, peak-hour conditions. Calculations pertaining to the derivation of the annual background traffic growth rate and the seasonal adjustment factors are contained in Appendix E.



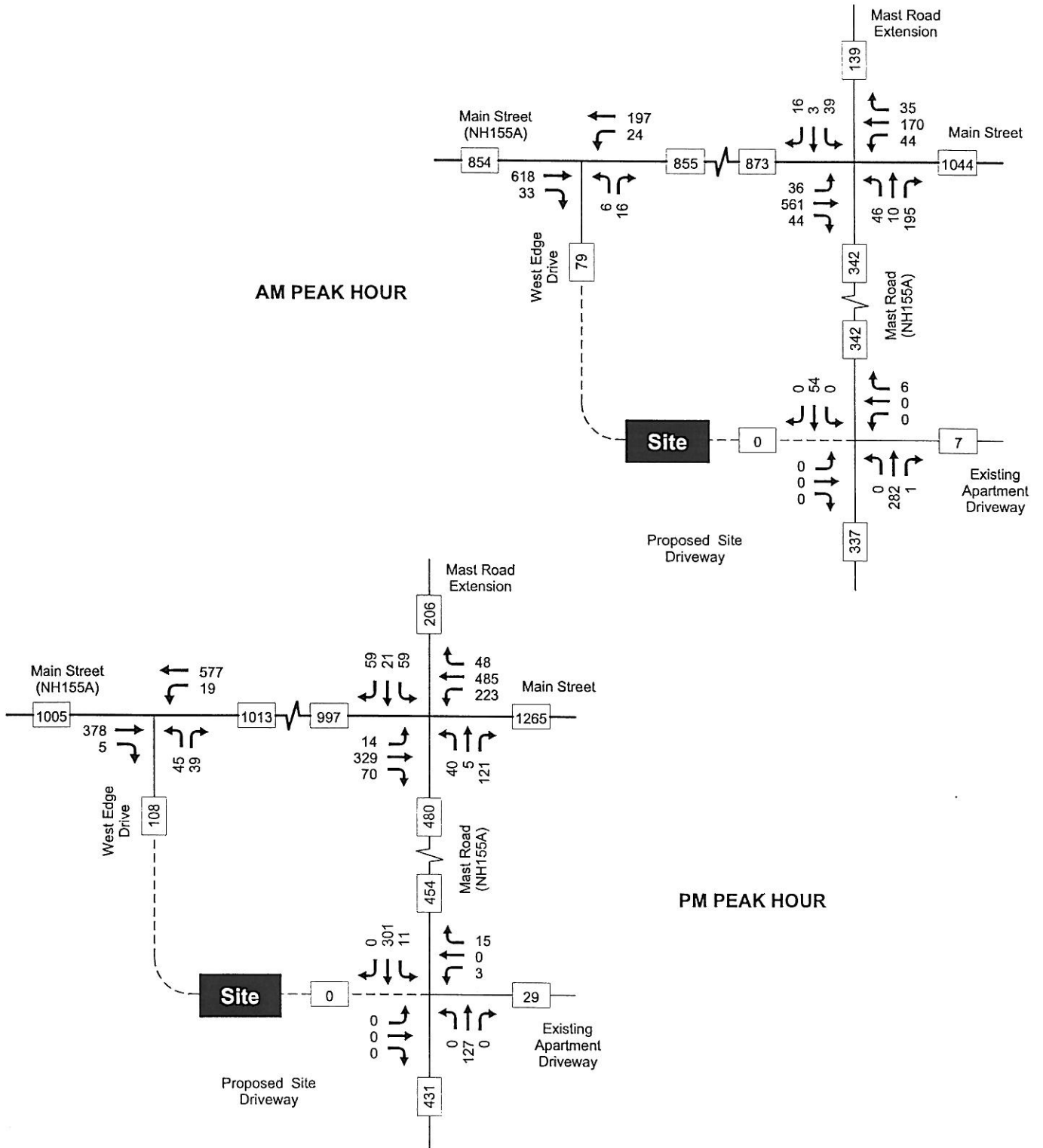
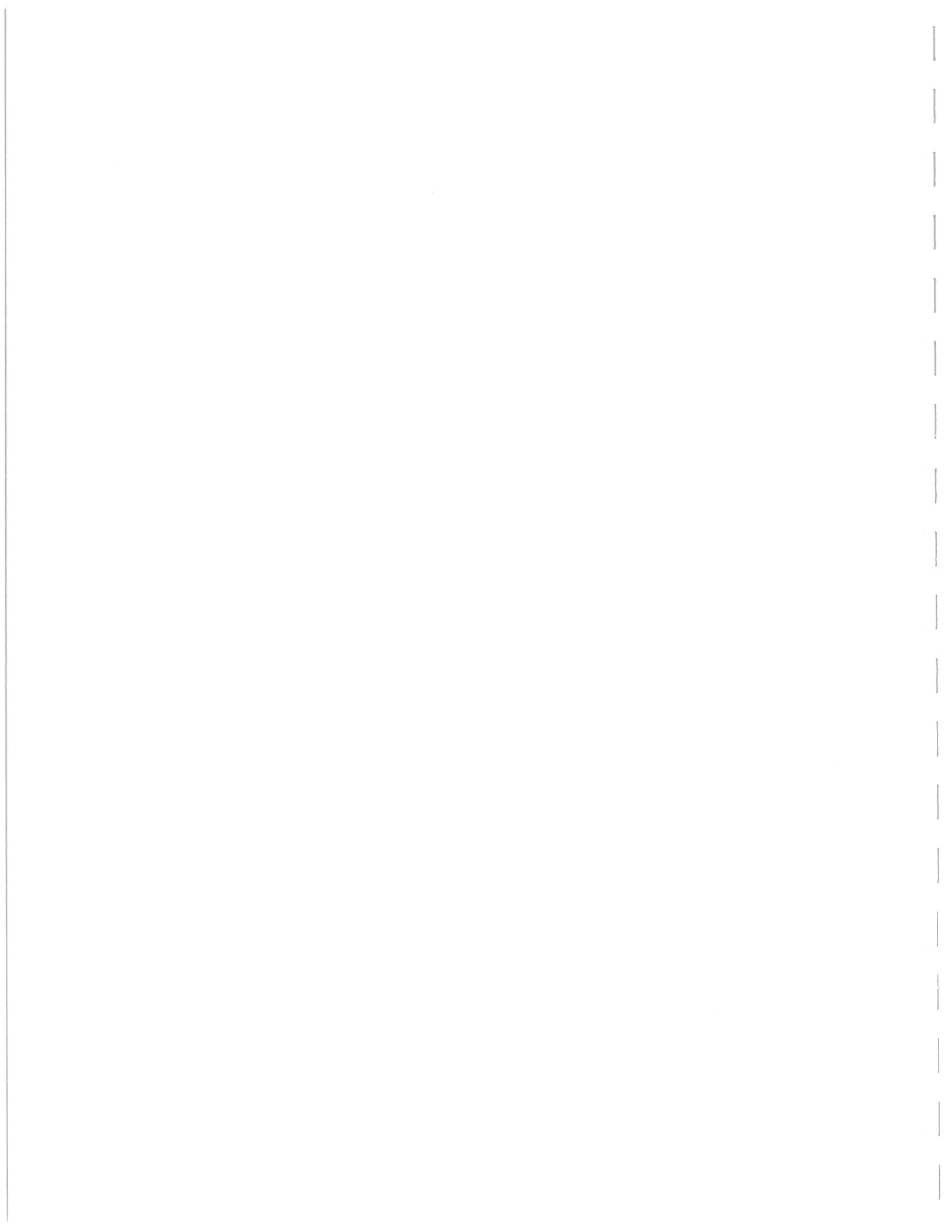


Figure 3

2013 No-Build Traffic Volumes

Traffic Impact Assessment, Proposed Student Housing Project, Durham, New Hampshire





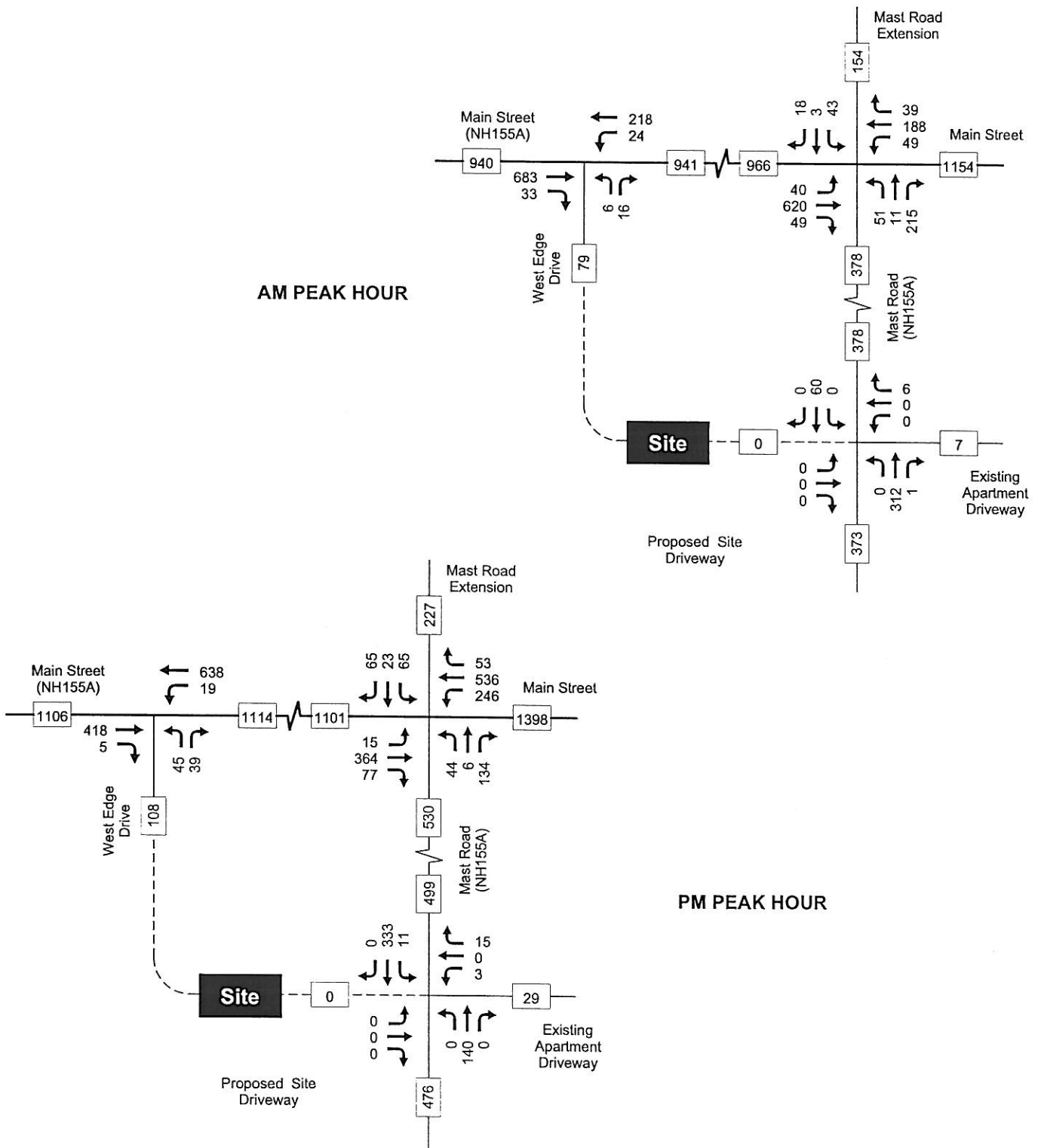
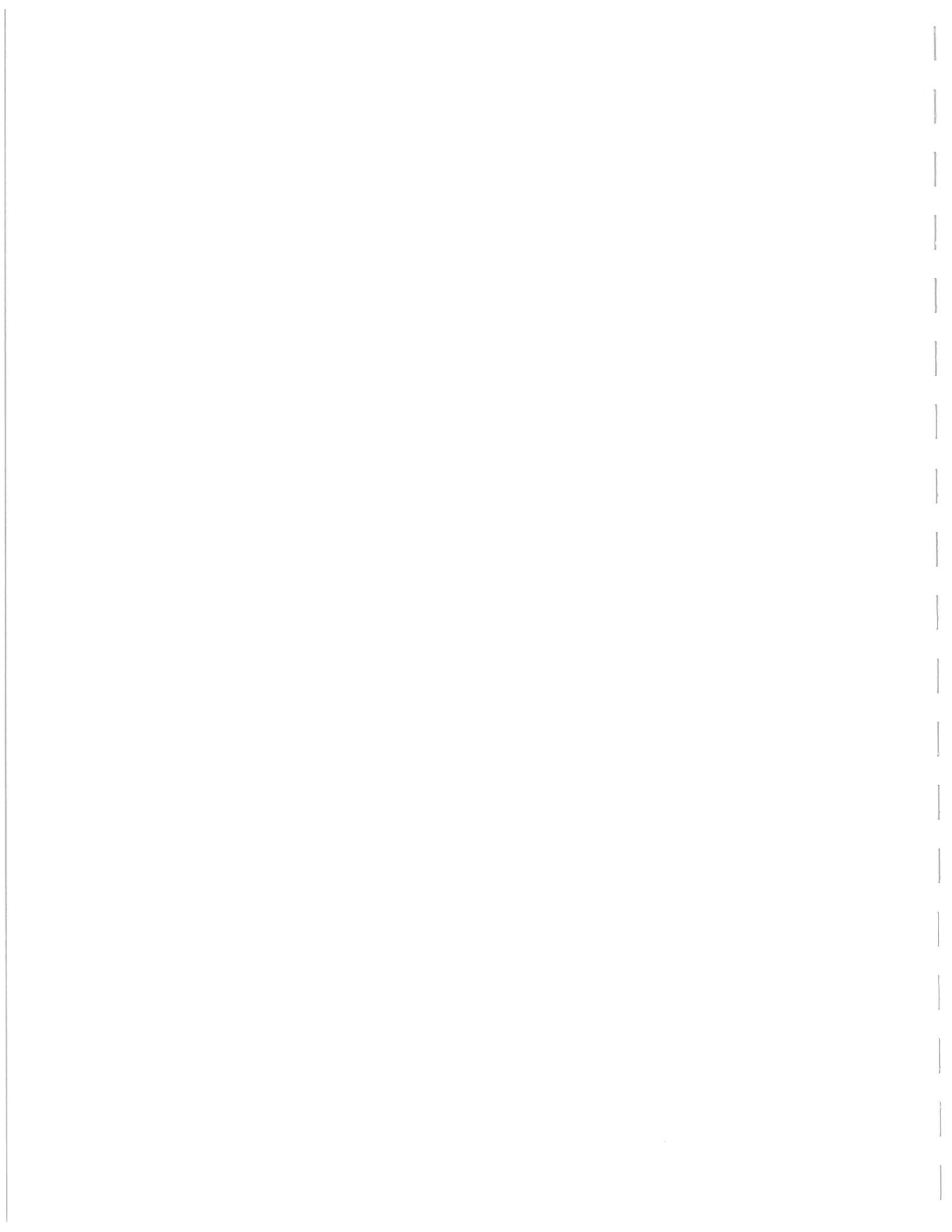


Figure 4

2023 No-Build Traffic Volumes

Traffic Impact Assessment, Proposed Student Housing Project, Durham, New Hampshire



TRIP GENERATION

To estimate the quantity of vehicle-trips that will be produced by the student housing project, Pernaw & Company, Inc. initially considered standard trip generation rates and equations published by the Institute of Transportation Engineers¹ (ITE). However, the ITE database does not include a land use category for this specific type of use. Consequently, the trip estimates contained herein are based on consideration of local trip rates that were previously established for “The Gables,” a similar student housing project in Durham, for “The Cottages” a new student housing project on Technology Drive in Durham, and for Bryant Park West (the existing apartment driveway located across from the subject site). Since the Gables site is located close to the campus and generated many pedestrian trips, those trips were converted to passenger car and bus trips using various assumptions. At the more remote Cottages site, pedestrian activity appeared to be limited to walkers and joggers. The Cottages was serviced by 4 buses during the AM peak hour and 5 buses during the PM peak hour. At Bryant Park West many students walked to the bus facility at West Edge Drive. Table 1 shows the resultant vehicle-trip rates observed at these similar facilities, including buses. Calculations pertaining to these analyses are included in Appendix F.

Table 1		Local Trip Generation Rates ¹			
		The Gables Method A ²	The Gables Method B ³	Bryant Park West ⁴	The Cottages ⁵
Weekday AM Peak Hour					
	In	0.03	0.05	0.03	0.05
	Out	<u>0.05</u>	<u>0.07</u>	<u>0.07</u>	<u>0.09</u>
	Total	0.08	0.12	0.10	0.14
Weekday PM Peak Hour					
	In	0.09	0.14	0.14	0.17
	Out	<u>0.10</u>	<u>0.17</u>	<u>0.14</u>	<u>0.17</u>
	Total	0.19	0.31	0.28	0.34

¹ Vehicle-trips per bed

² Convert 25% of pedestrians to auto trips, 75% to bus trips

³ Convert 100% of pedestrians to auto trips, 0% to bus trips

⁴ Based on SGP & Co., Inc. driveway counts conducted at The Cottages site on 9/6/12.

⁵ Based on SGP & Co., Inc. count conducted at the existing apartment driveway on 9/6/12.

Although the subject site is located closer to the UNH campus than the Cottages, the higher Cottages trip rates were utilized for traffic projection and analysis purposes. The following table summarizes the trip generating characteristics for the 460-bed facility, given that a shuttle bus system is expected to serve the proposed student housing complex with the same headways.

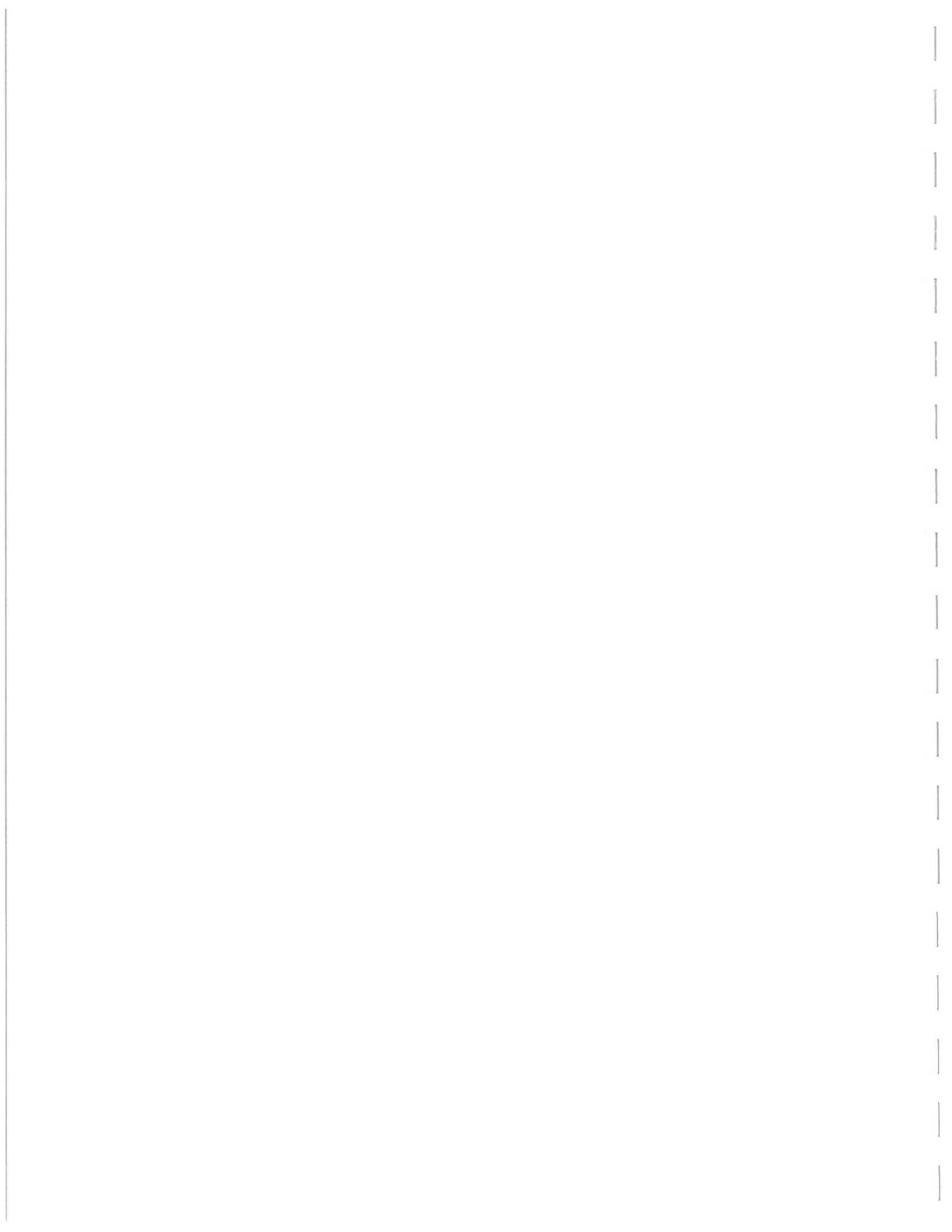
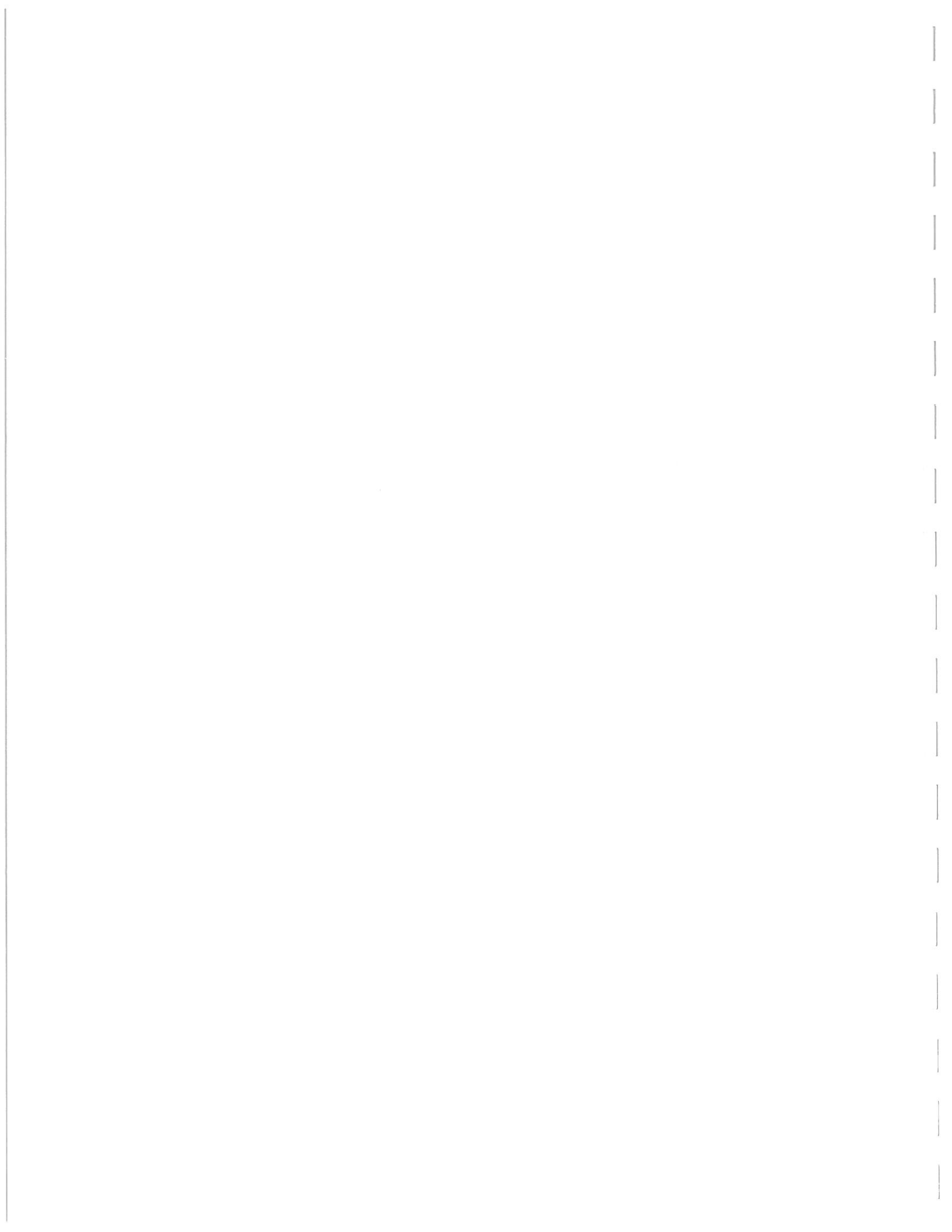


Table 2	Trip Generation Summary
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		460 Student Housing Beds
Weekday AM Peak Hour		
	In	23 veh
	Out	<u>41</u> veh
	Total	64 trips
Weekday PM Peak Hour		
	In	78 veh
	Out	<u>78</u> veh
	Total	156 trips



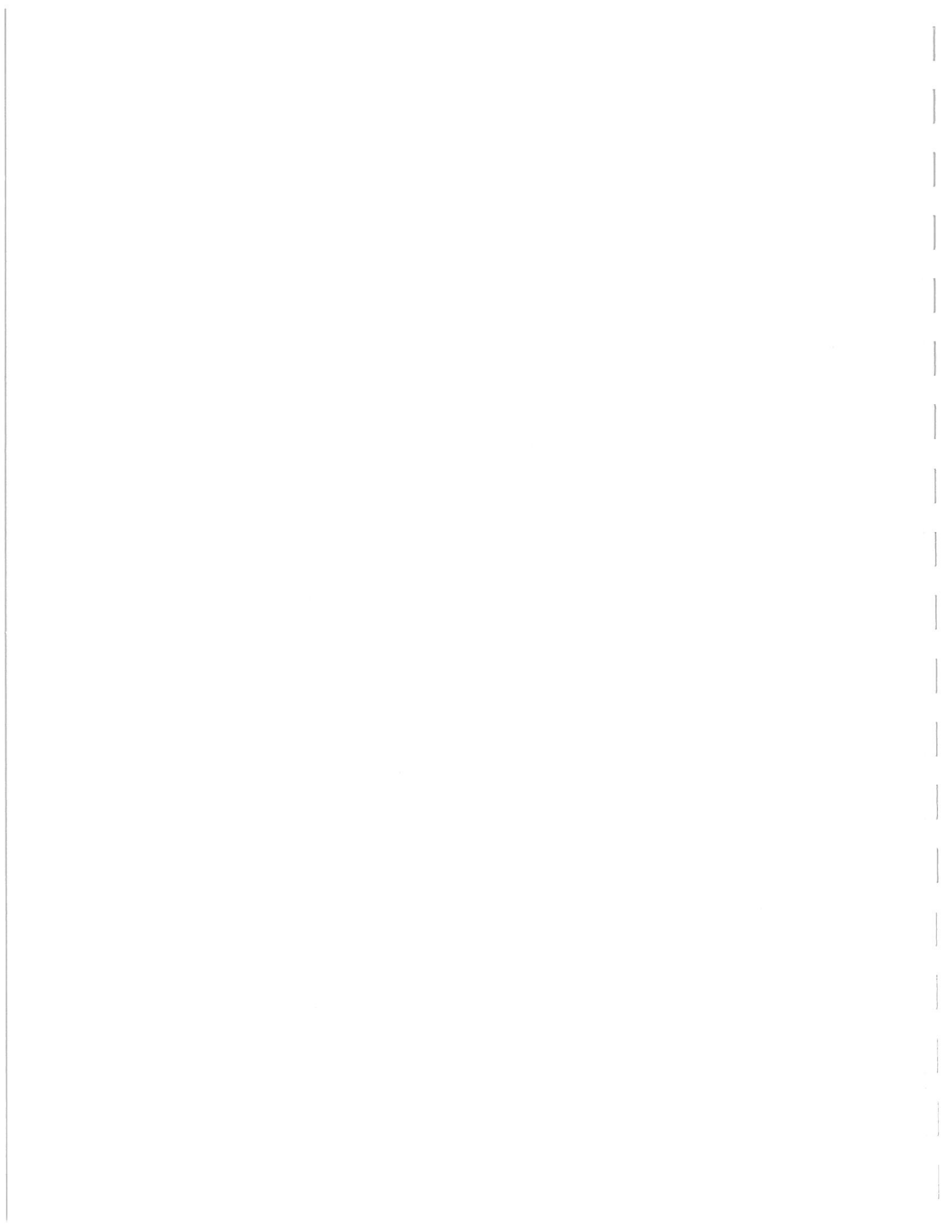
BUILD TRAFFIC PROJECTIONS

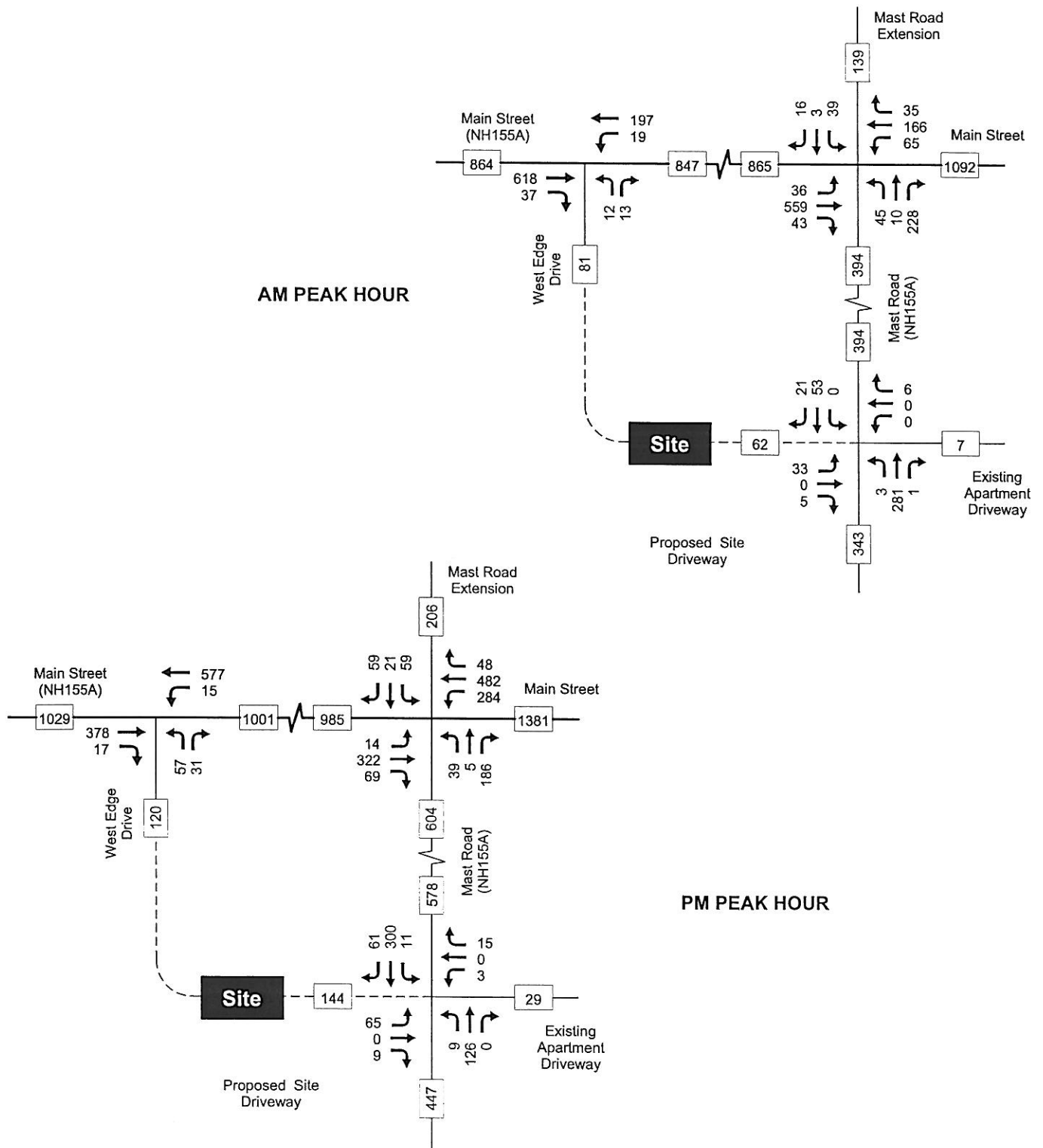
The future traffic projections with the proposed student housing facility in full operation are summarized on Figure 5 (2013) and Figure 6 (2023). These projections are based on the No-Build projections, the trip generation estimates contained in Table 2, and the expectation that site traffic will be distributed accordingly: 75% to/from points east on Main Street (campus), 15% to/from points west on Main Street (US4 interchange and beyond), and 10% to/from points south on Mast Road (Lee and NH155). The proposed site driveway on Mast Road will primarily be used by those with campus and downtown destinations, and West Edge Drive will primarily be utilized by those destined for US4 and points beyond. The proposed driveway to Mast Road will also be used by a portion of those who currently park in the southeast corner of the West Edge Lot. Those with campus and downtown destinations (and points south on Mast Road) may divert to the Mast Road-Main Street route rather than the existing West Edge Drive-Main Street route. Based on the travel patterns and traffic volumes observed in the study area, the amount of diversion is expected to be measureable, but not significant from an impact standpoint. Appendix G contains diagrams that summarize the net changes in peak hour traffic flow due to the proposed student housing project and the new driveway connection to Mast Road.

IMPACT SUMMARY

The net impact that the proposed student housing complex will have on area roadways and intersections can be identified by comparing the No-Build and Build traffic projections. The net impacts are summarized on Figure 7 and reflect the net change due to: 1) the new student housing complex and 2) the new driveway connection between the West Edge Lot and Mast Road (diverted trips). This analysis shows that the greatest impacts will occur during the weekday PM peak hour period. Overall traffic demand at the Main Street/Mast Road/Mast Road Extension intersection is expected to increase by approximately +8% (PM) during this period. Main Street traffic volumes are projected to increase by +116 vehicles east of the study area and by +24 vehicles west of the study area. Changes of this order of magnitude typically occur from one day to the next due to random traffic flow. By way of example, the count data in Appendix B shows that the peak hour demand on Main Street ranged from 705-816 vehicles per hour (vph) over a three day period; a difference of 111 vph.

Similarly, Mast Road volumes are projected to increase by +124 vehicles (north of the proposed site driveway) and +16 vehicles (south of the proposed site driveway) during the weekday PM peak hour period. West Edge Drive volumes are projected to increase by +12 vehicles during the same period. The proposed site driveway on Mast Road is expected to accommodate approximately 144 vehicles during the PM peak hour.





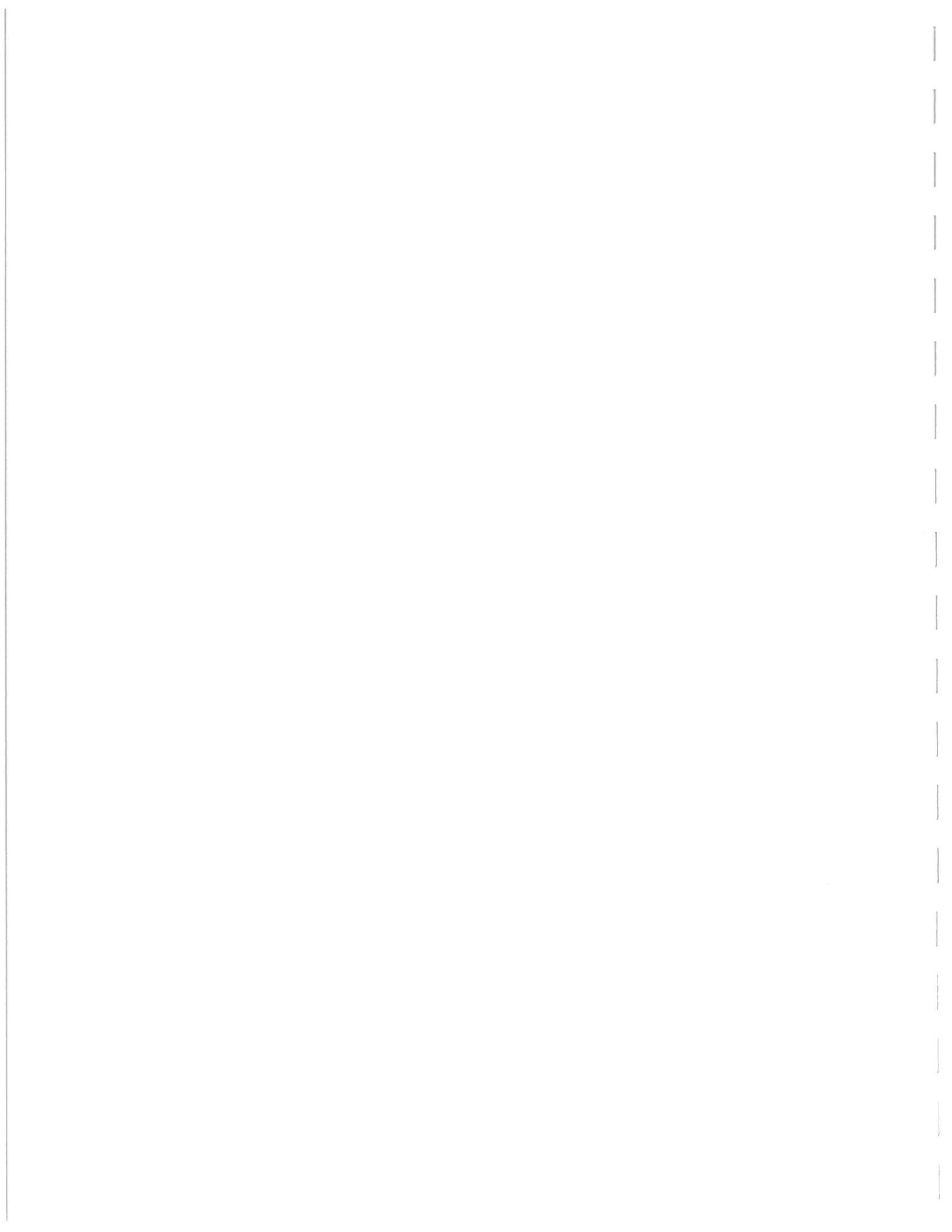
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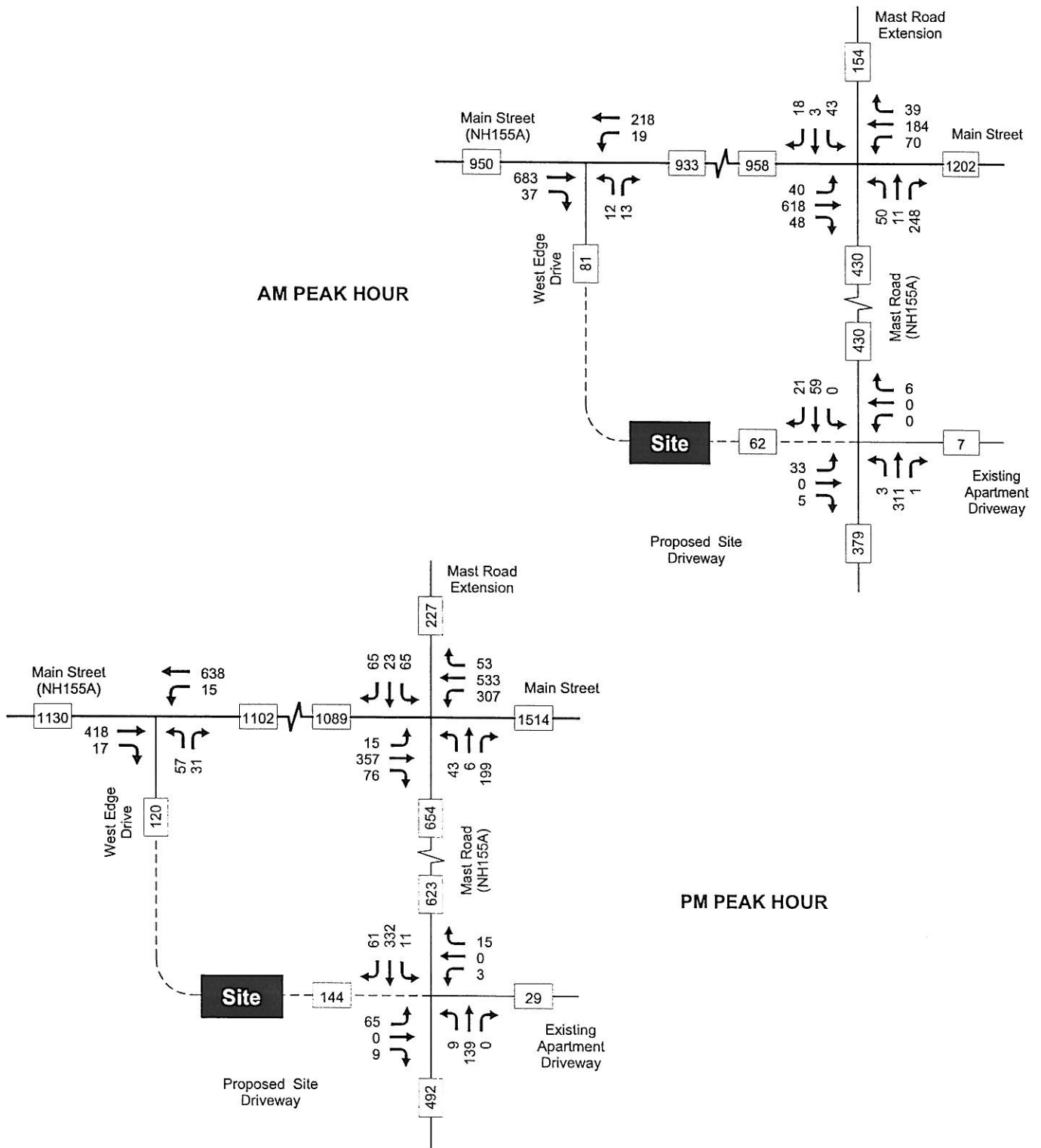
Figure 5

2013 Build Traffic Volumes

Traffic Impact Assessment, Proposed Student Housing Project, Durham, New Hampshire







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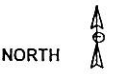
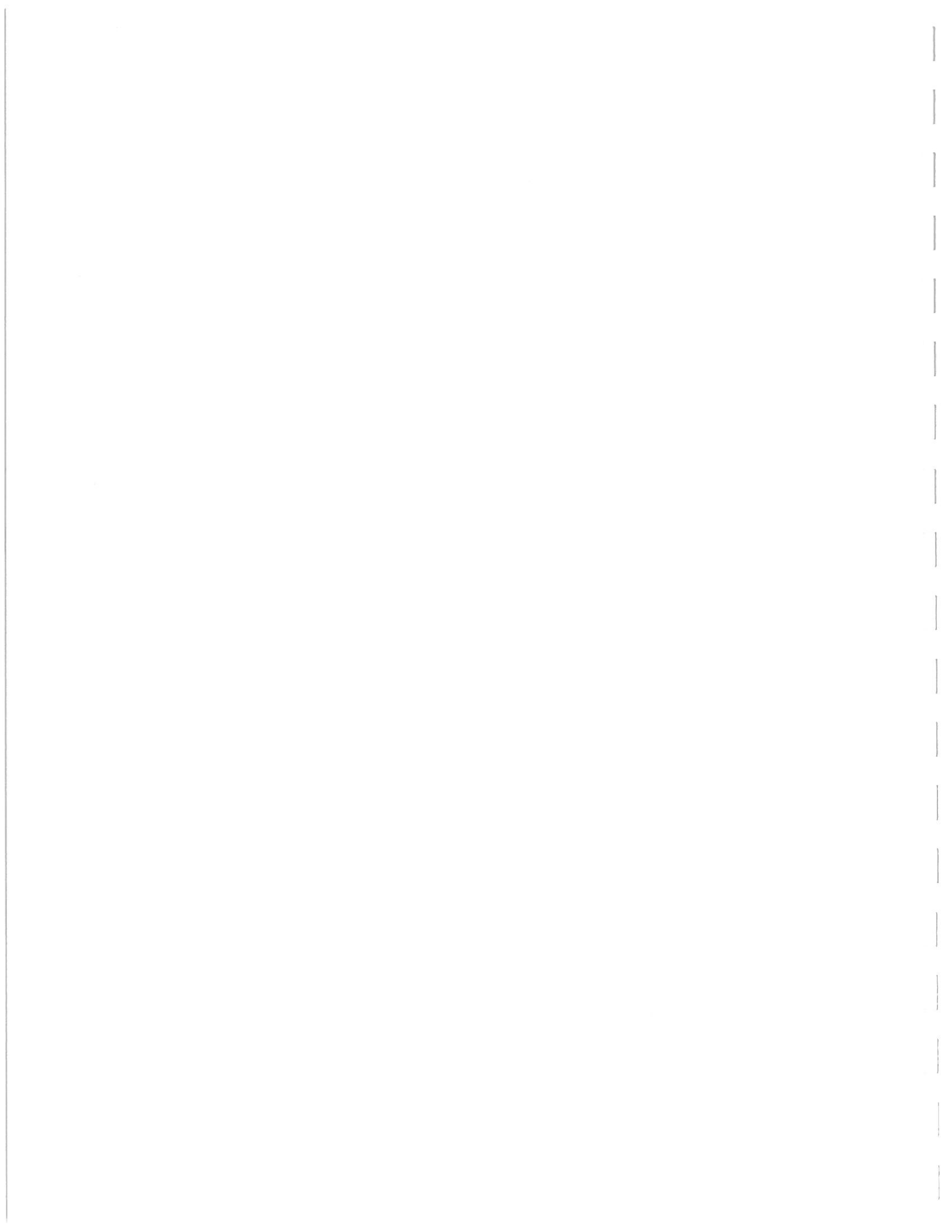
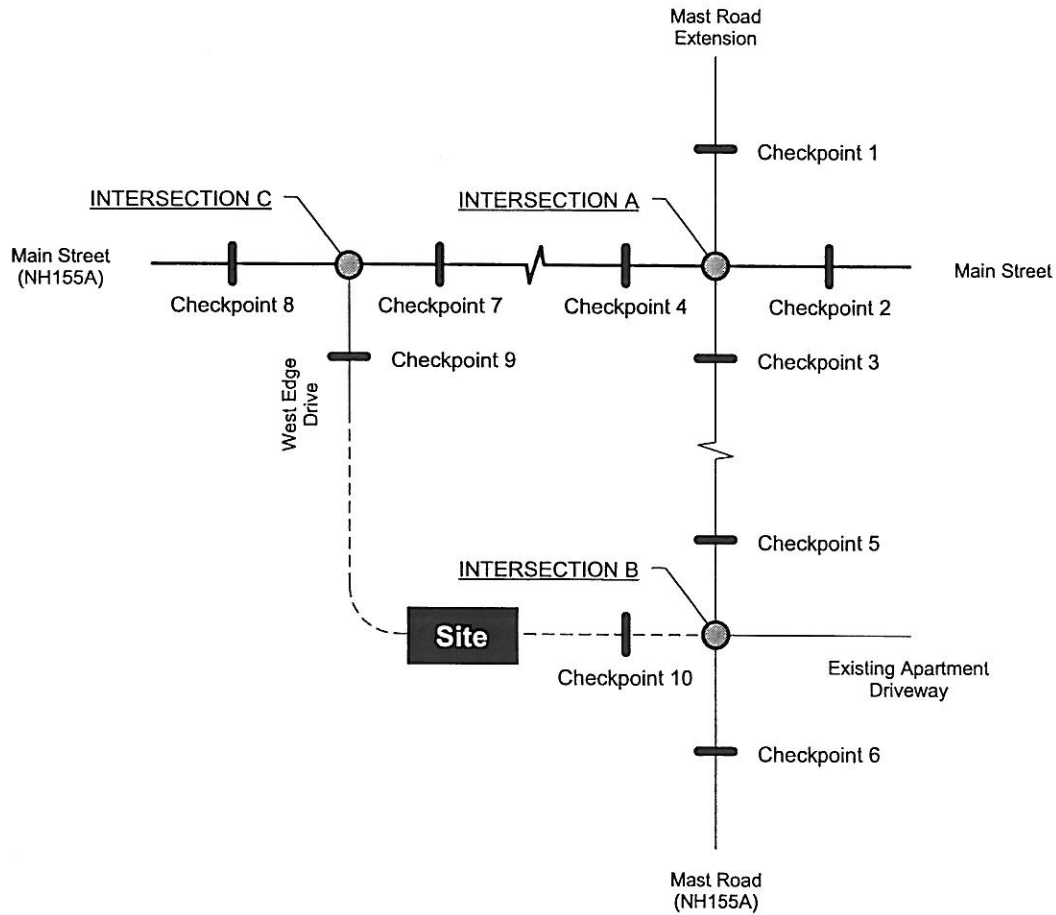


Figure 6

2023 Build Traffic Volumes

Traffic Impact Assessment, Proposed Student Housing Project, Durham, New Hampshire





I. Weekday AM Peak Hour

II. Weekday PM Peak Hour

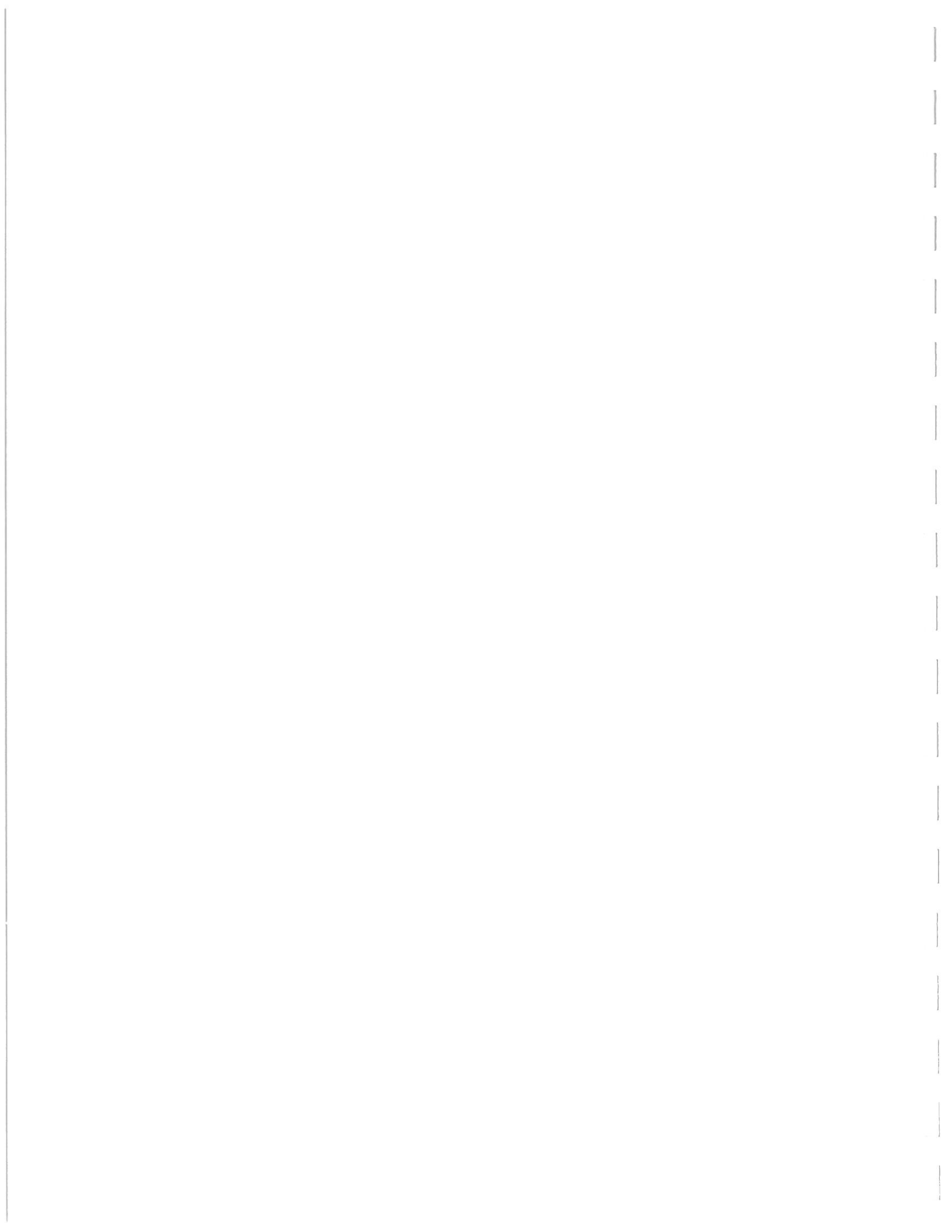
Location	2013 No-Build	2013 Build	Change	% Change
Intersection A	1199	1245	+46 veh	4%
Intersection B	343	403	+60 veh	17%
Intersection C	894	896	+2 veh	0%
Checkpoint 1	139	139	0 veh	0%
Checkpoint 2	1044	1092	+48 veh	5%
Checkpoint 3	342	394	+52 veh	15%
Checkpoint 4	873	865	-8 veh	-1%
Checkpoint 5	342	394	+52 veh	15%
Checkpoint 6	337	343	+6 veh	2%
Checkpoint 7	855	847	-8 veh	-1%
Checkpoint 8	854	864	+10 veh	1%
Checkpoint 9	79	81	+2 veh	3%
Checkpoint 10	0	62	+62 veh	-

Location	2013 No-Build	2013 Build	Change	% Change
Intersection A	1474	1588	+114 veh	8%
Intersection B	457	599	+142 veh	31%
Intersection C	1063	1075	+12 veh	1%
Checkpoint 1	206	206	0 veh	0%
Checkpoint 2	1265	1381	+116 veh	9%
Checkpoint 3	480	604	+124 veh	26%
Checkpoint 4	997	985	-12 veh	-1%
Checkpoint 5	454	578	+124 veh	27%
Checkpoint 6	431	447	+16 veh	4%
Checkpoint 7	1013	1001	-12 veh	-1%
Checkpoint 8	1005	1029	+24 veh	2%
Checkpoint 9	108	120	+12 veh	11%
Checkpoint 10	0	144	+144 veh	-

Figure 7

2013 Impact Summary

Traffic Impact Assessment, Proposed Student Housing Project, Durham, New Hampshire



TRAFFIC OPERATIONS AND SAFETY

INTERSECTION CAPACITY – UNSIGNALIZED INTERSECTIONS

The short-range and long-range traffic projections were utilized to assess traffic operations at the three existing study area intersections. These intersections were analyzed according to the methodologies of the *Highway Capacity Manual*² (HCM) as replicated by the latest edition of the *Synchro Traffic Signal Timing Software (Version 8)*, which also performs unsignalized intersection capacity analyses.

Capacity and Level of Service (LOS) calculations pertaining to unsignalized intersections address the quality of service for those vehicles turning into and out of intersecting side streets. The availability of adequate gaps in the traffic stream on the major street (Main Street) actually controls the potential capacity for vehicle movements to and from the minor approaches. Levels of Service are simply letter grades (A-F), which categorize the vehicle delays associated with specific turning maneuvers. It should be noted that the HCM states “*if the demand exceeds the capacity during a 15-minute period, the delay results computed by the procedure may not be accurate.*” Table 3 describes the criteria used in this analysis.

Level of Service	Control Delay (seconds/vehicle)
A	≤ 10.0
B	> 10.0 and ≤ 15.0
C	> 15.0 and ≤ 25.0
D	> 25.0 and ≤ 35.0
E	> 35.0 and ≤ 50.0
F	> 50.0

Source: Transportation Research Board, *Highway Capacity Manual* 2010.

The results of the analysis for the **Main Street/Mast Road/Mast Road Extension** intersection are summarized on Table 4, and confirms that departures from the two minor approaches currently encounter long delays during the peak hour periods. The traffic flow rate during the peak 15-minute interval (within the peak hour) exceeds the available capacity and this results in the short term vehicle queuing that was observed in the field. The left-turns movements from Main Street on to the minor streets currently operates at LOS A during the peak hour periods, and will continue to do so with the development in full operation.

Further evaluation shows that widening of the Mast Road approach to Main Street to provide two approach lanes (a shared left-through lane and an exclusive right-turn lane) has the potential to increase the egress capacity of the Mast Road approach, to reduce vehicle delays, and to reduce vehicle queuing.

² Transportation Research Board, *Highway Capacity Manual* (Washington, D.C., 2010).

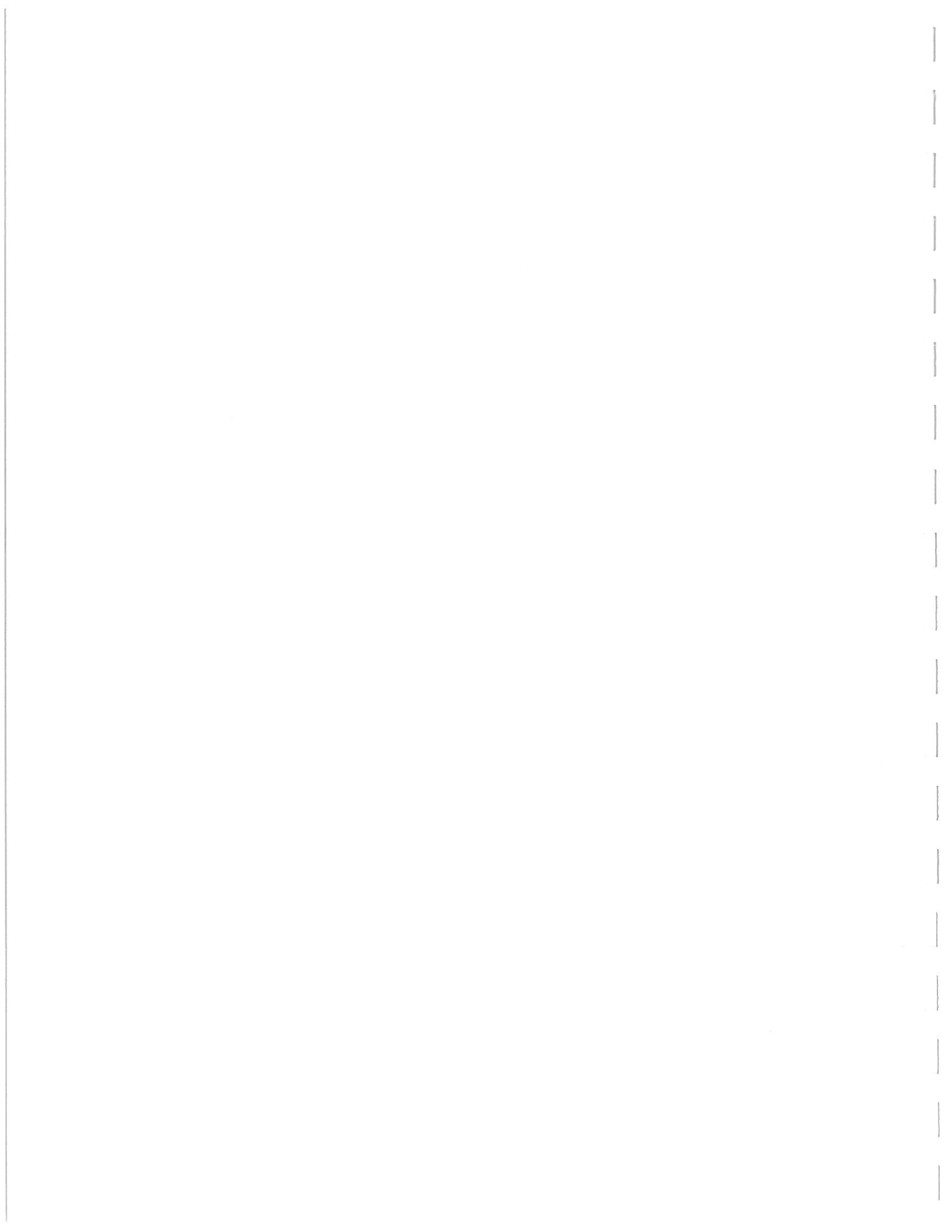
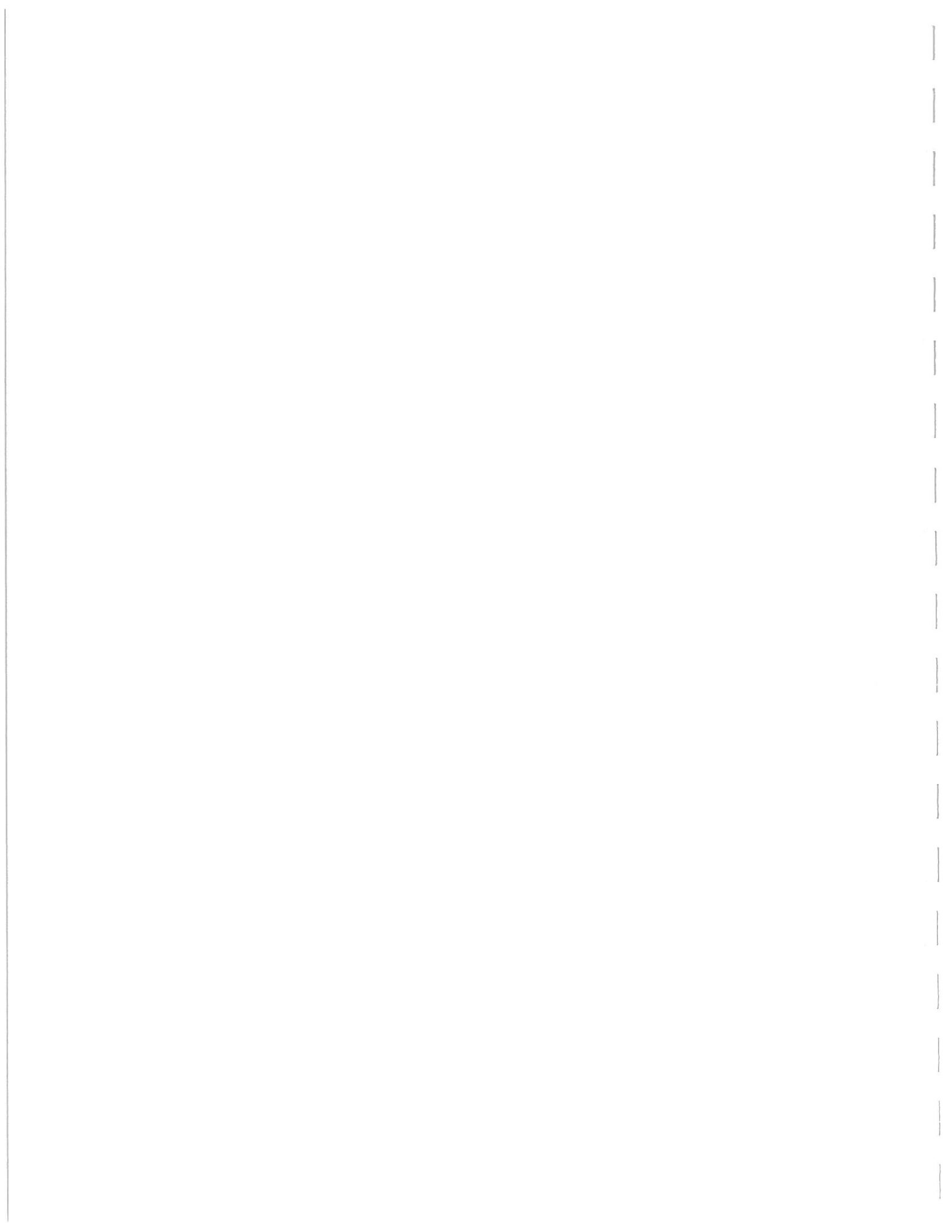


Table 4

**STOP-Controlled Intersection Capacity Analysis
Main Street/Mast Road/Mast Road Extension**

	Weekday AM Peak Hour				Weekday PM Peak Hour			
	<u>Delay</u> ¹	<u>V/C</u> ²	<u>LOS</u> ³	<u>Queue</u> ⁴	<u>Delay</u> ¹	<u>V/C</u> ²	<u>LOS</u> ³	<u>Queue</u> ⁴
Mast Road - NB Departures								
2012 Existing	89	1.01	F	11	169	1.14	F	10
2013 No Build	108	1.07	F	13	275	1.40	F	13
2013 Build	148	1.19	F	16	591	2.13	F	22
2013 Build w /Mt-LT	90	0.68	F	4	668	1.79	F	6
2013 Build w /Mt-R	17	0.51	C	3	13	0.34	B	1
2023 No Build	238	1.40	F	20	822	2.60	F	21
2023 Build	305	1.56	F	25	1635	4.36	F	32
2023 Build w /Mt-LT	177	0.97	F	5	1948	4.12	F	8
2023 Build w /Mt-R	20	0.59	C	4	11	0.30	B	1
Mast Road Extension - SB Departures								
2012 Existing	179	0.90	F	4	169	2.05	F	18
2013 No Build	219	1.00	F	5	275	2.41	F	20
2013 Build	148	1.30	F	6	591	2.29	F	19
2013 Build w /Mt	90	1.30	F	6	668	2.29	F	19
2023 No Build	238	1.67	F	7	822	3.80	F	26
2023 Build	305	2.40	F	8	1635	5.98	F	28
2023 Build w /Mt	177	2.40	F	8	1948	5.98	F	28
Main Street - EB Left Turns								
2012 Existing	8	0.04	A	<1	9	0.02	A	<1
2013 No Build	8	0.04	A	<1	9	0.02	A	<1
2013 Build	8	0.04	A	<1	9	0.02	A	<1
2013 Build w /Mt	8	0.04	A	<1	9	0.02	A	<1
2023 No Build	8	0.05	A	<1	9	0.02	A	<1
2023 Build	8	0.05	A	<1	9	0.02	A	<1
2023 Build w /Mt	8	0.05	A	<1	9	0.02	A	<1
Main Street - WB Left Turns								
2012 Existing	10	0.07	B	<1	9	0.22	A	<1
2013 No Build	11	0.07	B	<1	9	0.23	A	<1
2013 Build	11	0.11	B	<1	10	0.29	A	1
2013 Build w /Mt	11	0.11	B	<1	10	0.29	A	1
2023 No Build	11	0.09	B	<1	10	0.27	A	1
2023 Build	11	0.13	B	<1	10	0.33	A	1
2023 Build w /Mt	11	0.13	B	<1	10	0.33	A	1

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

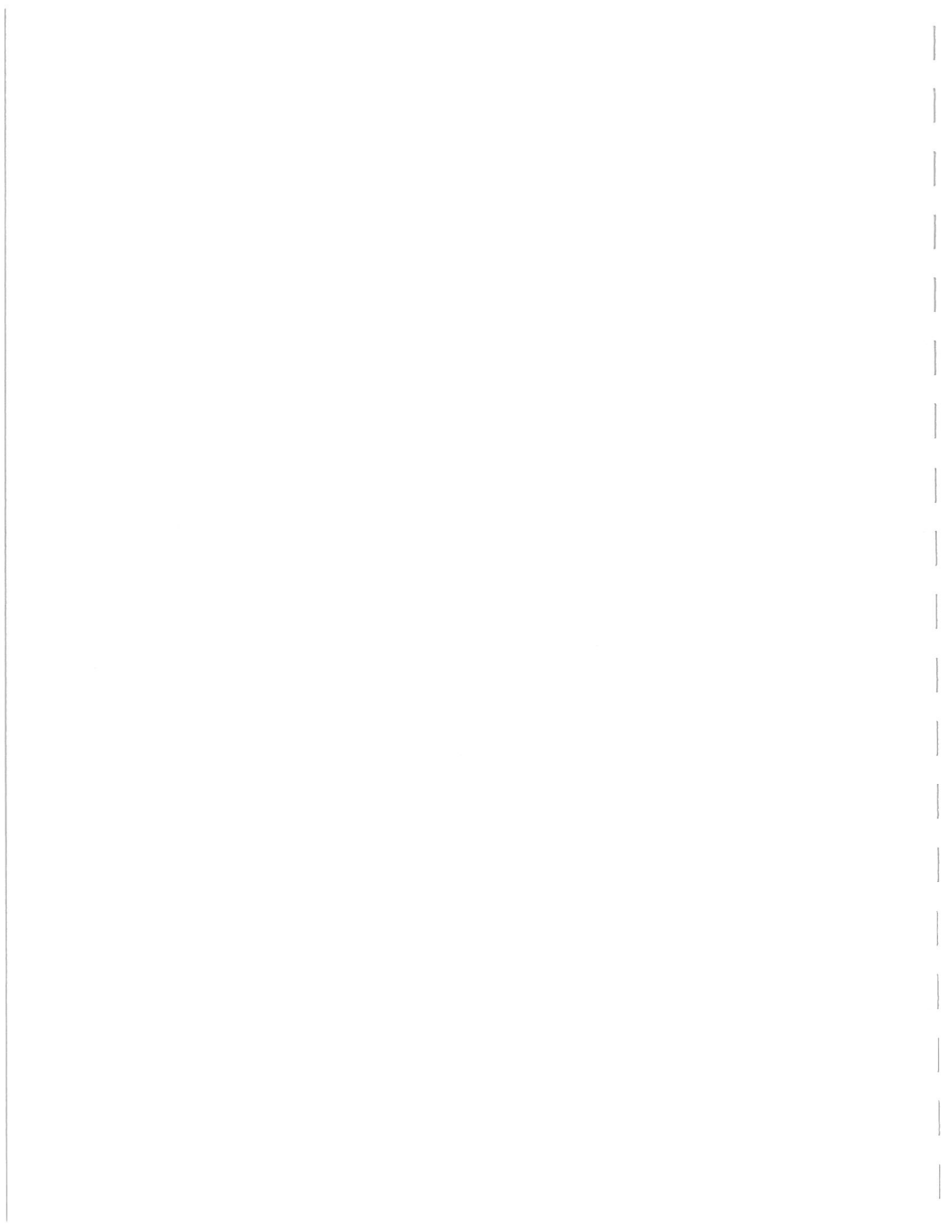


The results of the analysis for the **Mast Road/Proposed Site Driveway/Existing Apartment Driveway** intersection are summarized on Table 5, and confirm that all applicable turning movements will operate well below capacity through the horizon year 2023 and beyond, with the student housing development fully occupied. The applicable traffic movements at this intersection will operate at LOS C or better at all hours of the day through 2023 and beyond. These results confirm that a single lane on each minor approach to Mast Road is sufficient from a traffic capacity standpoint.

Table 5 **STOP-Controlled Intersection Capacity Analysis**
Mast Road/Proposed Site Driveway/Existing Apartment Driveway

	Weekday AM Peak Hour				Weekday PM Peak Hour			
	Delay ¹	V/C ²	LOS ³	Queue ⁴	Delay ¹	V/C ²	LOS ³	Queue ⁴
Mast Road - NB Left Turns								
2012 Existing	NA	NA	NA	NA	NA	NA	NA	NA
2013 No Build	NA	NA	NA	NA	NA	NA	NA	NA
2013 Build	7	0.002	A	<1	8	0.009	A	<1
2023 No Build	NA	NA	NA	NA	NA	NA	NA	NA
2023 Build	7	0.003	A	<1	8	0.01	A	<1
Mast Road - SB Left Turns								
2012 Existing	0	NA	A	0	8	0.009	A	<1
2013 No Build	0	NA	A	0	8	0.009	A	<1
2013 Build	0	NA	A	0	8	0.009	A	<1
2023 No Build	0	NA	A	0	8	0.009	A	<1
2023 Build	0	NA	A	0	8	0.009	A	<1
Proposed Site Driveway - EB Departures								
2012 Existing	NA	NA	NA	NA	NA	NA	NA	NA
2013 No Build	NA	NA	NA	NA	NA	NA	NA	NA
2013 Build	12	0.08	B	<1	15	0.19	C	<1
2023 No Build	NA	NA	NA	NA	NA	NA	NA	NA
2023 Build	13	0.08	B	<1	17	0.21	C	<1
Existing Apartment Driveway - WB Departures								
2012 Existing	10	0.02	B	<1	10	0.03	A	<1
2013 No Build	10	0.02	B	<1	10	0.03	A	<1
2013 Build	10	0.02	B	<1	10	0.03	B	<1
2023 No Build	11	0.02	B	<1	10	0.03	B	<1
2023 Build	11	0.02	B	<1	10	0.03	B	<1

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

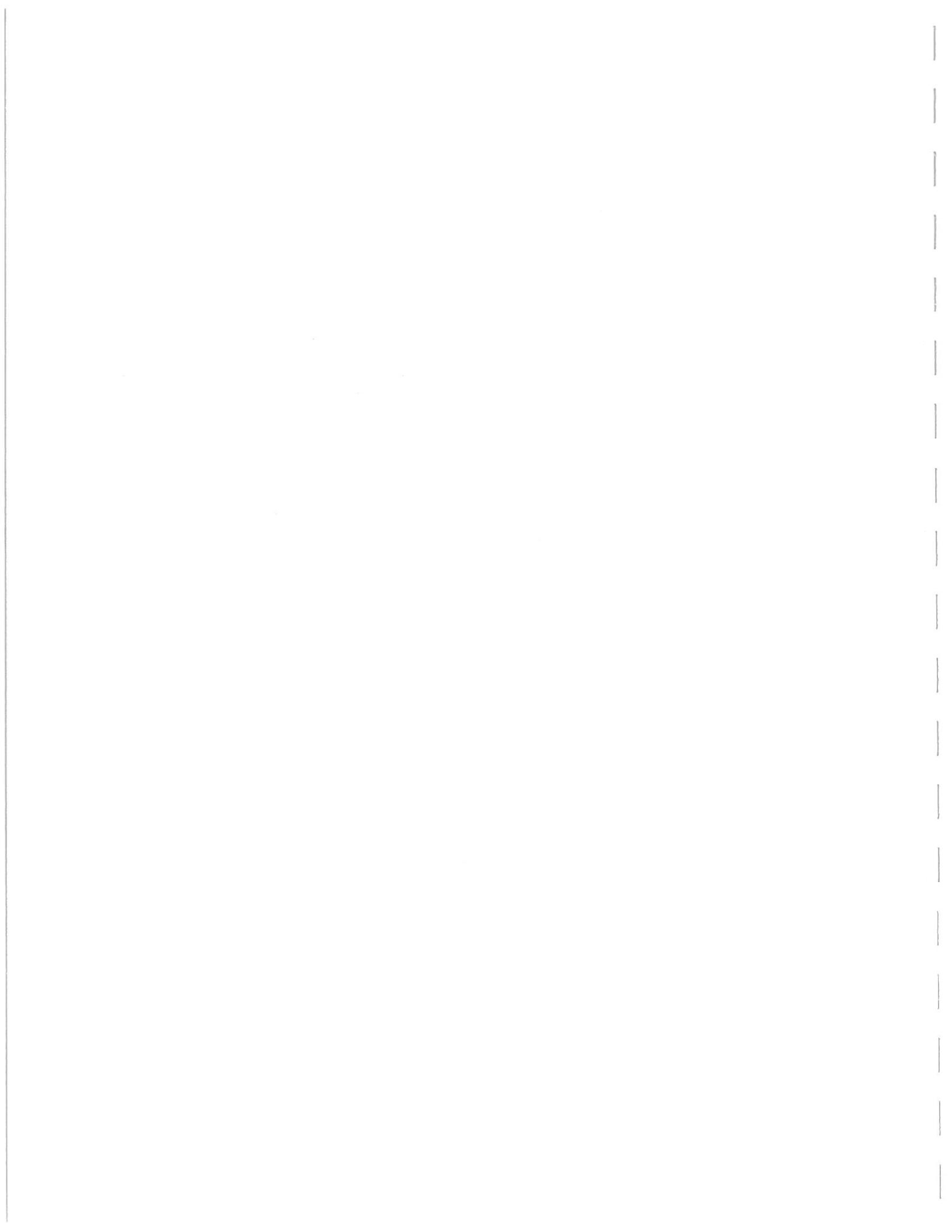


The results of the analysis for the **Main Street/West Edge Drive** intersection are summarized on Table 6, and confirm that all applicable turning movements will operate well below capacity through the horizon year 2023 and beyond, with the student housing development fully occupied. The applicable traffic movements at this intersection will operate at LOS E or better at all hours of the day through 2023. The change from LOS D to LOS E that is projected to occur during the 2023 PM peak hour period (for left-turn departures from West Edge Drive) is due to a borderline LOS D-E situation; the actual increase in delay is only 3 seconds. It should be noted that West Edge Drive currently has two approach lanes to Main Street.

Calculations pertaining to these analyses are included in Appendix H.

Table 6	STOP-Controlled Intersection Capacity Analysis Main Street/West Edge Road							
	Weekday AM Peak Hour				Weekday PM Peak Hour			
	Delay ¹	V/C ²	LOS ³	Queue ⁴	Delay ¹	V/C ²	LOS ³	Queue ⁴
West Edge Road - NB Left Turn Departures								
2012 Existing	27	0.04	D	<1	26	0.24	D	<1
2013 No Build	28	0.05	D	<1	28	0.26	D	<1
2013 Build	28	0.09	D	<1	30	0.32	D	1
2023 No Build	32	0.06	D	<1	34	0.30	D	1
2023 Build	33	0.11	D	<1	37	0.38	E	2
West Edge Road - NB Right-Turn Departures								
2012 Existing	12	0.04	B	<1	10	0.06	A	<1
2013 No Build	13	0.04	B	<1	10	0.06	A	<1
2013 Build	13	0.03	B	<1	10	0.05	A	<1
2023 No Build	13	0.04	B	<1	10	0.06	B	<1
2023 Build	13	0.04	B	<1	10	0.05	B	<1
Main Street - WB Left-Turn Arrivals								
2012 Existing	11	0.05	B	<1	9	0.02	A	<1
2013 No Build	11	0.05	B	<1	9	0.02	A	<1
2013 Build	11	0.04	B	<1	9	0.02	A	<1
2023 No Build	12	0.05	B	<1	9	0.03	A	<1
2023 Build	12	0.04	B	<1	9	0.02	A	<1

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

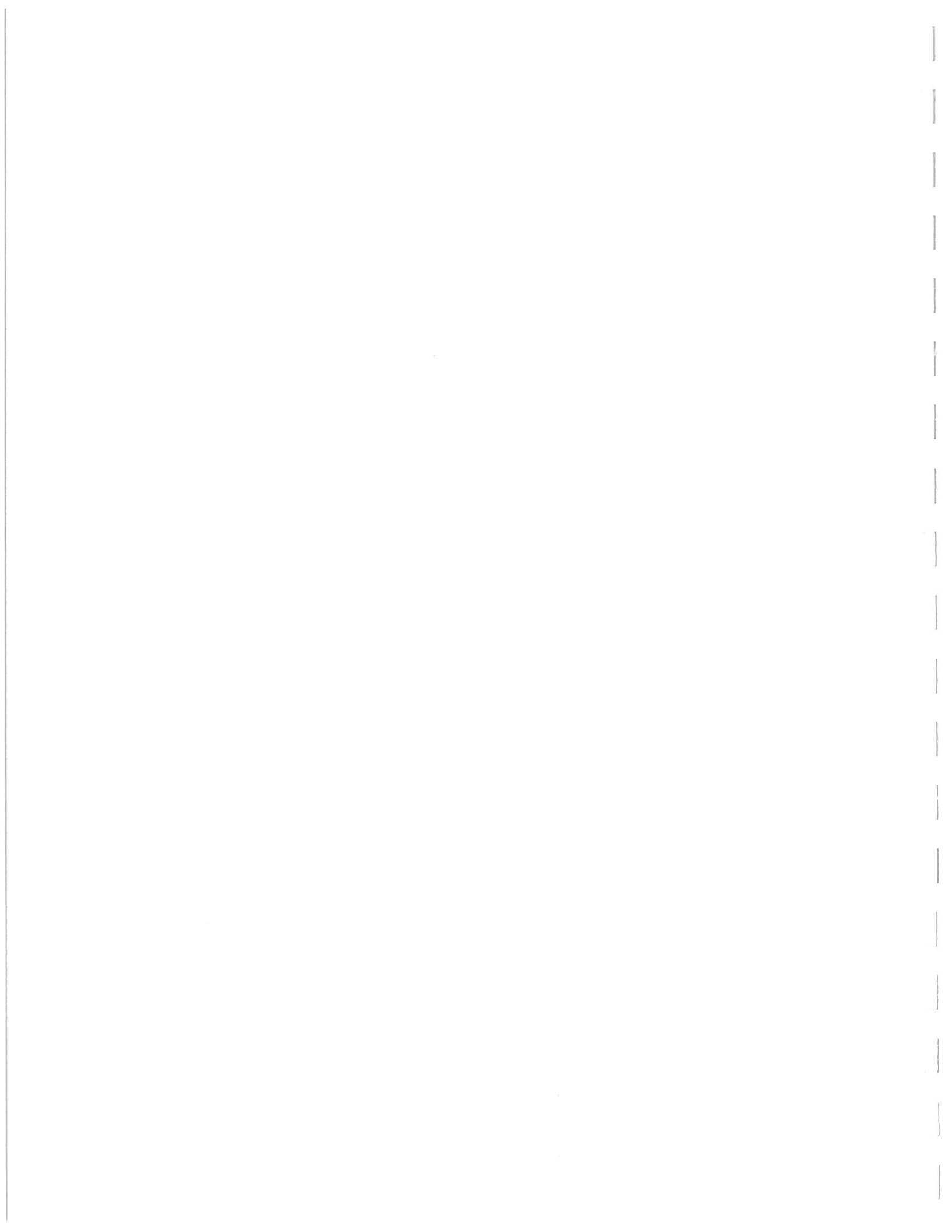


AUXILIARY TURN LANE ANALYSIS

Left-Turn Treatment – The type of treatment needed to accommodate left-turning vehicles from any street or highway to an intersecting side street can range from no treatment, where turning volumes are low; to the provision of a bypass lane for through traffic to travel around left-turning vehicles; to the addition of a formal center turn lane used exclusively by left-turning vehicles for deceleration and storage while waiting to complete their maneuvers. The results of this analysis are summarized on Table 7 and demonstrate that no special treatment is needed to accommodate left-turns from Mast Road on to the proposed site driveway. This means that a shared left-through lane on Mast Road (northbound) is sufficient for safe traffic operations with the development fully occupied as proposed. The computations pertaining to this analysis are contained in Appendix I.

Main Street currently provides an exclusive left-turn lane for westbound arrivals at West Edge Drive.

Inputs	2023 Build Traffic Volumes	
	AM Peak Hour	PM Peak Hour
	Left-Turn Volume (NB)	3
Advancing Volume (NB)	315	148
Opposing Volume (SB)	80	404
Percent Lefts	1.0%	6.1%
Speed (mph)	40	40
Limiting Advancing Volume (veh/h)	1587	459
Conclusion (● = yes, ○ = no)		
Left-Turn Treatment Not Warranted	●	●
Left-Turn Treatment Warranted	○	○

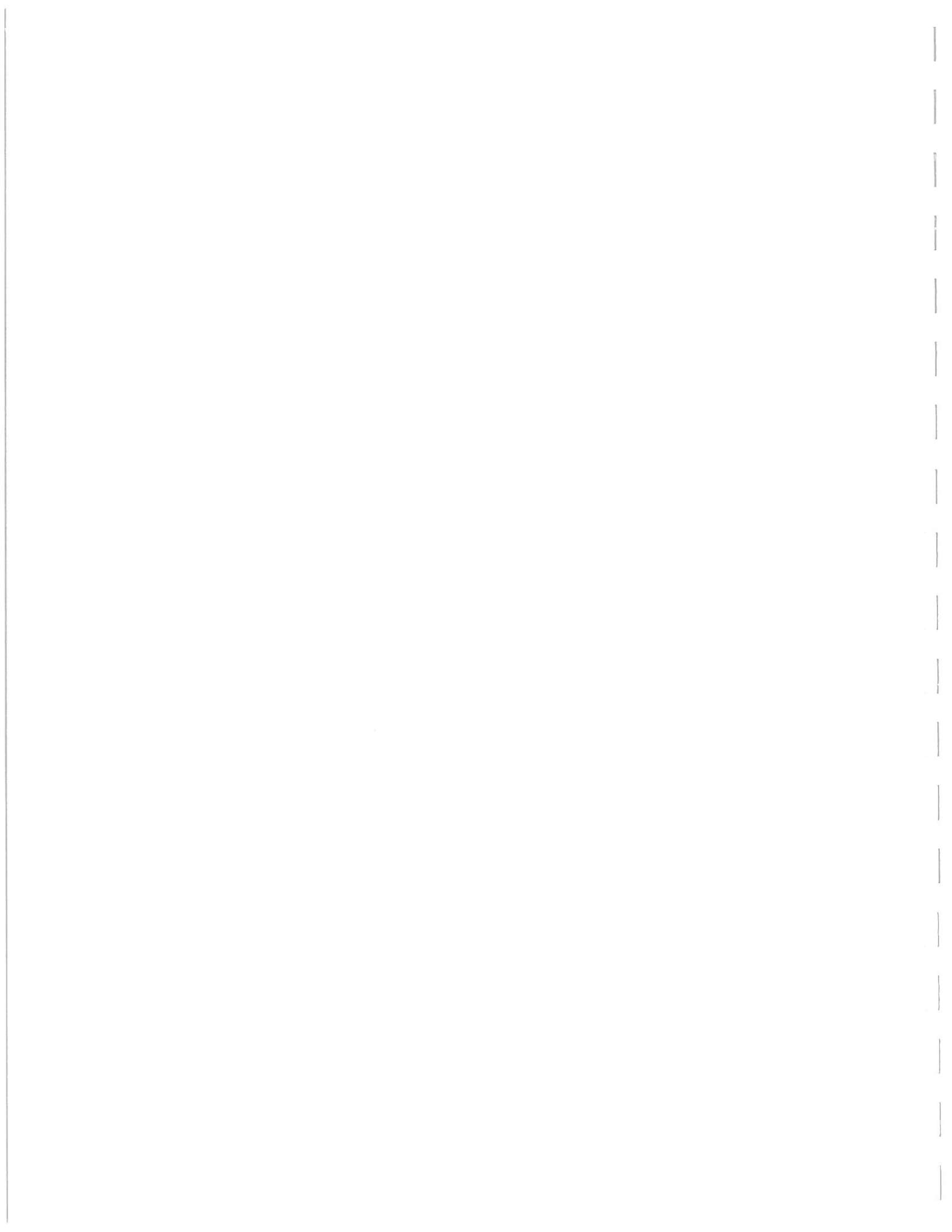


Right-Turn Treatment – The type of treatment needed to accommodate right-turning vehicles from any street or highway to an intersecting side street can range from a radius only, where turning volumes are low; to the provision of a short 10:1 right turn taper; to the addition of an exclusive right-turn lane, where turning volumes and through traffic volumes are significant. The results of this analysis are summarized on Table 8 and indicate that no special treatment is needed to accommodate right-turns from Mast Road on to the proposed site driveway. This means that a shared through-right lane on Mast Road (southbound) is sufficient for the anticipated volumes. The computations pertaining to this analysis are contained in Appendix I.

Main Street currently provides an exclusive right-turn lane for eastbound arrivals at West Edge Drive.

Table 8	Right-Turn Lane Warrants Analysis Mast Road/Proposed Site Driveway Intersection		
		2023 Build Traffic Volumes	
		AM Peak Hour	PM Peak Hour
Inputs			
	Right-Turn Volume (SB)	21	61
	Total Approach Volume (SB)	80	404
	Limiting Right-Turn Volume (veh/h)	1000+	154
Conclusion (● = yes, ○ = no)			
	Do Not Add Right-Turn Bay	●	●
	Add Right-Turn Bay	○	○

Departure Lanes – The previous capacity analysis for the Mast Road/Proposed Site Driveway/Existing Apartment Driveway demonstrates that one approach lane from the subject site is sufficient to accommodate the anticipated traffic volumes.



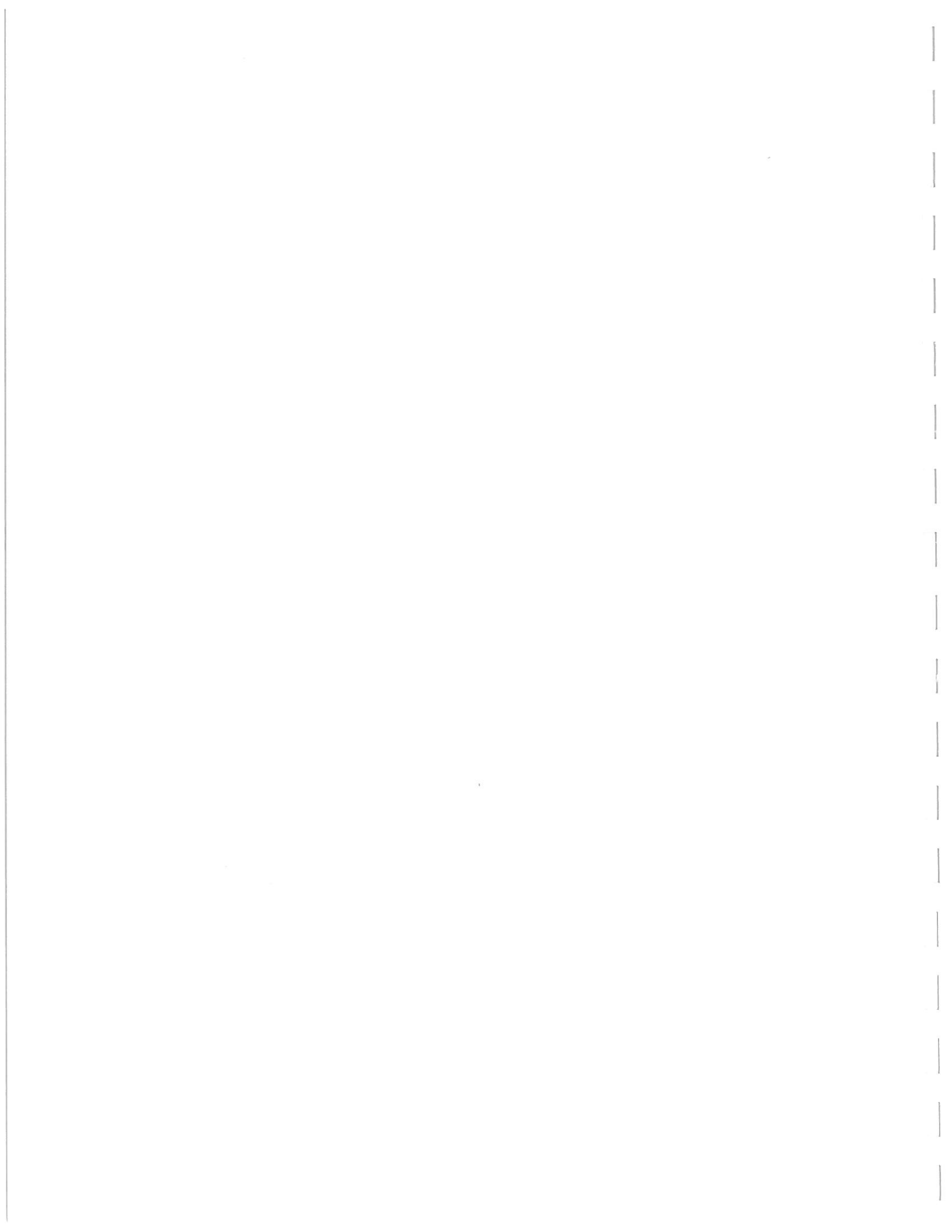
SIGHT DISTANCE

Sight distance at a new intersection is an important safety consideration. The operator of a vehicle approaching an intersection should have an unobstructed view of the intersection and sufficient length of roadway to enable a full stop, should it be required to avoid a collision. Similarly, exiting vehicles from the minor approach (Proposed Site Driveway) should have sufficient visibility of approaching traffic in order to safely enter the traffic flow on to the major street (Mast Road).

Field observations at the proposed driveway location confirm that the available sight distances looking left and looking right from the minor approach exceed 400 feet in each direction. The required stopping sight distance for 40 mph (posted speed on Mast Road) is 305 feet.

Field observations at the West Edge Lot approach to Main Street indicate that seasonal roadside vegetation restricts the view looking left, and should be trimmed and maintained accordingly.

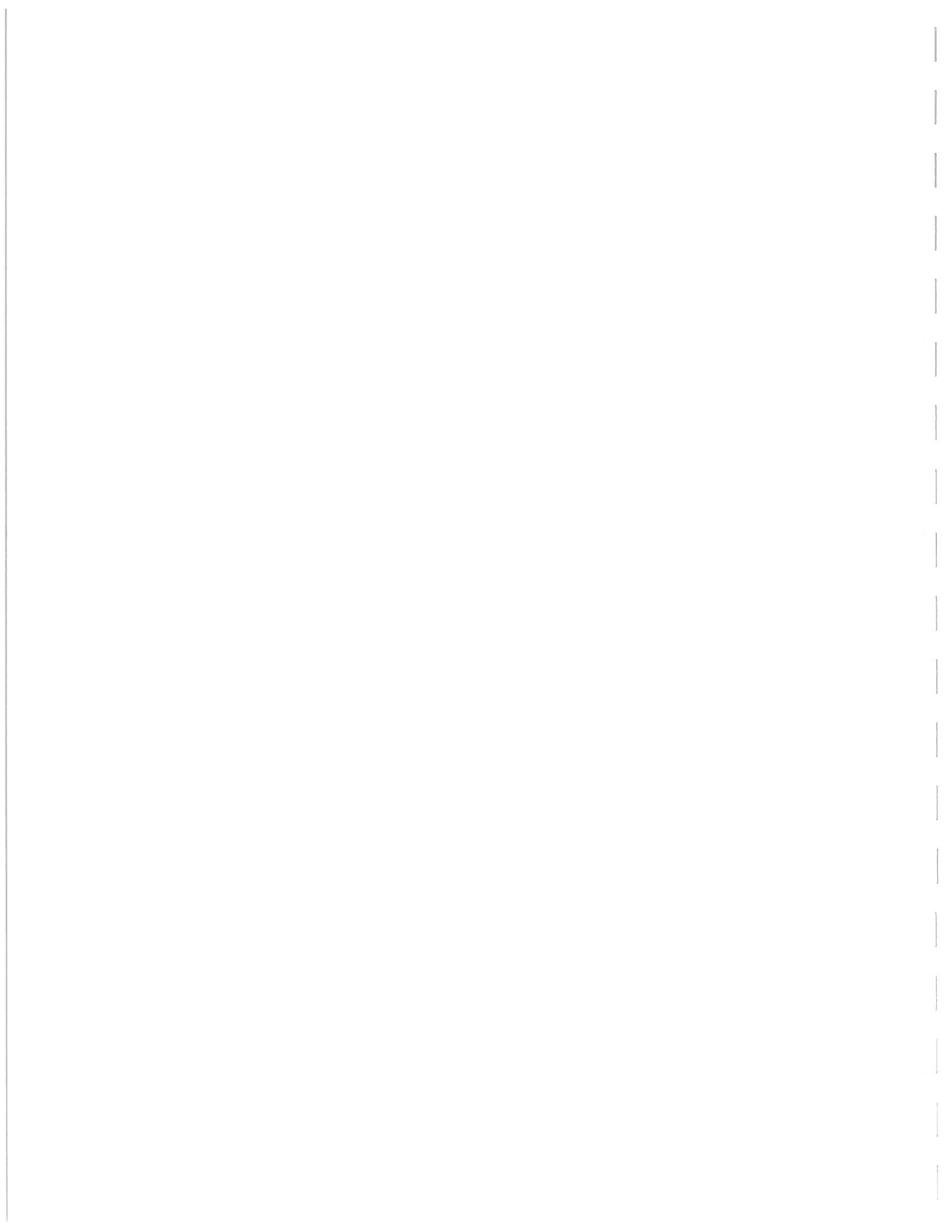
Photographs depicting the available sight distances looking left and right from the proposed site driveway location and from the West Edge Drive approach to Main Street are included in Appendix J.



STUDY FINDINGS AND RECOMMENDATIONS

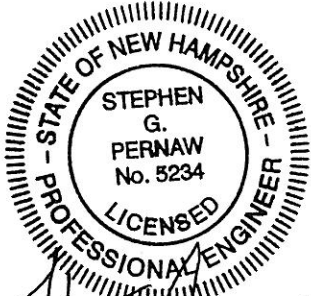
Based on the existing conditions data collected along Main Street and Mast Road, the anticipated traffic increases resulting from the proposed student housing development, the expected diversion of existing trips due to the new connection between Mast Road and the West Edge Lot, and the analysis of future traffic levels in the study area, Pernaw & Company, Inc. concludes that:

1. Available automatic traffic recorder results confirm that Main Street (west of Mast Road) carried an Annual Average Daily Traffic (AADT) volume of approximately 7,600 vehicles per day in 2011. The 2012 intersection counts revealed that the peak hour volume on Main Street totaled 856 (AM) and 957 (PM) vehicles on Thursday, September 6th. Similarly, Mast Road accommodated 335 (AM) and 460 (PM) vehicles during these periods.
2. The results of the trip generation analysis indicate that the proposed student housing development (460 beds) will generate approximately 64 vehicle-trips (23 arrivals, 41 departures) during the AM peak hour period and 156 vehicle-trips (78 arrivals, 78 departures) during the PM peak hour period. This estimate is predicated upon the trip rates observed at “The Cottages,” a similar site that was recently constructed in Durham, and availability of the UNH shuttle bus system (with the same headways). Vehicle-trips associated with the proposed development are considered to be “primary” trips, or new trips to the area.
3. The proposed driveway on Mast Road will also connect to the West Edge Lot. As a result, a portion of those trips that use West Edge Drive to reach points east on Main Street (campus) and points south on Mast Road (Lee, NH and NH155) are expected to change their route to include the new site driveway intersection on Mast Road. The amount of traffic diversion is expected to be measureable, but not significant.
4. During the worst-case PM peak hour period, the proposed student housing development (and new West Edge Lot connection to Mast Road) will increase the peak hour traffic volume on Main Street (east of Mast Road) by approximately +116 vehicles. Similarly, the increase on Mast Road (south of Main Street) is projected at +124 vehicles.
5. The unsignalized intersection capacity analyses pertaining to the Main Street/Mast Road/Mast Road Extension intersection confirms that long delays and queuing occur on the minor approaches during the peak hour periods. The impacts of site traffic can be mitigated by widening the Mast Road approach to provide a second approach lane (exclusive right-turn lane). With this additional lane, overall intersection delay in 2013 will be reduced to below pre-development levels. For cost sharing purposes, site traffic represents 11% (AM) and 25% (PM) of the northbound flow on Mast Road that would benefit from the additional approach lane. This recommendation is based on the current volume of traffic entering the intersection; not the anticipated increases from the student housing complex.

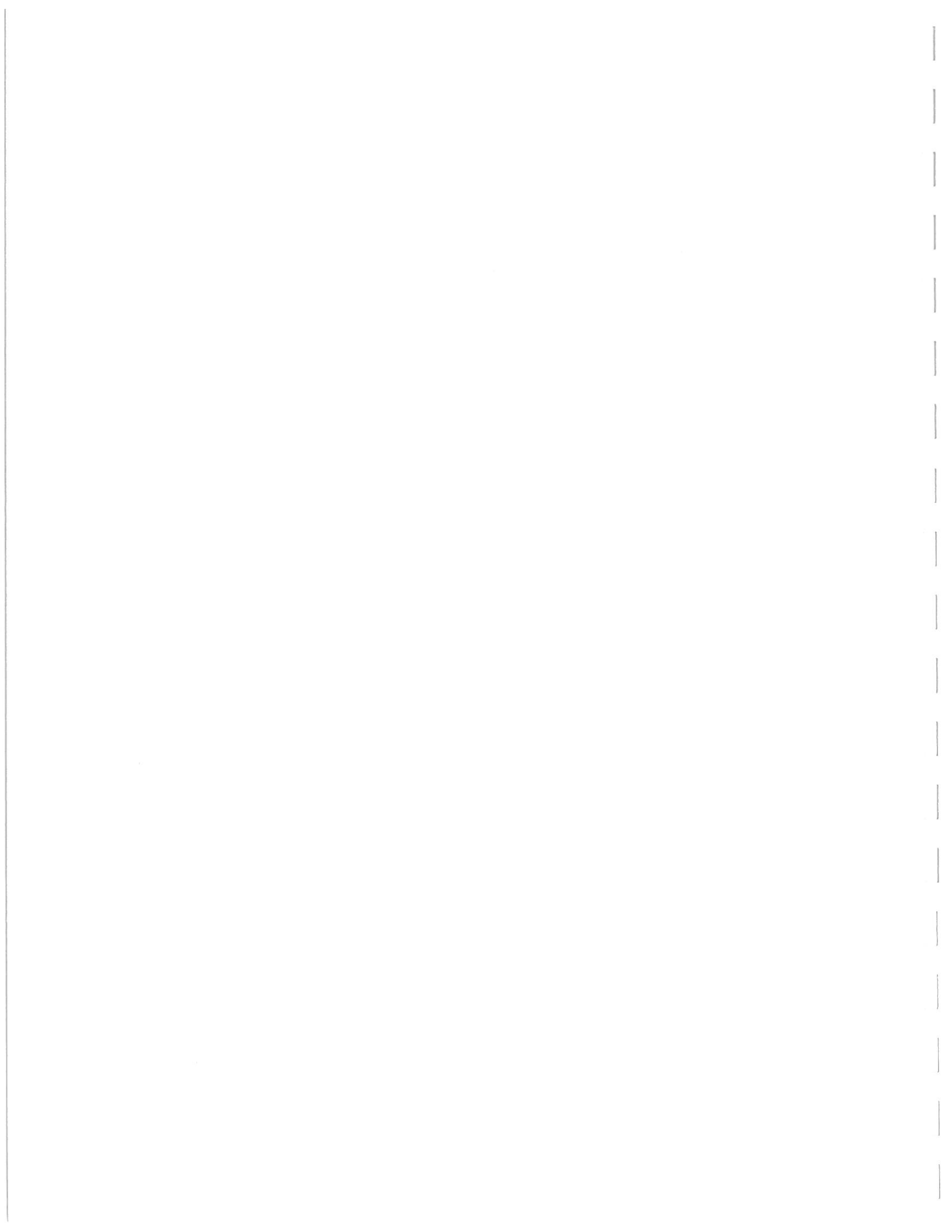


6. The unsignalized intersection capacity analyses pertaining to the Mast Road/Proposed Site Driveway/Existing Apartment Driveway intersection confirms that all traffic movements will operate well below capacity during all hours of the day through 2023, with the development fully occupied. Traffic movements to/from the development will operate at Level of Service C or better during all hours of the day. The existing apartment driveway currently operates at LOS A or B and will continue to do so with the proposed site fully occupied.
7. The unsignalized intersection capacity analyses pertaining to the Main Street/West Edge Drive intersection confirms that all traffic movements will operate well below capacity during all hours of the day through 2023, with the development fully occupied. The applicable traffic movements at this intersection will operate at LOS E or better at all hours of the day through 2023 with the proposed site fully occupied.
8. From a traffic operations and safety standpoint, a single approach lane on each leg of the Mast Road/Proposed Site Driveway/Existing Apartment Driveway intersection is sufficient to accommodate the anticipated traffic volumes through 2023 and beyond. The proposed site driveway should operate under STOP sign control and the geometric layout of the driveway should be compatible with a single-unit design vehicle and the town's fire apparatus.
9. Field observations confirm that there is more than 400 feet of sight distance looking left and right from the proposed site driveway approach to Mast Road. This is ample for the posted speed limit (40 mph) and exceeds NHDOT guidelines.

This section of Mast Road is under the jurisdiction of the NHDOT–District Six and construction of the proposed site driveway and the recommended improvements to the Mast Road approach to Main Street requires their review and approval through the Driveway Permit system. Three copies of this report, the overall site plan, and the applicable engineering drawings for this work should be submitted to District Six.

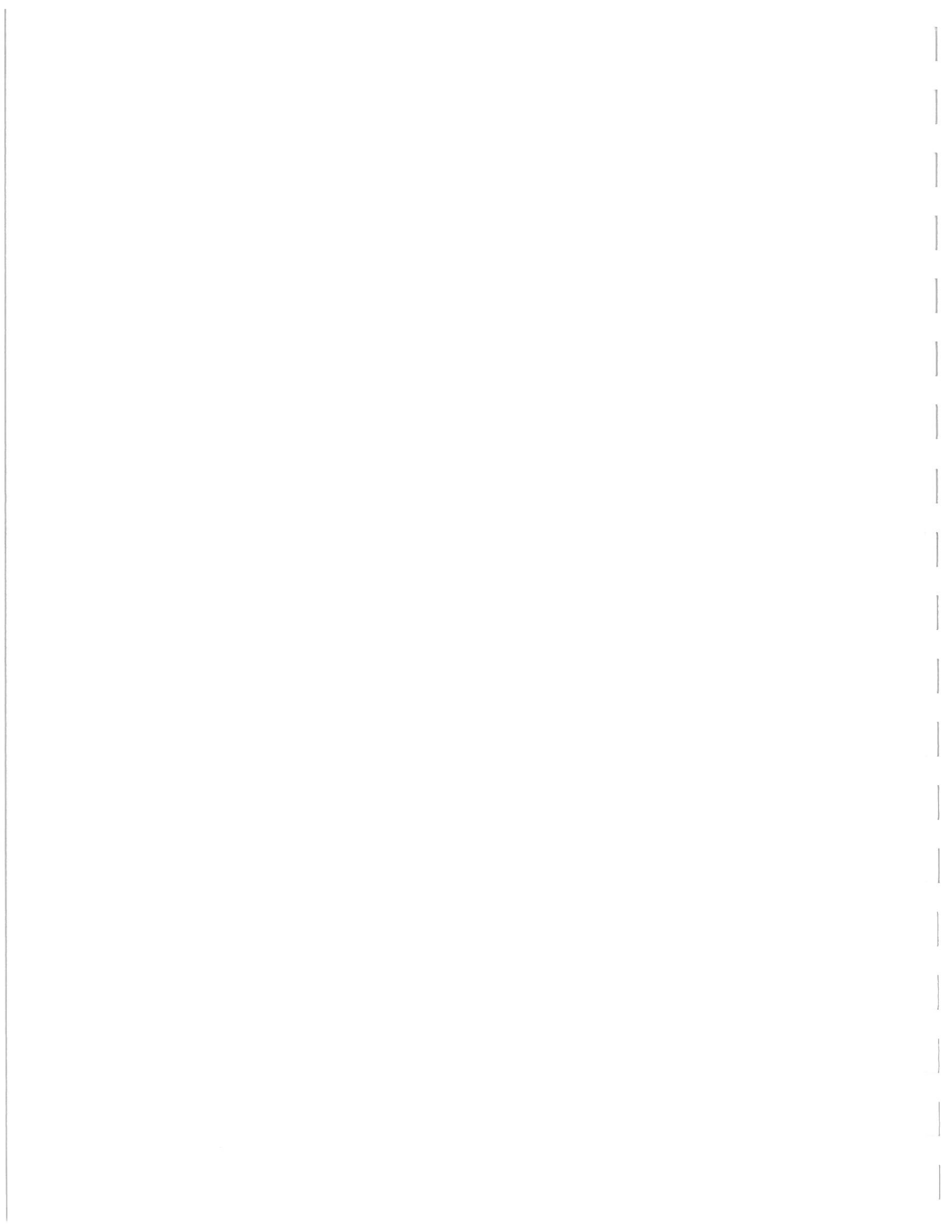


Stephen G. Pernaw 9/28/12



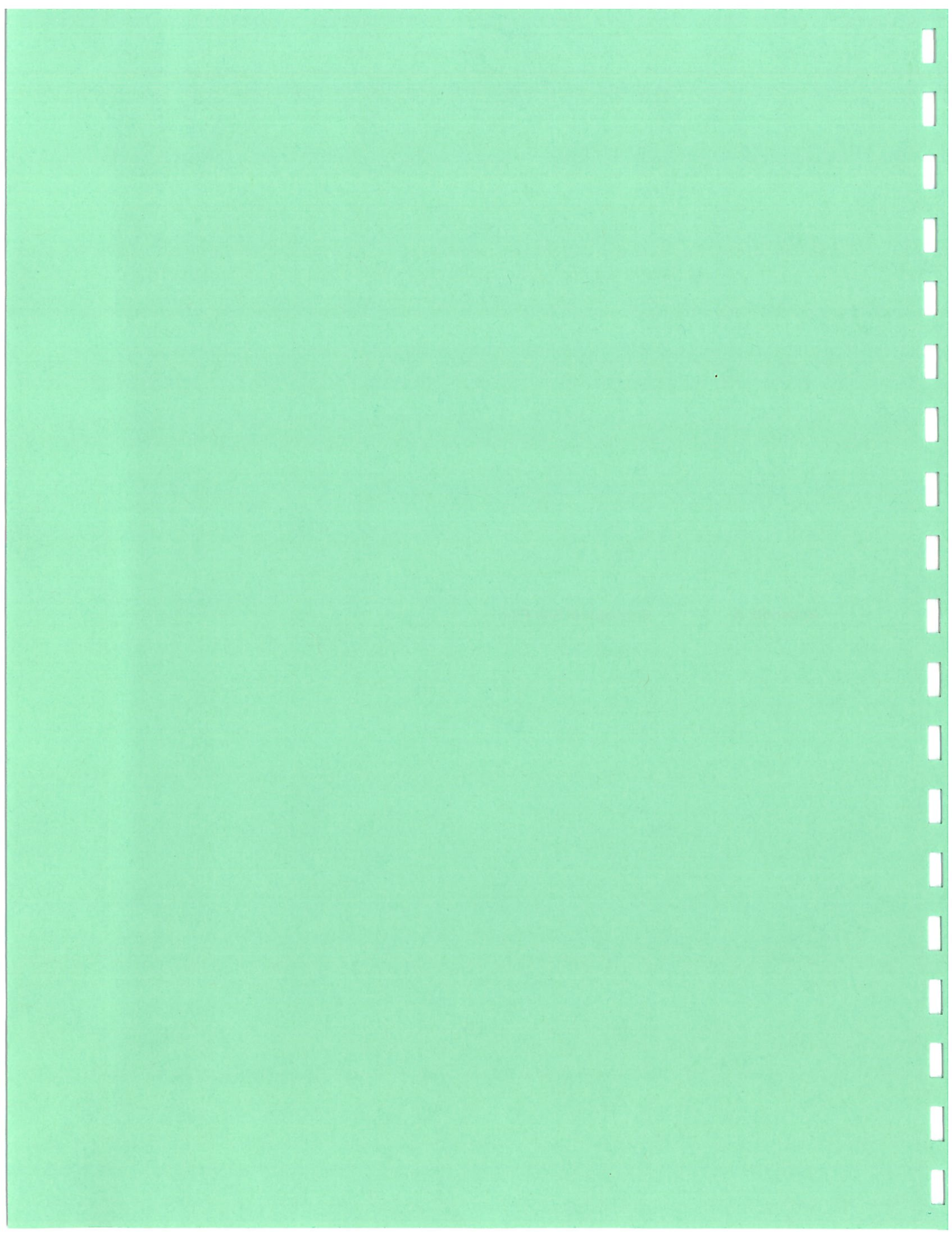
APPENDIX

Appendix A	Conceptual Site Plan
Appendix B	Automatic Traffic Recorder Counts
Appendix C	Intersection Turning Movement Counts
Appendix D	Crash Data
Appendix E	Seasonal Adjustment Factors / Historical Growth Rates
Appendix F	Trip Generation Calculations
Appendix G	Site Generated Traffic Volumes
Appendix H	Capacity and Level of Service Calculations – Unsignalized
Appendix I	Auxiliary Turn Lane Warrants Analysis
Appendix J	Sight Distance Photographs



Appendix A

Conceptual Site Plan



SCOPING MEETING FOR TRAFFIC IMPACTS OF DEVELOPMENT

Town./City: Durham Date: 6/28/2012

Adjacent Road: NH155A District: 6

Consultant: Pernaw

Developer: _____

Size and Type of Development: _____

Attendees: See Attached

Below is a summary of the issues discussed at this scoping meeting:

Site Access: Full-access via NH155A + Full-access via connection to W. Edge Dr.

Land Use/Size Phasing: 460(±)bed Student-housing

Study Area: *See Attached for approved scope

Analysis Periods: _____

Opening Year = _____ Future Year = _____


Additional data, ATRs: _____

Background growth/development: _____

Site Trip Generation/Distribution/Pass-by: _____

Design Considerations: _____

Other Issues: _____

 6/28/2012

**DRAFT TRAFFIC STUDY SCOPE
PROPOSED STUDENT HOUSING COMPLEX
DURHAM, NEW HAMPSHIRE
June 28, 2012**

I. Proposed Development:

- Student housing with 460 beds
- Access via full-access driveway on Mast Road and via West Edge Drive.

II. Study Area Intersections:

- a. Mast Road / Existing Apartment Driveway / Proposed Site Driveway
- b. NH 155A / West Edge Drive
- c. NH 155A / Mast Road

III. Automatic Traffic Recorder Count Location: Use NHDOT Station #82 133063 & 82 133064


IV. Intersection Turning Movement Count Locations: At the three existing study area intersections on a weekday from 7:00 to 9:00 AM and from 4:00 to 6:00 PM, using 15-minute count intervals.

V. Analysis Periods (Peak month conditions): AM and PM Peak Hour

VI. Projection Years: 2013 & 2023

VII. Miscellaneous

- a. Other developments (significant traffic generators)?
- b. Trip Generation: Use local trip rates from "The Gables" site at UNH
- c. Pass-by traffic = 0 percent
- d. Background growth rates = 1%
- e. Number of reports to be submitted to District Six = ____.
- f. Specific issues: _____

- Data Collection to occur after Fall session begins (Wed?)
- Use Durham Perm. Stat. for seas. adj.  6/28/2012
- Aux lane warrants on NH155A & Main St.
- Sight distance evaluation at driveway locations

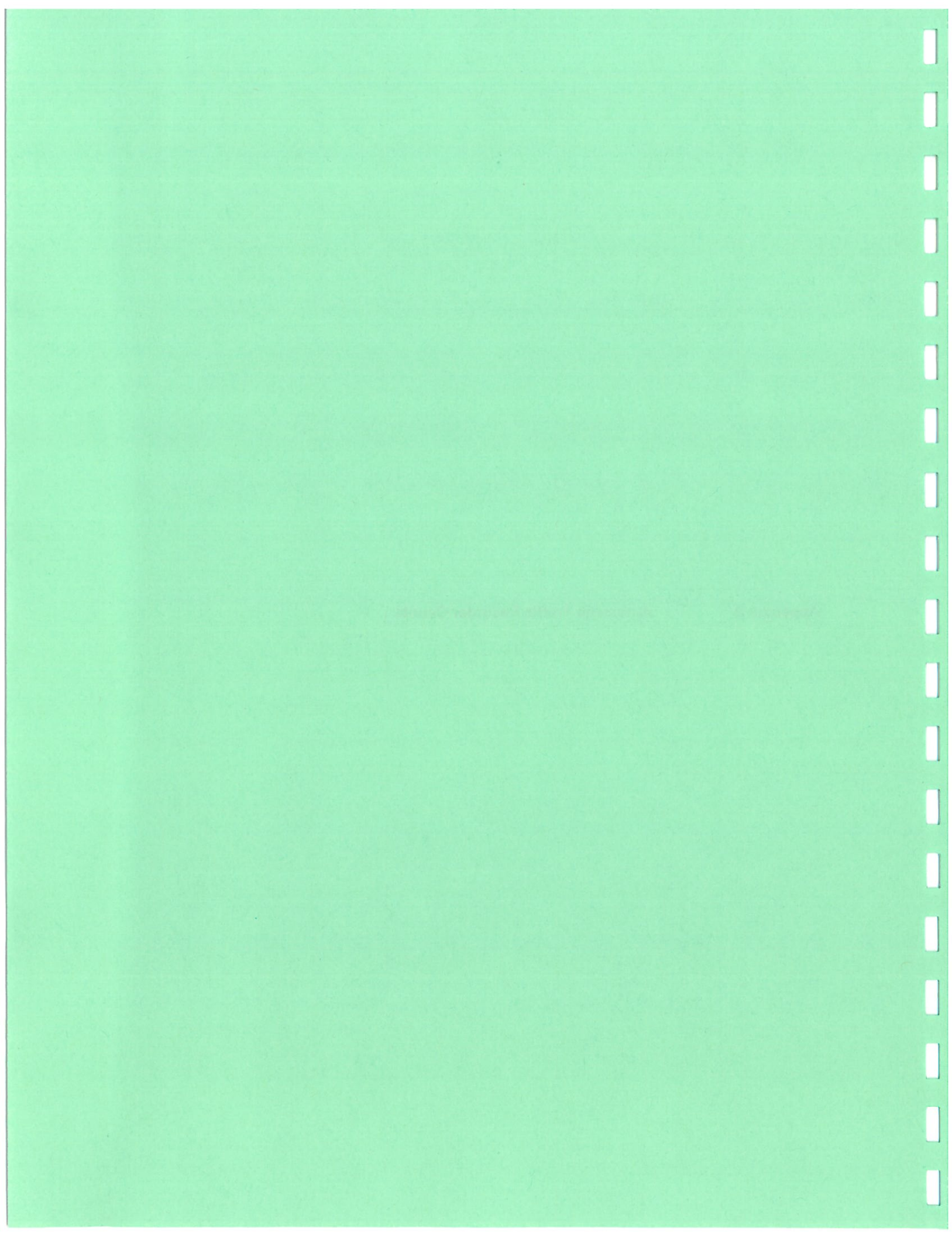
NHDOT Meeting Attendance Sheet

Purpose: TI45 - Seapiny - Durham - Student Housing - NH ISSA
 Date: 6/26/2012
 Name: _____ Representing: _____ Location: _____ Telephone # _____ Email Address _____

Bob Bellinger	NHDOT-Traffic	603-271-8010	rbellinger@dot.state.nh.us
TRENT ZANES	NHDOT-Highway Design	603-271-7423	tzanes@dot.state.nh.us
Kevin Russell	D6 - Highway Design	603-271-7423	krussel@dot.state.nh.us
Dan Camara	Stafford RPC	603-994-3501	dcamara@stafford.org dcamara@stafford.org
Julie Mathews	NHDOT-Traffic	(603)271-3894	jmathews@dot.state.nh.us
Stew. Penn	Penn & Co Inc	278-5750	SEP@UNNET
Joe Persechino	Tighe & Bond	433-8818	jpersechino@tighebond.com

Appendix B

Automatic Traffic Recorder Counts



STATE OF NEW HAMPSHIRE
DEPARTMENT OF TRANSPORTATION
BUREAU OF TRAFFIC

05-Apr-12

Bureau of Planning, Traffic Section, Traffic Reports

STAT.	TYPE	LOCATION	FC	2004	2005	2006	2007	2008	2009	2010	2011
Town: DURHAM											
133063	82	NH 155A WEST OF MAST RD	16	*	8700	*	*	7900	*	*	7600
133064	82	MADBURY RD NORTH OF US 4 (SB-NB) (81133039-81133040)	16	5600	*	*	6400	*	*	5800	*
133065	82	MAIN ST WEST OF GARRISON AVE	16	*	*	*	*	*	9400	*	*
133067	82	BAGDAD RD AT US 4 OVERPASS (EB-WB) (81133041-81133042)	19	*	1700	*	*	*	*	*	*
133068	82	BENNETT RD AT B&M RR OVERPASS (EB-WB) (81133043-81133044)	09	660	*	610	*	*	*	*	*
133069	82	BAGDAD RD EAST OF DENNISON RD (EB-WB) (81133074-81133075)	19	*	710	*	*	780	*	*	690
133070	82	MILL POND RD WEST OF NH 108	19	1800	*	1800	*	*	*	*	*
133072	82	WISWALL RD OVER LAMPREY RIVER (EB-WB) (81133076-81133077)	09	350	*	260	*	*	*	*	*
133073	82	BAY RD SOUTH OF ADAMS POINT RD (SB-NB) (81133078-81133079)	09	*	310	310	*	*	*	*	*
133082	82	US 4 WEST OF MADBURY RD	14	12000	*	*	12000	*	*	12000	*
133085	81	MADBURY RD NORTH OF MAIN ST	16	*	12000	*	*	11000	*	*	11000
133088	81	MAIN ST WEST OF MADBURY RD	16	*	13000	*	*	11000	*	*	11000

STATE OF NEW HAMPSHIRE, DEPARTMENT OF TRANSPORTATION - BUREAU OF TRAFFIC
 IN COOPERATION WITH U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION
 AUTOMATIC TRAFFIC RECORDER DATA FOR THE MONTH OF SEPTEMBER 2011
DURHAM- NH 155A WEST OF MAST RD

M O N D A Y
 9 13 3
 9 14 4
 9 15 5

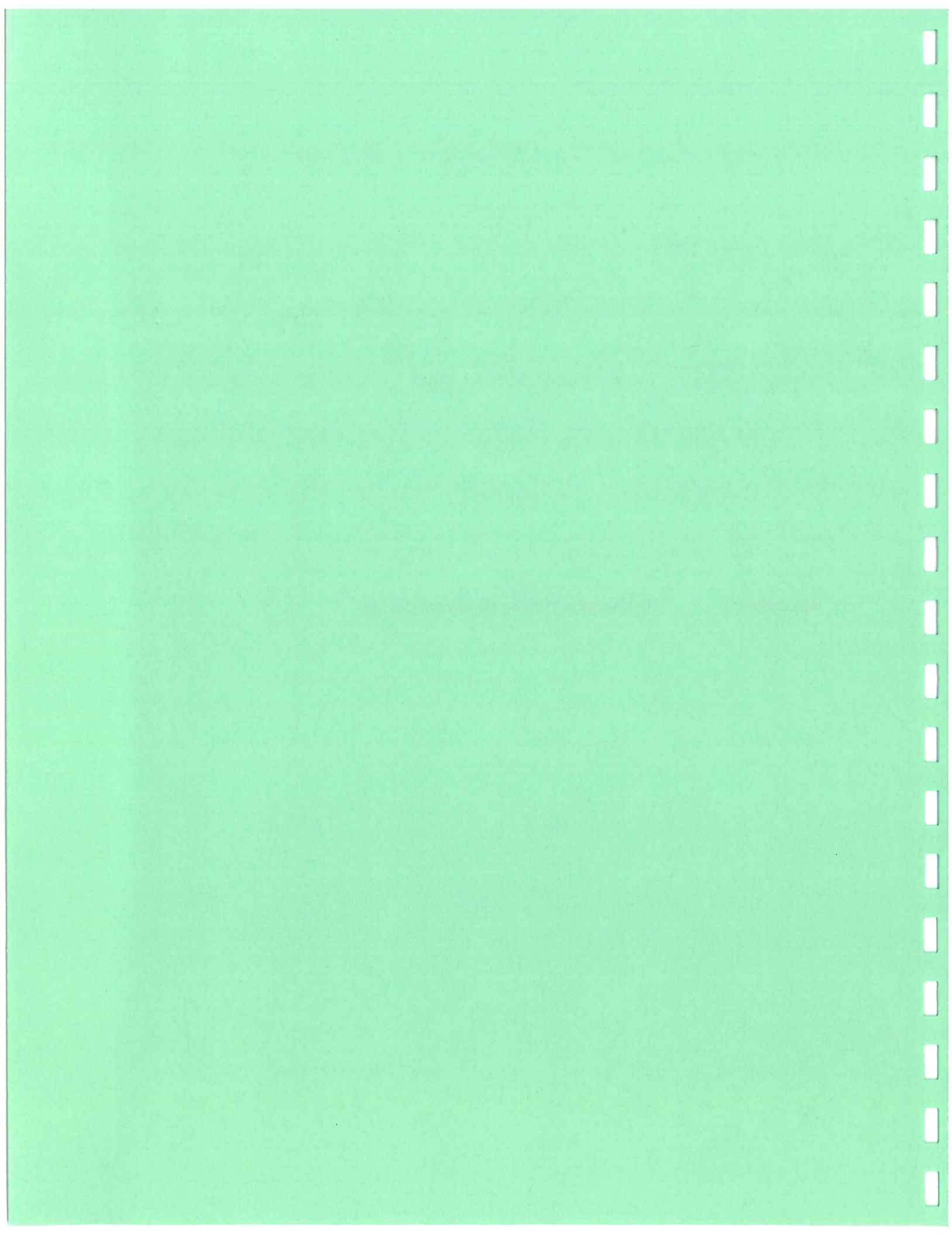
12 AM	1 AM	2 AM	3 AM	4 AM	5 AM	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	Total
50	16	13	12	21	55	196	475	722	624	427	447	442	601	477	559	629	706	544	417	327	206	158	97	8221
36	27	20	13	26	67	200	521	692	583	491	481	548	602	564	642	684	705	537	391	331	233	155	105	8654
61	26	20	18	22	46	203	498	695	646	430	519	538	620	579	573	766	816	558	460	310	208	130	109	8851

TYPE	STATION	YEAR	MONTH	NO. DAYS	AVERAGE SUNDAY	AVERAGE WEEKDAY	AVERAGE SATURDAY	AVERAGE DAILY	COMPUTED VOLUME	PERCENT GAIN	PERCENT LOSS
82	133063	2011	September	3	0	8575	0	*	*		

PEAK HOUR VOLUMES:
 SUNDAY * AVERAGE AM: * AVERAGE MIDDAY: * AVERAGE PM: *
 WEEKDAY 703 * 608 * 742 *
 SATURDAY * * *
 AM - 6 AM TO 10 AM
 MIDDAY - 10 AM TO 2 PM
 PM - 2 PM TO 8 PM

Appendix C

Intersection Turning Movement Counts

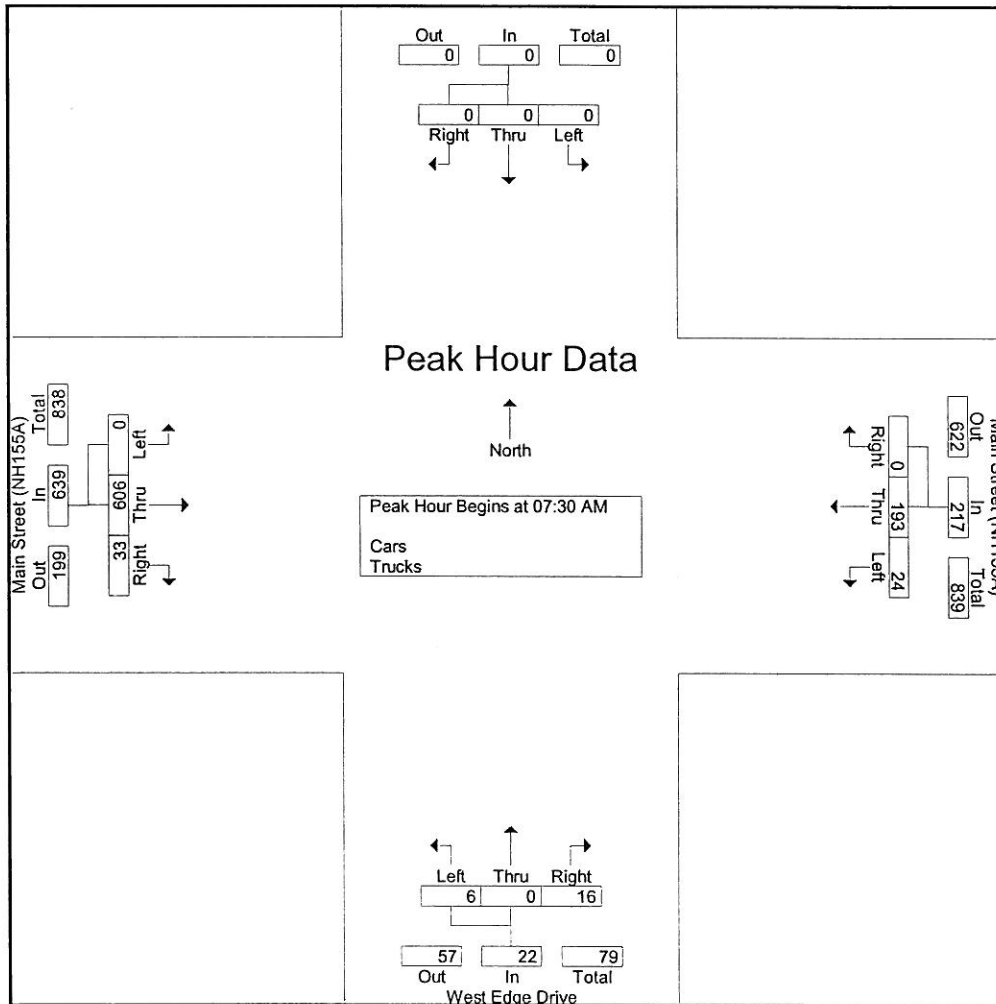


Stephen G. Pernaw & Company, Inc.

P.O. Box 1721
Concord, New Hampshire 03302
603-228-5750

File Name : 1428A TMC Main-WestEdge AM
Site Code : 1428A
Start Date : 9/6/2012
Page No : 2

Start Time	From North				Main Street (NH155A) From East				West Edge Drive From South				Main Street (NH155A) From West				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	0	37	5	42	6	0	1	7	7	165	0	172	221
07:45 AM	0	0	0	0	0	46	4	50	3	0	3	6	16	227	0	243	299
08:00 AM	0	0	0	0	0	57	9	66	4	0	1	5	3	108	0	111	182
08:15 AM	0	0	0	0	0	53	6	59	3	0	1	4	7	106	0	113	176
Total Volume	0	0	0	0	0	193	24	217	16	0	6	22	33	606	0	639	878
% App. Total	0	0	0	0	0	88.9	11.1		72.7	0	27.3		5.2	94.8	0		
PHF	.000	.000	.000	.000	.000	.846	.667	.822	.667	.000	.500	.786	.516	.667	.000	.657	.734

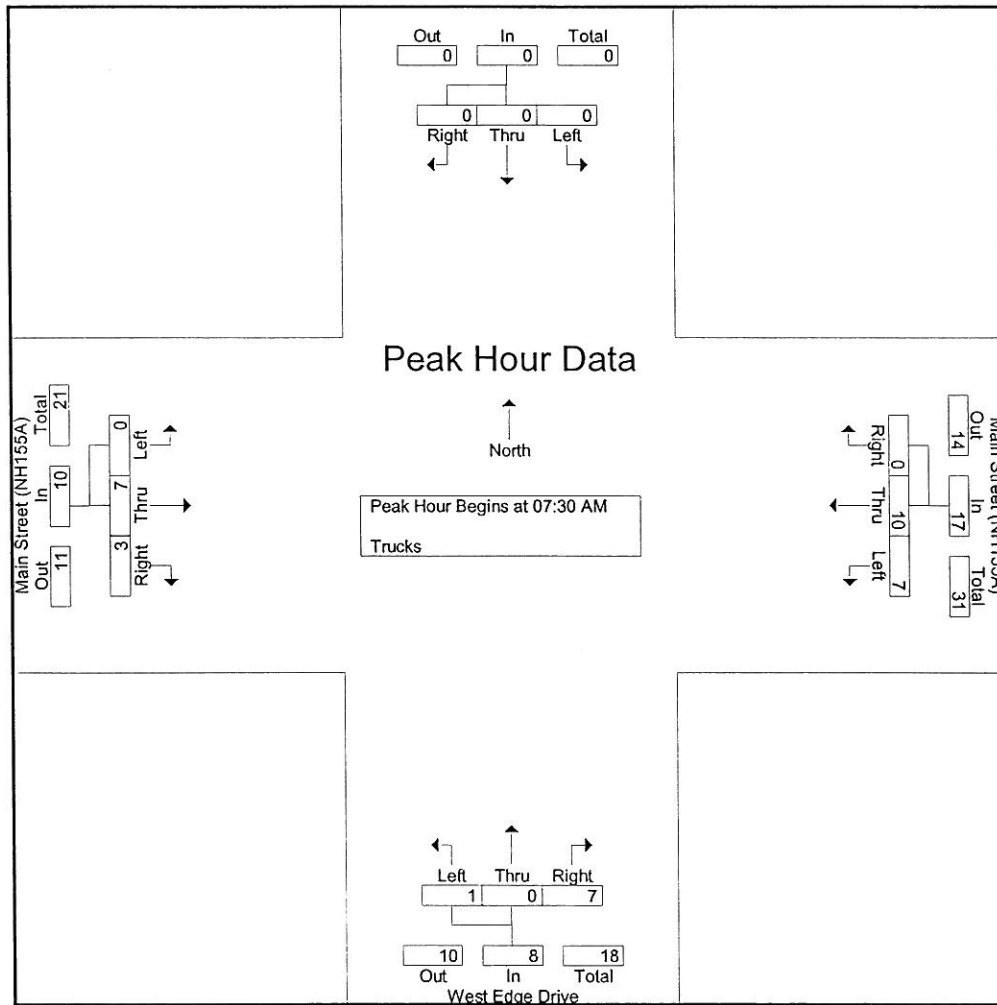


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603-228-5750

File Name : 1428A TMC Main-WestEdge A
Site Code : 1428A
Start Date : 9/6/2012
Page No : 2

Start Time	From North				Main Street (NH155A) From East				West Edge Drive From South				Main Street (NH155A) From West				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	0	2	2	4	1	0	1	2	2	1	0	3	9
07:45 AM	0	0	0	0	0	1	2	3	1	0	0	1	1	5	0	6	10
08:00 AM	0	0	0	0	0	5	2	7	2	0	0	2	0	0	0	0	9
08:15 AM	0	0	0	0	0	2	1	3	3	0	0	3	0	1	0	1	7
Total Volume	0	0	0	0	0	10	7	17	7	0	1	8	3	7	0	10	35
% App. Total	0	0	0	0	0	58.8	41.2		87.5	0	12.5		30	70	0		
PHF	.000	.000	.000	.000	.000	.500	.875	.607	.583	.000	.250	.667	.375	.350	.000	.417	.875



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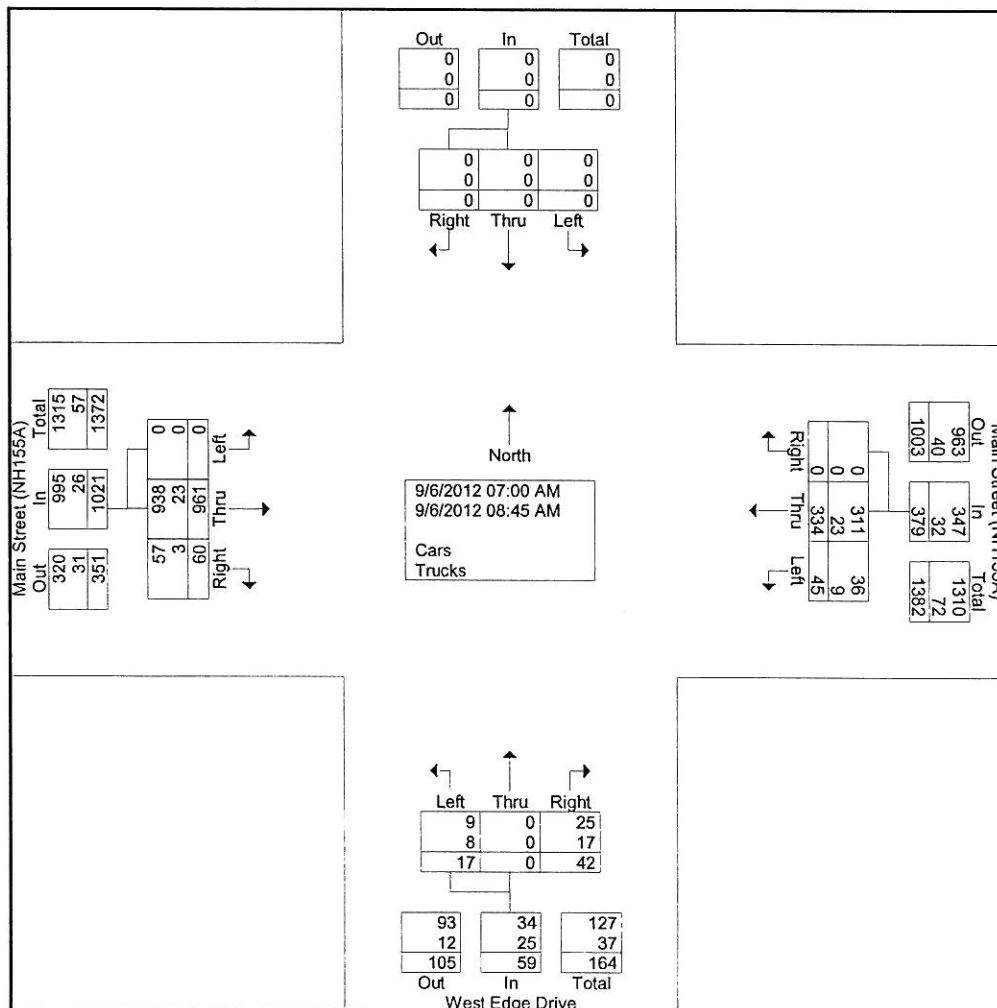
603-228-5750

Weather: Fair
 Collected By: TM
 Job Number: 1428A
 Town/State: Durham, New Hampshire

File Name : 1428A TMC Main-WestEdge AM
 Site Code : 1428A
 Start Date : 9/6/2012
 Page No : 1

Groups Printed- Cars - Trucks

Start Time	From North				Main Street (NH155A) From East				West Edge Drive From South				Main Street (NH155A) From West				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
07:00 AM	0	0	0	0	0	31	4	35	7	0	1	8	4	69	0	73	116
07:15 AM	0	0	0	0	0	37	5	42	8	0	3	11	9	99	0	108	161
07:30 AM	0	0	0	0	0	37	5	42	6	0	1	7	7	165	0	172	221
07:45 AM	0	0	0	0	0	46	4	50	3	0	3	6	16	227	0	243	299
Total	0	0	0	0	0	151	18	169	24	0	8	32	36	560	0	596	797
08:00 AM	0	0	0	0	0	57	9	66	4	0	1	5	3	108	0	111	182
08:15 AM	0	0	0	0	0	53	6	59	3	0	1	4	7	106	0	113	176
08:30 AM	0	0	0	0	0	40	6	46	7	0	7	14	6	92	0	98	158
08:45 AM	0	0	0	0	0	33	6	39	4	0	0	4	8	95	0	103	146
Total	0	0	0	0	0	183	27	210	18	0	9	27	24	401	0	425	662
Grand Total	0	0	0	0	0	334	45	379	42	0	17	59	60	961	0	1021	1459
Apprch %	0	0	0	0	0	88.1	11.9	91.6	71.2	0	28.8	57.6	5.9	94.1	0	97.5	94.3
Total %	0	0	0	0	0	22.9	3.1	26	2.9	0	1.2	4	4.1	65.9	0	70	
Cars	0	0	0	0	0	311	36	347	25	0	9	34	57	938	0	995	1376
% Cars	0	0	0	0	0	93.1	80	91.6	59.5	0	52.9	57.6	95	97.6	0	97.5	94.3
Trucks	0	0	0	0	0	23	9	32	17	0	8	25	3	23	0	26	83
% Trucks	0	0	0	0	0	6.9	20	8.4	40.5	0	47.1	42.4	5	2.4	0	2.5	5.7



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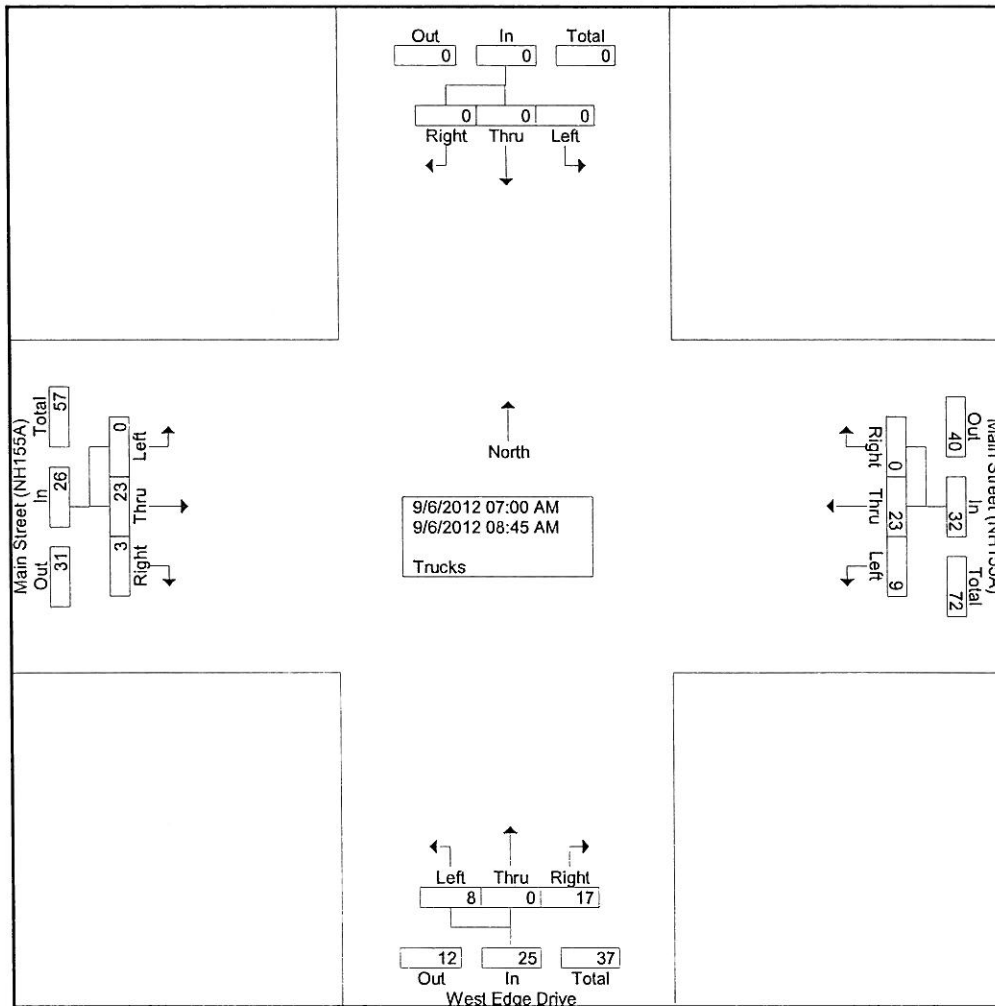
603-228-5750

Weather: Fair
 Collected By: TM
 Job Number: 1428A
 Town/State: Durham, New Hampshire

File Name : 1428A TMC Main-WestEdge Ai
 Site Code : 1428A
 Start Date : 9/6/2012
 Page No : 1

Groups Printed- Trucks

Start Time	From North				Main Street (NH155A) From East				West Edge Drive From South				Main Street (NH155A) From West				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
07:00 AM	0	0	0	0	0	2	0	2	2	0	1	3	0	4	0	4	9
07:15 AM	0	0	0	0	0	2	1	3	2	0	1	3	0	1	0	1	7
07:30 AM	0	0	0	0	0	2	2	4	1	0	1	2	2	1	0	3	9
07:45 AM	0	0	0	0	0	1	2	3	1	0	0	1	1	5	0	6	10
Total	0	0	0	0	0	7	5	12	6	0	3	9	3	11	0	14	35
08:00 AM	0	0	0	0	0	5	2	7	2	0	0	2	0	0	0	0	9
08:15 AM	0	0	0	0	0	2	1	3	3	0	0	3	0	1	0	1	7
08:30 AM	0	0	0	0	0	6	1	7	4	0	5	9	0	5	0	5	21
08:45 AM	0	0	0	0	0	3	0	3	2	0	0	2	0	6	0	6	11
Total	0	0	0	0	0	16	4	20	11	0	5	16	0	12	0	12	48
Grand Total	0	0	0	0	0	23	9	32	17	0	8	25	3	23	0	26	83
Apprch %	0	0	0	0	0	71.9	28.1	38.6	68	0	32	30.1	11.5	88.5	0	31.3	
Total %	0	0	0	0	0	27.7	10.8	38.6	20.5	0	9.6	30.1	3.6	27.7	0	31.3	



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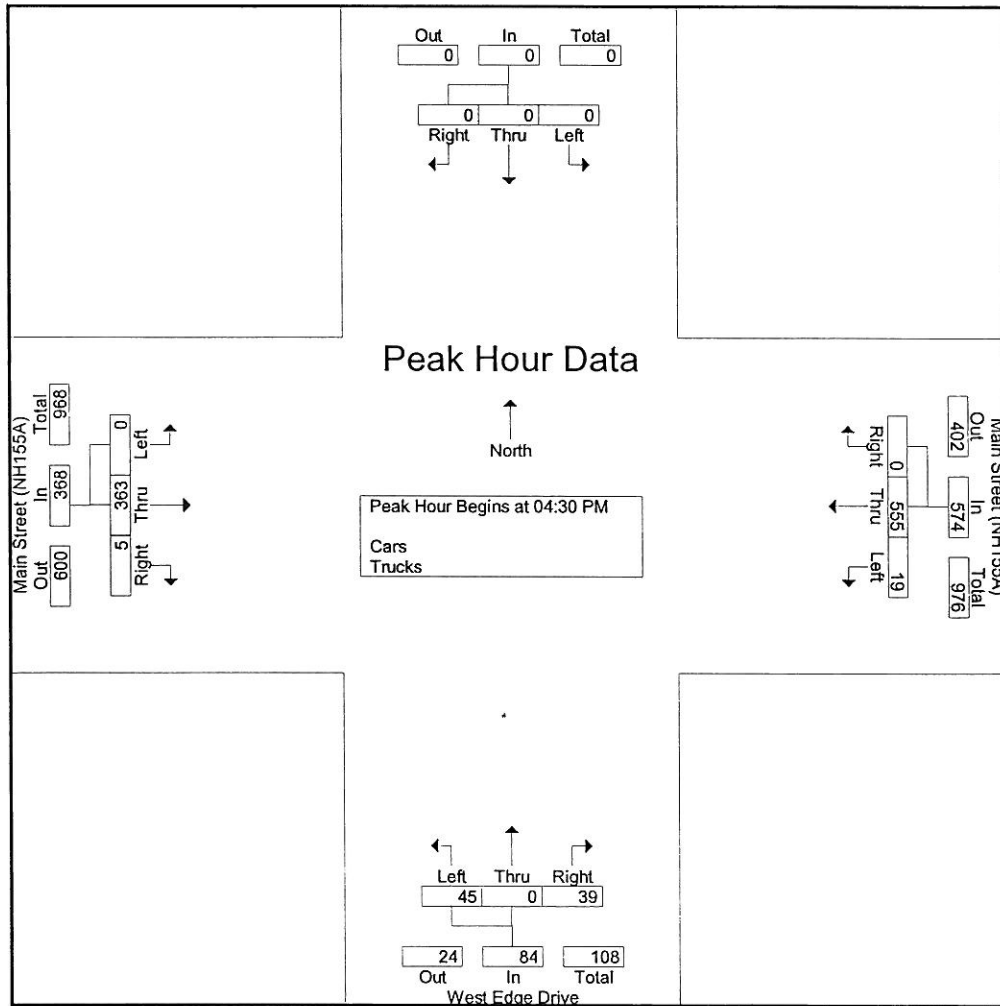
File Name : 1428A TMC Main-WestEdge PM

Site Code : 1428A

Start Date : 9/6/2012

Page No : 2

Start Time	From North				Main Street (NH155A) From East				West Edge Drive From South				Main Street (NH155A) From West				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	122	4	126	12	0	13	25	2	99	0	101	252
04:45 PM	0	0	0	0	0	122	3	125	7	0	11	18	0	96	0	96	239
05:00 PM	0	0	0	0	0	161	9	170	12	0	7	19	3	86	0	89	278
05:15 PM	0	0	0	0	0	150	3	153	8	0	14	22	0	82	0	82	257
Total Volume	0	0	0	0	0	555	19	574	39	0	45	84	5	363	0	368	1026
% App. Total	0	0	0	0	0	96.7	3.3		46.4	0	53.6		1.4	98.6	0		
PHF	.000	.000	.000	.000	.000	.862	.528	.844	.813	.000	.804	.840	.417	.917	.000	.911	.923



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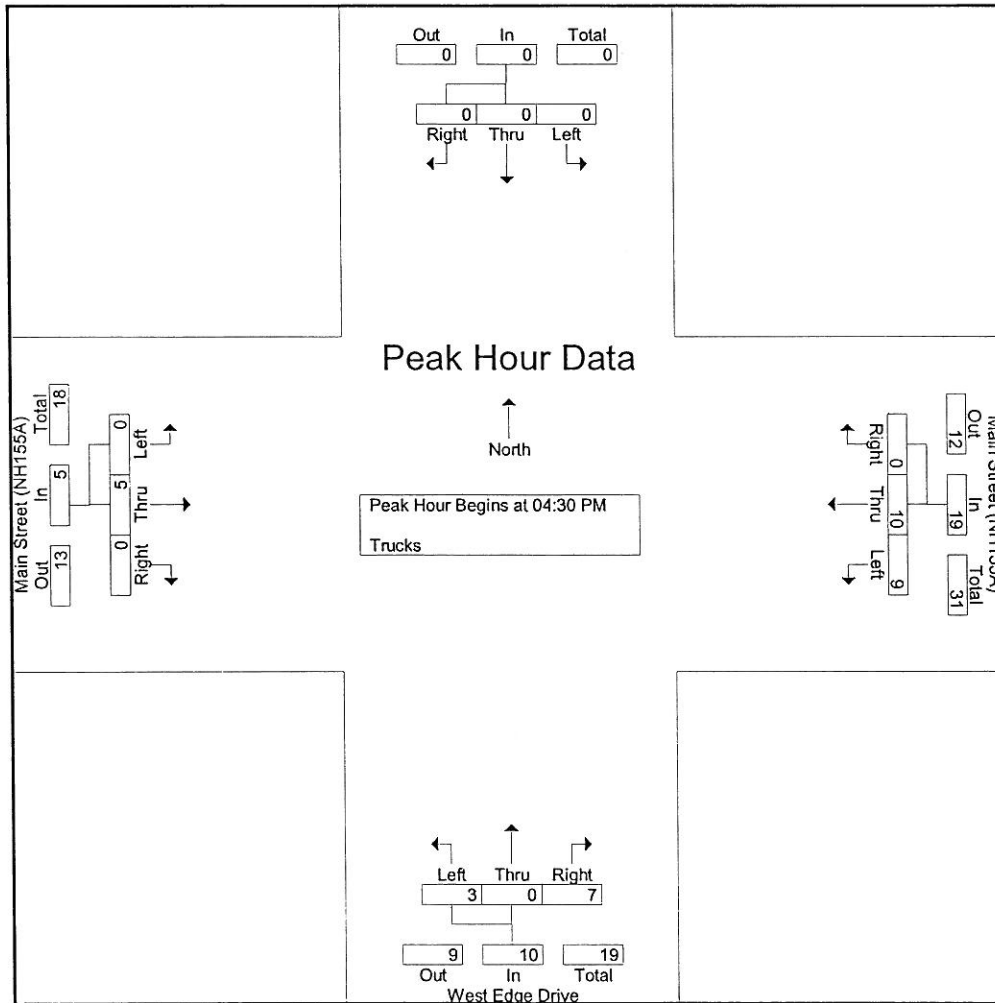
File Name : 1428A TMC Main-WestEdge P

Site Code : 1428A

Start Date : 9/6/2012

Page No : 2

Start Time	From North				Main Street (NH155A) From East				West Edge Drive From South				Main Street (NH155A) From West				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	3	2	5	3	0	0	3	0	2	0	2	10
04:45 PM	0	0	0	0	0	1	2	3	1	0	3	4	0	0	0	0	7
05:00 PM	0	0	0	0	0	2	3	5	2	0	0	2	0	1	0	1	8
05:15 PM	0	0	0	0	0	4	2	6	1	0	0	1	0	2	0	2	9
Total Volume	0	0	0	0	0	10	9	19	7	0	3	10	0	5	0	5	34
% App. Total	0	0	0	0	0	52.6	47.4		70	0	30		0	100	0		
PHF	.000	.000	.000	.000	.000	.625	.750	.792	.583	.000	.250	.625	.000	.625	.000	.625	.850



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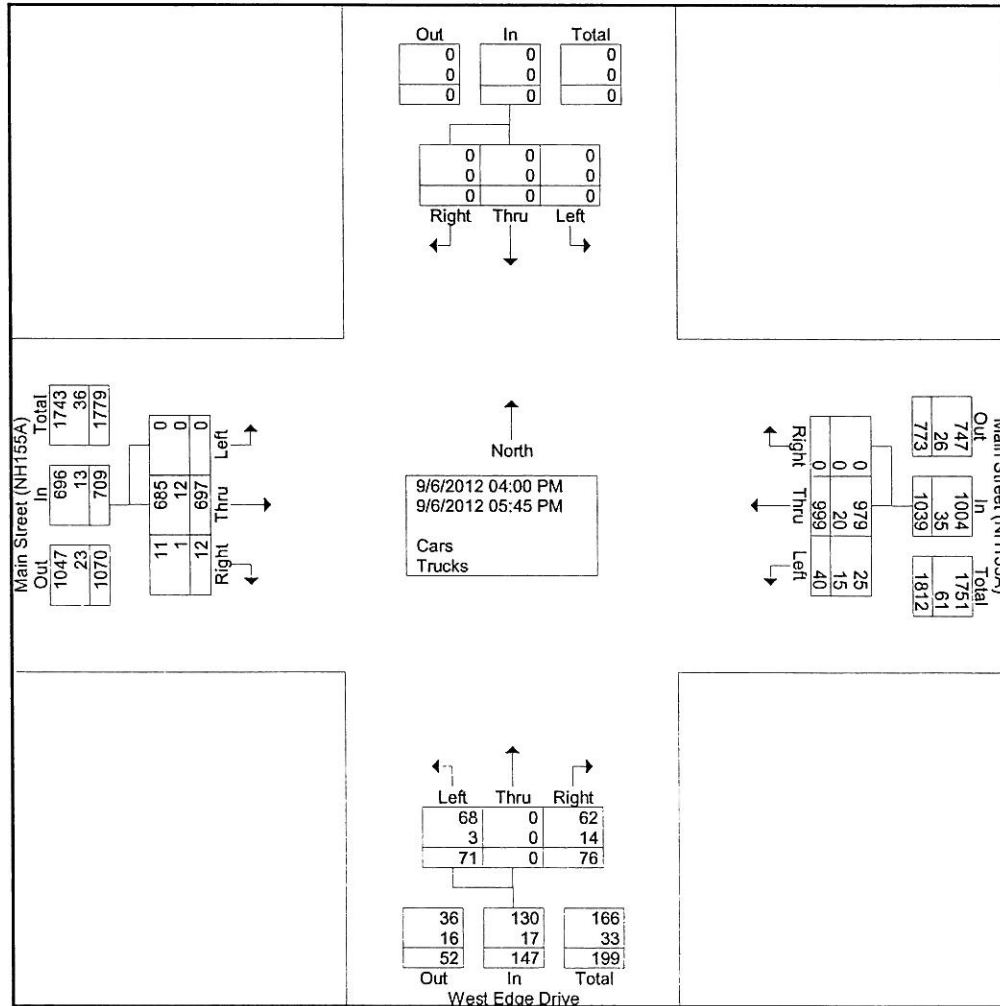
603-228-5750

Weather: Fair
 Collected By: TM
 Job Number: 1428A
 Town/State: Durham, New Hampshire

File Name : 1428A TMC Main-WestEdge PM
 Site Code : 1428A
 Start Date : 9/6/2012
 Page No : 1

Groups Printed- Cars - Trucks

Start Time	From North				Main Street (NH155A) From East				West Edge Drive From South				Main Street (NH155A) From West				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
04:00 PM	0	0	0	0	0	134	6	140	10	0	6	16	2	74	0	76	232
04:15 PM	0	0	0	0	0	98	7	105	15	0	5	20	1	79	0	80	205
04:30 PM	0	0	0	0	0	122	4	126	12	0	13	25	2	99	0	101	252
04:45 PM	0	0	0	0	0	122	3	125	7	0	11	18	0	96	0	96	239
Total	0	0	0	0	0	476	20	496	44	0	35	79	5	348	0	353	928
05:00 PM	0	0	0	0	0	161	9	170	12	0	7	19	3	86	0	89	278
05:15 PM	0	0	0	0	0	150	3	153	8	0	14	22	0	82	0	82	257
05:30 PM	0	0	0	0	0	110	3	113	5	0	7	12	3	92	0	95	220
05:45 PM	0	0	0	0	0	102	5	107	7	0	8	15	1	89	0	90	212
Total	0	0	0	0	0	523	20	543	32	0	36	68	7	349	0	356	967
Grand Total	0	0	0	0	0	999	40	1039	76	0	71	147	12	697	0	709	1895
Apprch %	0	0	0	0	0	96.2	3.8	96.6	51.7	0	48.3	48.4	1.7	98.3	0	98.2	96.6
Total %	0	0	0	0	0	52.7	2.1	54.8	4	0	3.7	7.8	0.6	36.8	0	37.4	
Cars	0	0	0	0	0	979	25	1004	62	0	68	130	11	685	0	696	1830
% Cars	0	0	0	0	0	98	62.5	96.6	81.6	0	95.8	88.4	91.7	98.3	0	98.2	96.6
Trucks	0	0	0	0	0	20	15	35	14	0	3	17	1	12	0	13	65
% Trucks	0	0	0	0	0	2	37.5	3.4	18.4	0	4.2	11.6	8.3	1.7	0	1.8	3.4



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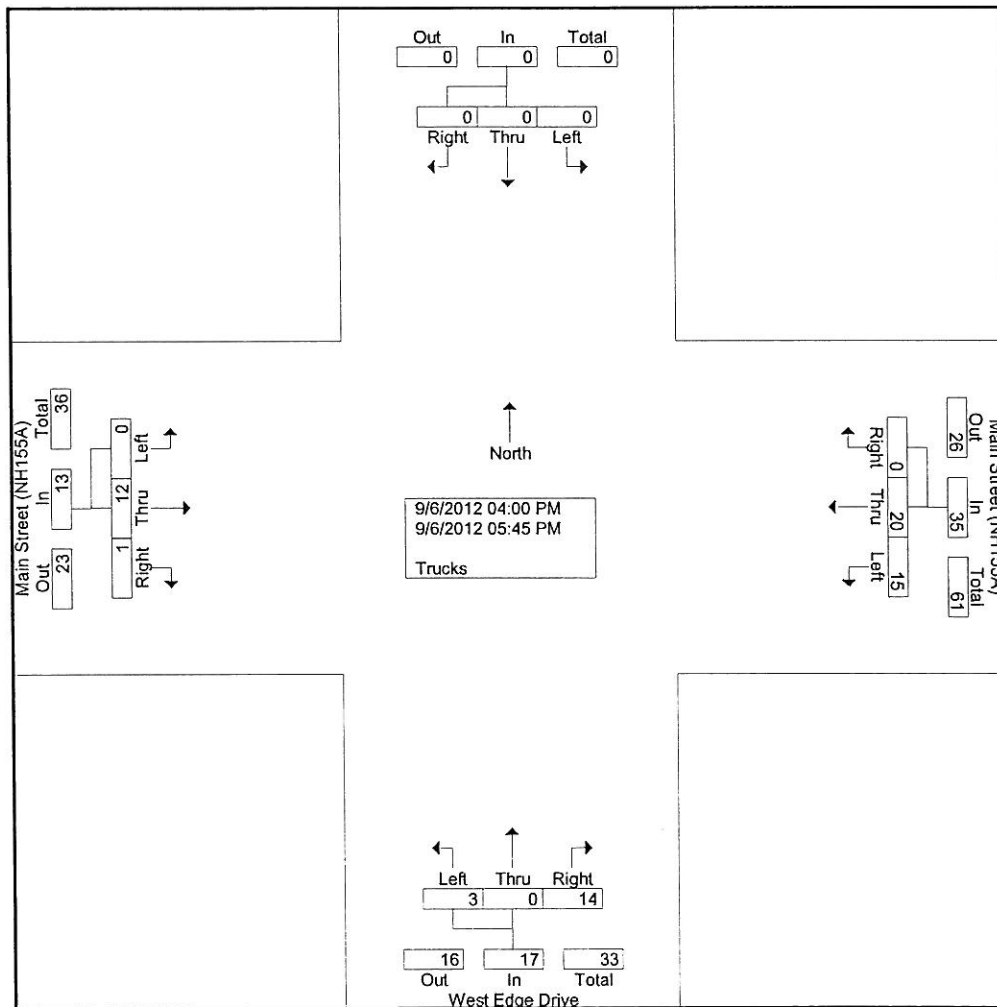
603-228-5750

Weather: Fair
 Collected By: TM
 Job Number: 1428A
 Town/State: Durham, New Hampshire

File Name : 1428A TMC Main-WestEdge P
 Site Code : 1428A
 Start Date : 9/6/2012
 Page No : 1

Groups Printed- Trucks

Start Time	From North				Main Street (NH155A) From East				West Edge Drive From South				Main Street (NH155A) From West				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
04:00 PM	0	0	0	0	0	5	2	7	2	0	0	2	1	1	0	2	11
04:15 PM	0	0	0	0	0	2	1	3	2	0	0	2	0	3	0	3	8
04:30 PM	0	0	0	0	0	3	2	5	3	0	0	3	0	2	0	2	10
04:45 PM	0	0	0	0	0	1	2	3	1	0	3	4	0	0	0	0	7
Total	0	0	0	0	0	11	7	18	8	0	3	11	1	6	0	7	36
05:00 PM	0	0	0	0	0	2	3	5	2	0	0	2	0	1	0	1	8
05:15 PM	0	0	0	0	0	4	2	6	1	0	0	1	0	2	0	2	9
05:30 PM	0	0	0	0	0	1	1	2	1	0	0	1	0	2	0	2	5
05:45 PM	0	0	0	0	0	2	2	4	2	0	0	2	0	1	0	1	7
Total	0	0	0	0	0	9	8	17	6	0	0	6	0	6	0	6	29
Grand Total	0	0	0	0	0	20	15	35	14	0	3	17	1	12	0	13	65
Apprch %	0	0	0	0	0	57.1	42.9	53.8	82.4	0	17.6	26.2	7.7	92.3	0	20	
Total %	0	0	0	0	0	30.8	23.1	53.8	21.5	0	4.6	26.2	1.5	18.5	0	20	



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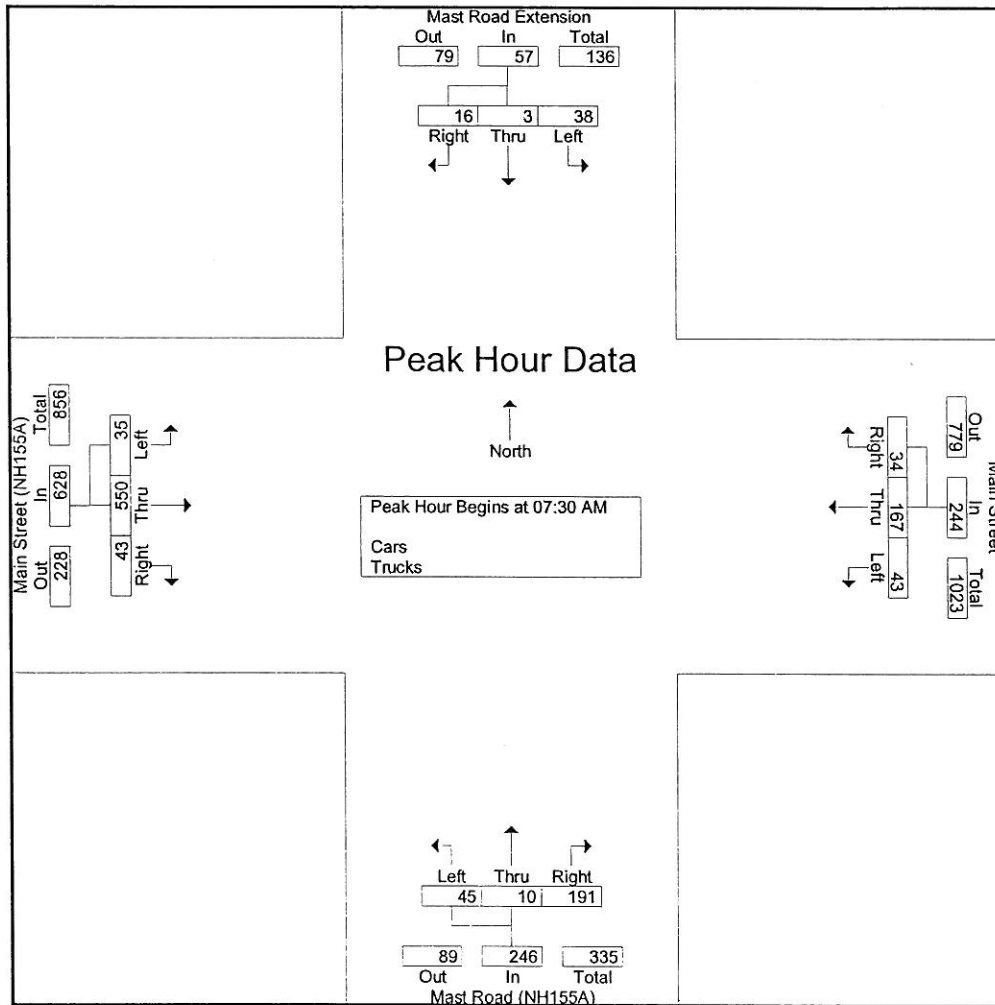
File Name : 1428A TMC Main-Mast AM

Site Code : 1428A

Start Date : 9/6/2012

Page No : 2

Start Time	Mast Road Extension From North				Main Street From East				Mast Road (NH155A) From South				Main Street (NH155A) From West				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	2	0	10	12	10	36	16	62	67	3	10	80	9	156	6	171	325
07:45 AM	5	1	10	16	10	31	4	45	65	3	15	83	16	211	11	238	382
08:00 AM	5	1	7	13	6	53	8	67	28	1	10	39	14	92	7	113	232
08:15 AM	4	1	11	16	8	47	15	70	31	3	10	44	4	91	11	106	236
Total Volume	16	3	38	57	34	167	43	244	191	10	45	246	43	550	35	628	1175
% App. Total	28.1	5.3	66.7		13.9	68.4	17.6		77.6	4.1	18.3		6.8	87.6	5.6		
PHF	.800	.750	.864	.891	.850	.788	.672	.871	.713	.833	.750	.741	.672	.652	.795	.660	.769



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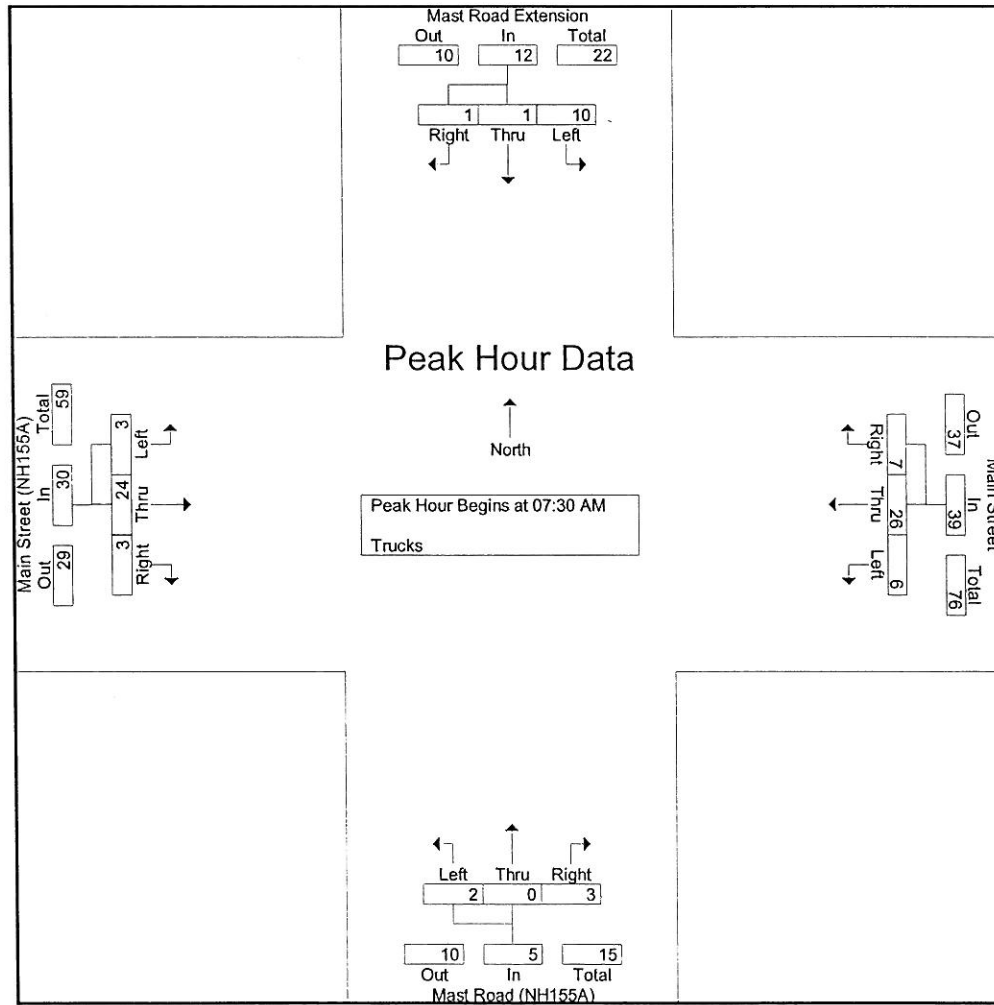
File Name : 1428A TMC Main-Mast A

Site Code : 1428A

Start Date : 9/6/2012

Page No : 2

Start Time	Mast Road Extension From North				Main Street From East				Mast Road (NH155A) From South				Main Street (NH155A) From West				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	1	0	3	4	3	8	5	16	0	0	0	0	1	4	2	7	27
07:45 AM	0	0	4	4	1	4	0	5	0	0	0	0	1	11	0	12	21
08:00 AM	0	1	2	3	1	8	0	9	2	0	1	3	1	3	0	4	19
08:15 AM	0	0	1	1	2	6	1	9	1	0	1	2	0	6	1	7	19
Total Volume	1	1	10	12	7	26	6	39	3	0	2	5	3	24	3	30	86
% App. Total	8.3	8.3	83.3		17.9	66.7	15.4		60	0	40		10	80	10		
PHF	.250	.250	.625	.750	.583	.813	.300	.609	.375	.000	.500	.417	.750	.545	.375	.625	.796



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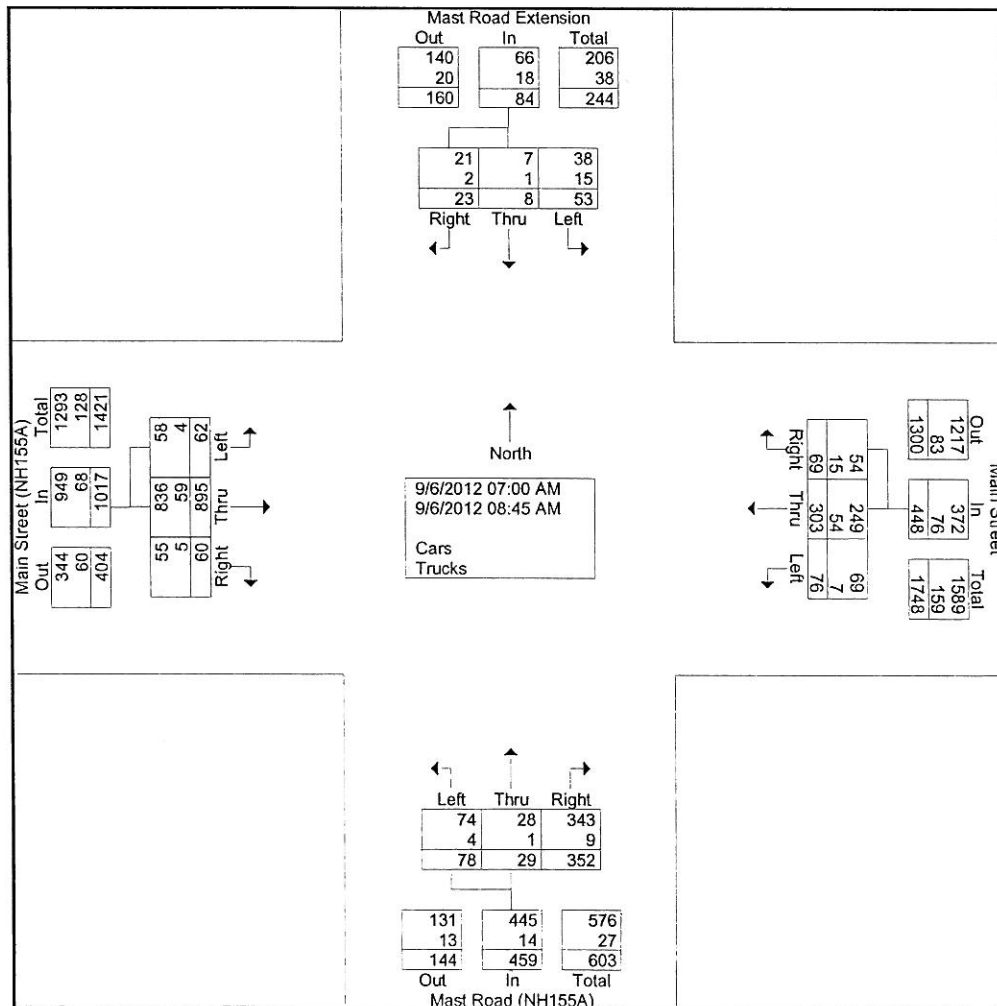
603-228-5750

Weather: Fair
 Collected By: SP
 Job Number: 1428A
 Town/State: Durham, New Hampshire

File Name : 1428A TMC Main-Mast AM
 Site Code : 1428A
 Start Date : 9/6/2012
 Page No : 1

Groups Printed- Cars - Trucks

Start Time	Mast Road Extension From North				Main Street From East				Mast Road (NH155A) From South				Main Street (NH155A) From West				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
07:00 AM	1	1	4	6	8	34	4	46	41	3	5	49	4	62	8	74	175
07:15 AM	1	0	0	1	12	35	7	54	52	1	14	67	3	102	8	113	235
07:30 AM	2	0	10	12	10	36	16	62	67	3	10	80	9	156	6	171	325
07:45 AM	5	1	10	16	10	31	4	45	65	3	15	83	16	211	11	238	382
Total	9	2	24	35	40	136	31	207	225	10	44	279	32	531	33	596	1117
08:00 AM	5	1	7	13	6	53	8	67	28	1	10	39	14	92	7	113	232
08:15 AM	4	1	11	16	8	47	15	70	31	3	10	44	4	91	11	106	236
08:30 AM	4	2	5	11	4	32	13	49	28	5	9	42	4	92	4	100	202
08:45 AM	1	2	6	9	11	35	9	55	40	10	5	55	6	89	7	102	221
Total	14	6	29	49	29	167	45	241	127	19	34	180	28	364	29	421	891
Grand Total	23	8	53	84	69	303	76	448	352	29	78	459	60	895	62	1017	2008
Apprch %	27.4	9.5	63.1		15.4	67.6	17		76.7	6.3	17		5.9	88	6.1		
Total %	1.1	0.4	2.6	4.2	3.4	15.1	3.8	22.3	17.5	1.4	3.9	22.9	3	44.6	3.1	50.6	
Cars	21	7	38	66	54	249	69	372	343	28	74	445	55	836	58	949	1832
% Cars	91.3	87.5	71.7	78.6	78.3	82.2	90.8	83	97.4	96.6	94.9	96.9	91.7	93.4	93.5	93.3	91.2
Trucks	2	1	15	18	15	54	7	76	9	1	4	14	5	59	4	68	176
% Trucks	8.7	12.5	28.3	21.4	21.7	17.8	9.2	17	2.6	3.4	5.1	3.1	8.3	6.6	6.5	6.7	8.8



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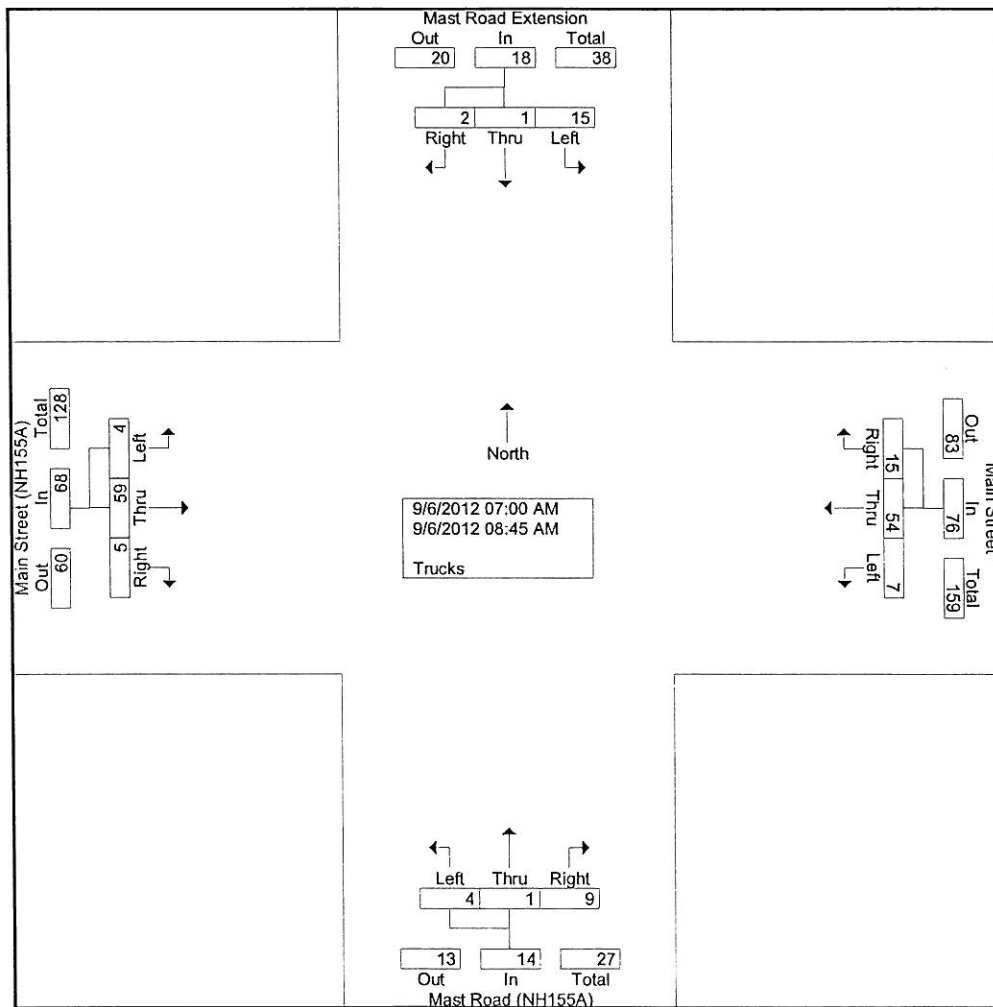
603-228-5750

Weather: Fair
 Collected By: SP
 Job Number: 1428A
 Town/State: Durham, New Hampshire

File Name : 1428A TMC Main-Mast A
 Site Code : 1428A
 Start Date : 9/6/2012
 Page No : 1

Groups Printed- Trucks

Start Time	Mast Road Extension From North				Main Street From East				Mast Road (NH155A) From South				Main Street (NH155A) From West				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
07:00 AM	0	0	2	2	2	5	0	7	3	1	1	5	0	10	0	10	24
07:15 AM	1	0	0	1	2	4	0	6	0	0	0	0	0	7	1	8	15
07:30 AM	1	0	3	4	3	8	5	16	0	0	0	0	1	4	2	7	27
07:45 AM	0	0	4	4	1	4	0	5	0	0	0	0	1	11	0	12	21
Total	2	0	9	11	8	21	5	34	3	1	1	5	2	32	3	37	87
08:00 AM	0	1	2	3	1	8	0	9	2	0	1	3	1	3	0	4	19
08:15 AM	0	0	1	1	2	6	1	9	1	0	1	2	0	6	1	7	19
08:30 AM	0	0	1	1	1	10	1	12	1	0	0	1	1	7	0	8	22
08:45 AM	0	0	2	2	3	9	0	12	2	0	1	3	1	11	0	12	29
Total	0	1	6	7	7	33	2	42	6	0	3	9	3	27	1	31	89
Grand Total	2	1	15	18	15	54	7	76	9	1	4	14	5	59	4	68	176
Apprch %	11.1	5.6	83.3		19.7	71.1	9.2		64.3	7.1	28.6		7.4	86.8	5.9		
Total %	1.1	0.6	8.5	10.2	8.5	30.7	4	43.2	5.1	0.6	2.3	8	2.8	33.5	2.3	38.6	

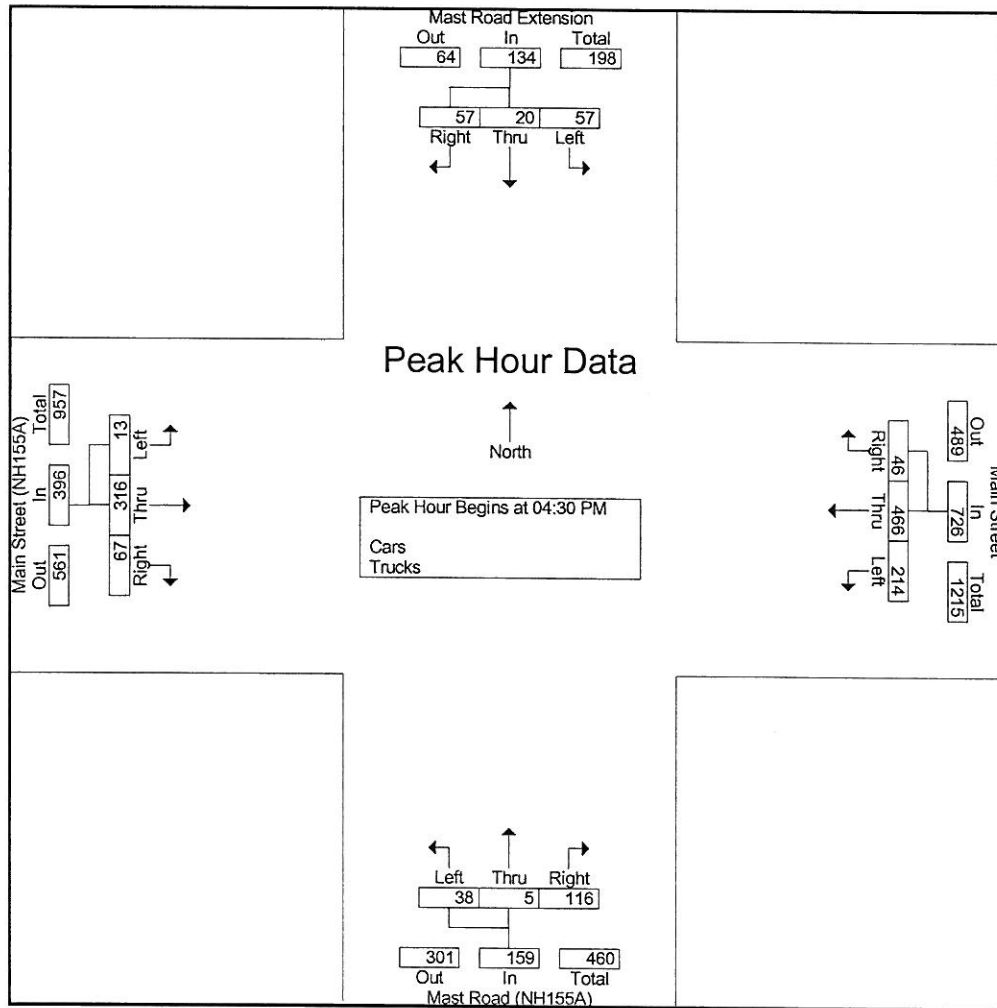


Stephen G. Pernaw & Company, Inc.

P.O. Box 1721
 Concord, New Hampshire 03302
 603-228-5750

File Name : 1428A TMC Main-Mast PM
 Site Code : 1428A
 Start Date : 9/6/2012
 Page No : 2

Start Time	Mast Road Extension From North				Main Street From East				Mast Road (NH155A) From South				Main Street (NH155A) From West				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	11	4	12	27	6	109	47	162	28	3	11	42	17	90	4	111	342
04:45 PM	13	3	7	23	10	91	54	155	33	2	12	47	14	81	6	101	326
05:00 PM	11	4	17	32	15	144	51	210	34	0	11	45	17	77	1	95	382
05:15 PM	22	9	21	52	15	122	62	199	21	0	4	25	19	68	2	89	365
Total Volume	57	20	57	134	46	466	214	726	116	5	38	159	67	316	13	396	1415
% App. Total	42.5	14.9	42.5		6.3	64.2	29.5		73	3.1	23.9		16.9	79.8	3.3		
PHF	.648	.556	.679	.644	.767	.809	.863	.864	.853	.417	.792	.846	.882	.878	.542	.892	.926

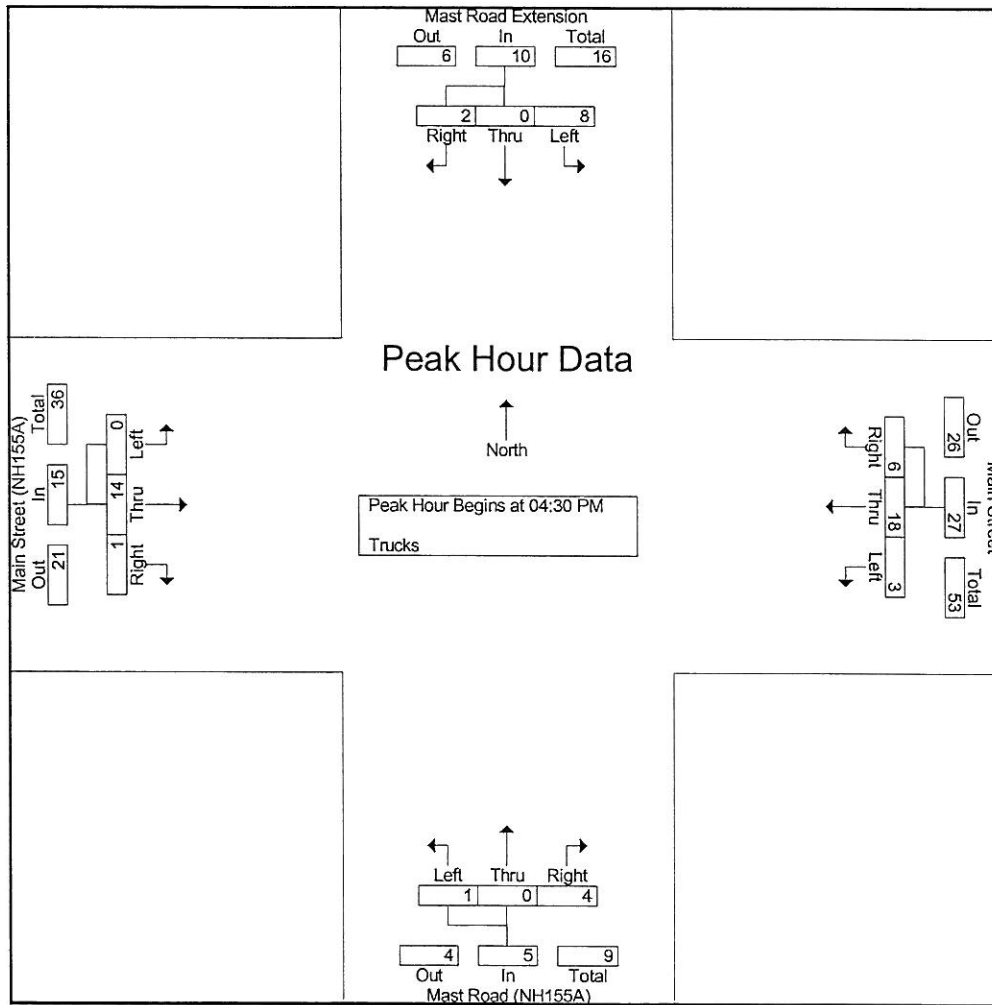


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P.O. Box 1721
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603-228-5750

File Name : 1428A TMC Main-Mast P
Site Code : 1428A
Start Date : 9/6/2012
Page No : 2

Start Time	Mast Road Extension From North				Main Street From East				Mast Road (NH155A) From South				Main Street (NH155A) From West				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	1	0	2	3	2	5	1	8	2	0	1	3	0	5	0	5	
04:45 PM	0	0	2	2	2	5	0	7	0	0	0	0	0	3	0	3	
05:00 PM	0	0	3	3	0	5	0	5	2	0	0	2	1	2	0	3	
05:15 PM	1	0	1	2	2	3	2	7	0	0	0	0	0	4	0	4	
Total Volume	2	0	8	10	6	18	3	27	4	0	1	5	1	14	0	15	
% App. Total	20	0	80		22.2	66.7	11.1		80	0	20		6.7	93.3	0		
PHF	.500	.000	.667	.833	.750	.900	.375	.844	.500	.000	.250	.417	.250	.700	.000	.750	



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603-228-5750

Weather: Fair

Collected By: SP

Job Number: 1428A

Town/State: Durham, New Hampshire

File Name : 1428A TMC Main-Mast PM

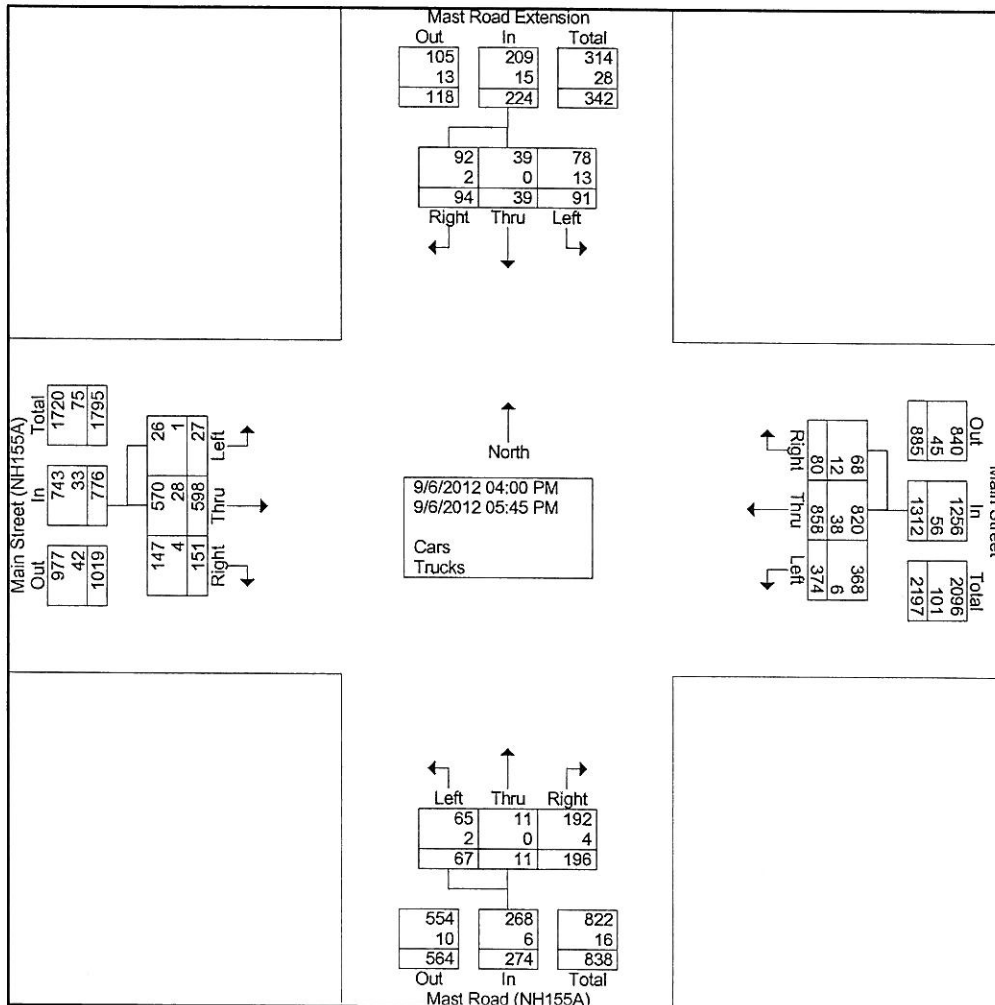
Site Code : 1428A

Start Date : 9/6/2012

Page No : 1

Groups Printed- Cars - Trucks

Start Time	Mast Road Extension From North				Main Street From East				Mast Road (NH155A) From South				Main Street (NH155A) From West				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
04:00 PM	15	10	9	34	7	104	47	158	17	3	10	30	27	59	1	87	309
04:15 PM	4	5	7	16	12	94	44	150	19	0	7	26	24	70	4	98	290
04:30 PM	11	4	12	27	6	109	47	162	28	3	11	42	17	90	4	111	342
04:45 PM	13	3	7	23	10	91	54	155	33	2	12	47	14	81	6	101	326
Total	43	22	35	100	35	398	192	625	97	8	40	145	82	300	15	397	1267
05:00 PM	11	4	17	32	15	144	51	210	34	0	11	45	17	77	1	95	382
05:15 PM	22	9	21	52	15	122	62	199	21	0	4	25	19	68	2	89	365
05:30 PM	13	3	10	26	7	87	35	129	16	0	9	25	25	73	0	98	278
05:45 PM	5	1	8	14	8	107	34	149	28	3	3	34	8	80	9	97	294
Total	51	17	56	124	45	460	182	687	99	3	27	129	69	298	12	379	1319
Grand Total	94	39	91	224	80	858	374	1312	196	11	67	274	151	598	27	776	2586
Apprch %	42	17.4	40.6		6.1	65.4	28.5		71.5	4	24.5		19.5	77.1	3.5		
Total %	3.6	1.5	3.5	8.7	3.1	33.2	14.5	50.7	7.6	0.4	2.6	10.6	5.8	23.1	1	30	
Cars	92	39	78	209	68	820	368	1256	192	11	65	268	147	570	26	743	2476
% Cars	97.9	100	85.7	93.3	85	95.6	98.4	95.7	98	100	97	97.8	97.4	95.3	96.3	95.7	95.7
Trucks	2	0	13	15	12	38	6	56	4	0	2	6	4	28	1	33	110
% Trucks	2.1	0	14.3	6.7	15	4.4	1.6	4.3	2	0	3	2.2	2.6	4.7	3.7	4.3	4.3



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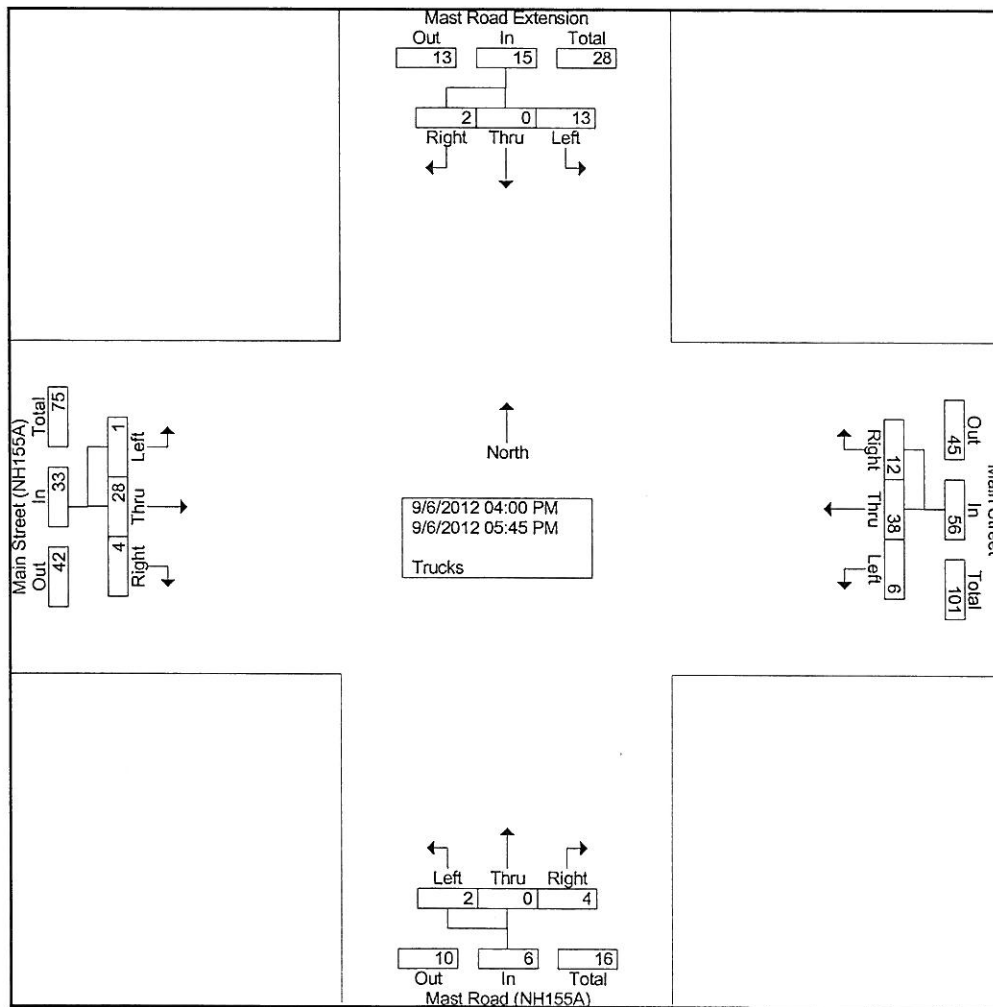
P.O. Box 1721
Concord, New Hampshire 03302
603-228-5750

Weather: Fair
Collected By: SP
Job Number: 1428A
Town/State: Durham, New Hampshire

File Name : 1428A TMC Main-Mast P
Site Code : 1428A
Start Date : 9/6/2012
Page No : 1

Groups Printed- Trucks

Start Time	Mast Road Extension From North				Main Street From East				Mast Road (NH155A) From South				Main Street (NH155A) From West				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
04:00 PM	0	0	0	0	1	7	2	10	0	0	0	0	0	3	0	3	13
04:15 PM	0	0	2	2	3	3	1	7	0	0	1	1	3	5	0	8	18
04:30 PM	1	0	2	3	2	5	1	8	2	0	1	3	0	5	0	5	19
04:45 PM	0	0	2	2	2	5	0	7	0	0	0	0	0	3	0	3	12
Total	1	0	6	7	8	20	4	32	2	0	2	4	3	16	0	19	62
05:00 PM	0	0	3	3	0	5	0	5	2	0	0	2	1	2	0	3	13
05:15 PM	1	0	1	2	2	3	2	7	0	0	0	0	0	4	0	4	13
05:30 PM	0	0	1	1	1	3	0	4	0	0	0	0	0	2	0	2	7
05:45 PM	0	0	2	2	1	7	0	8	0	0	0	0	0	4	1	5	15
Total	1	0	7	8	4	18	2	24	2	0	0	2	1	12	1	14	48
Grand Total	2	0	13	15	12	38	6	56	4	0	2	6	4	28	1	33	110
Apprch %	13.3	0	86.7		21.4	67.9	10.7		66.7	0	33.3		12.1	84.8	3		
Total %	1.8	0	11.8	13.6	10.9	34.5	5.5	50.9	3.6	0	1.8	5.5	3.6	25.5	0.9	30	



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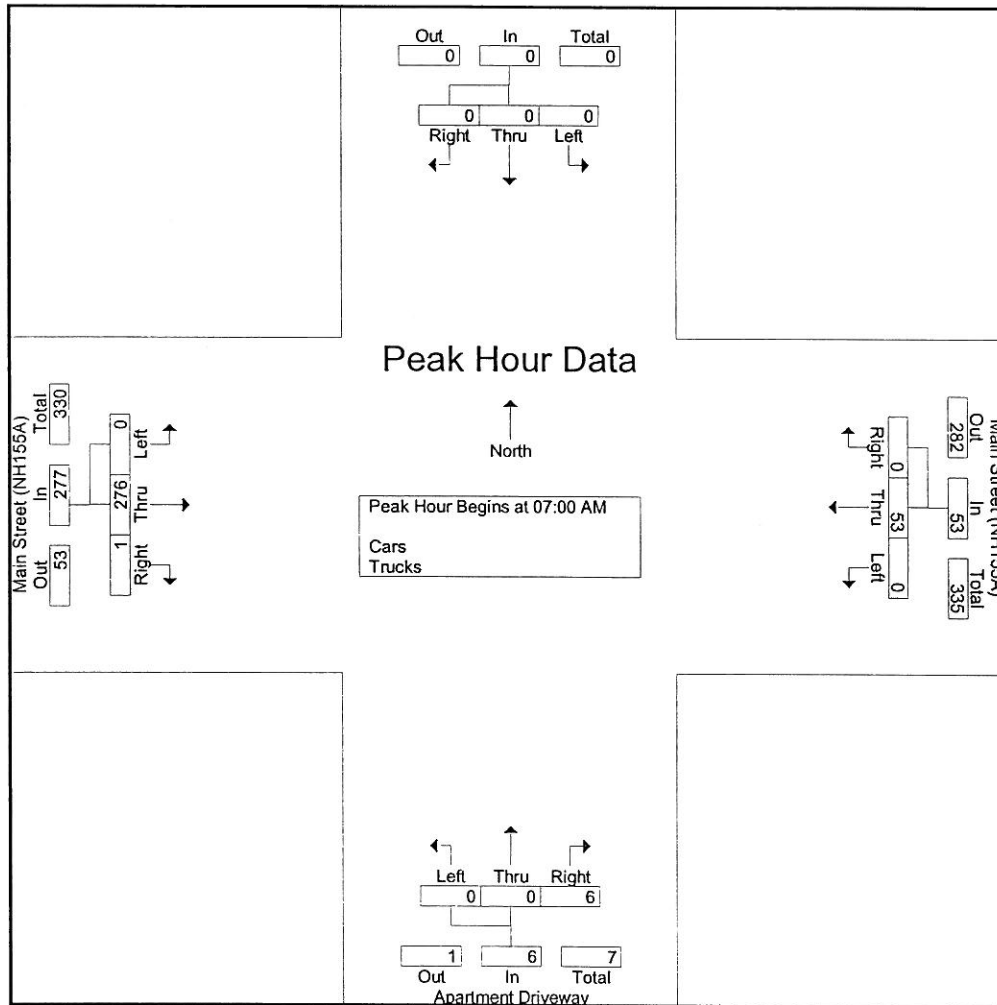
File Name : 1428A TMC Main-Apt Driveway AM

Site Code : 1428A

Start Date : 9/6/2012

Page No : 2

Start Time	From North				Main Street (NH155A) From East				Apartment Driveway From South				Main Street (NH155A) From West				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	7	0	7	0	0	0	0	0	47	0	47	54
07:15 AM	0	0	0	0	0	9	0	9	1	0	0	1	0	70	0	70	80
07:30 AM	0	0	0	0	0	20	0	20	3	0	0	3	1	73	0	74	97
07:45 AM	0	0	0	0	0	17	0	17	2	0	0	2	0	86	0	86	105
Total Volume	0	0	0	0	0	53	0	53	6	0	0	6	1	276	0	277	336
% App. Total	0	0	0	0	0	100	0	100	100	0	0	100	0.4	99.6	0	100	
PHF	.000	.000	.000	.000	.000	.663	.000	.663	.500	.000	.000	.500	.250	.802	.000	.805	.800

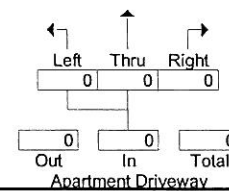
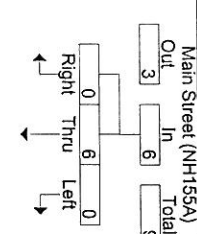
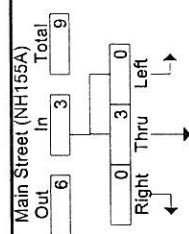
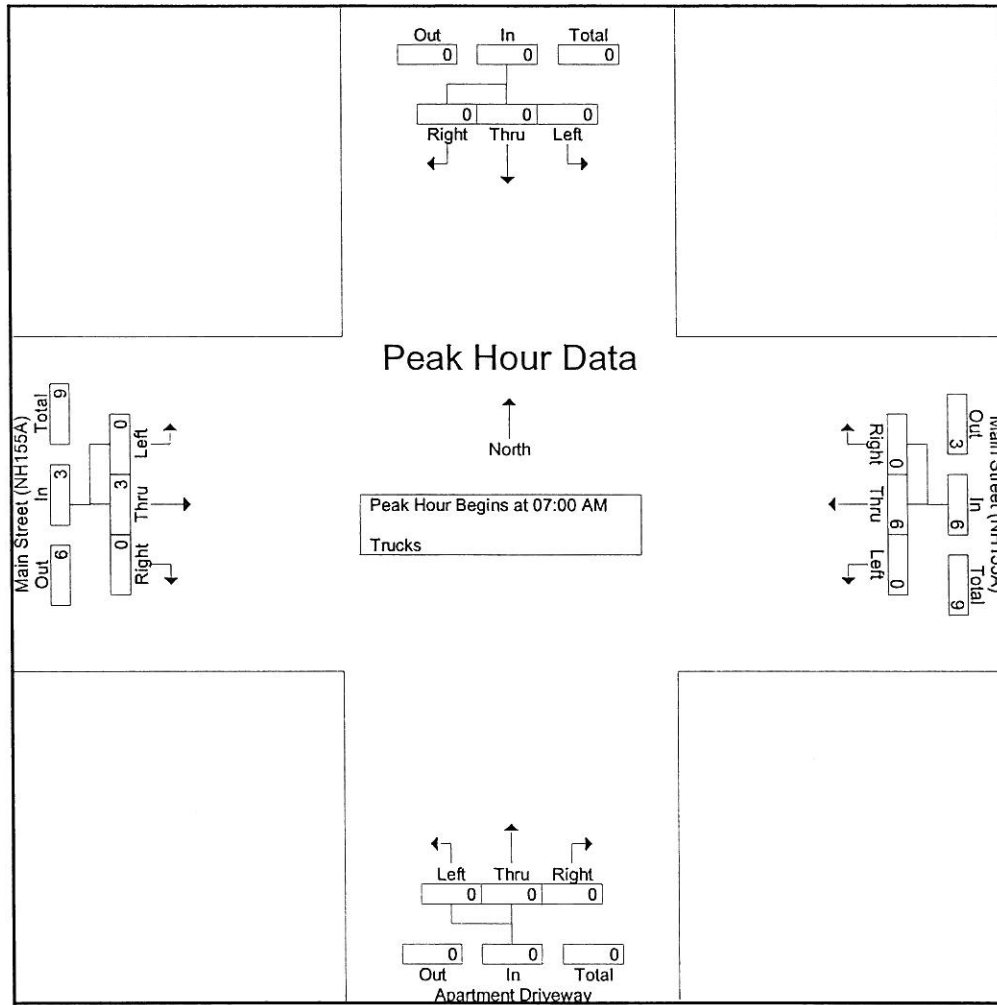


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File Name : 1428A TMC Main-Apt Driveway A
Site Code : 1428A
Start Date : 9/6/2012
Page No : 2

Start Time	From North				Main Street (NH155A) From East				Apartment Driveway From South				Main Street (NH155A) From West				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	5	0	5	0	0	0	0	0	0	0	0	5
07:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	6	0	6	0	0	0	0	0	3	0	3	9
% App. Total	0	0	0	0	0	100	0	0	0	0	0	0	0	100	0	0	0
PHF	.000	.000	.000	.000	.000	.300	.000	.300	.000	.000	.000	.000	.000	.250	.000	.250	.450



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Concord, New Hampshire 03302

603-228-5750

Weather: Fair

Collected By: CP

Job Number: 1428A

Town/State: Durham, New Hampshire

File Name : 1428A TMC Main-Apt Driveway AM

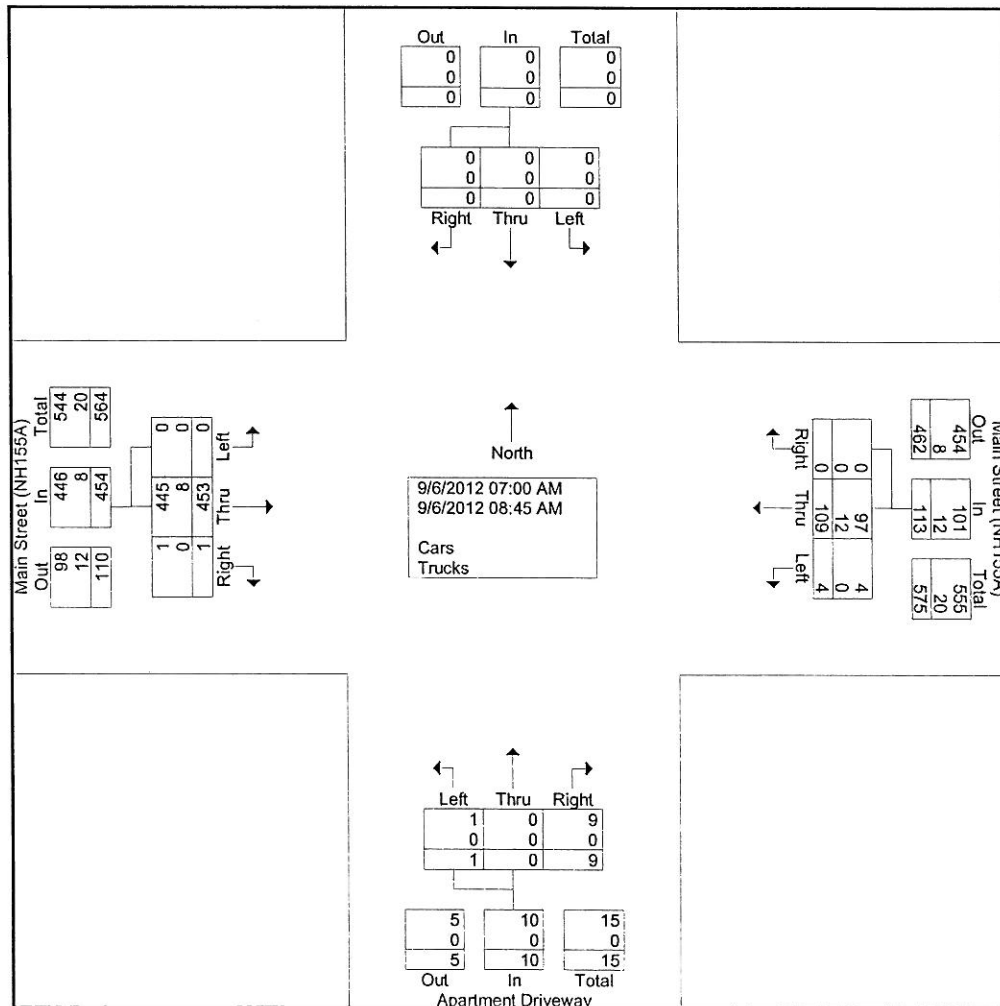
Site Code : 1428A

Start Date : 9/6/2012

Page No : 1

Groups Printed- Cars - Trucks

Start Time	From North				Main Street (NH155A) From East				Apartment Driveway From South				Main Street (NH155A) From West				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
07:00 AM	0	0	0	0	0	7	0	7	0	0	0	0	0	47	0	47	54
07:15 AM	0	0	0	0	0	9	0	9	1	0	0	1	0	70	0	70	80
07:30 AM	0	0	0	0	0	20	0	20	3	0	0	3	1	73	0	74	97
07:45 AM	0	0	0	0	0	17	0	17	2	0	0	2	0	86	0	86	105
Total	0	0	0	0	0	53	0	53	6	0	0	6	1	276	0	277	336
08:00 AM	0	0	0	0	0	13	1	14	1	0	0	1	0	39	0	39	54
08:15 AM	0	0	0	0	0	15	2	17	2	0	0	2	0	44	0	44	63
08:30 AM	0	0	0	0	0	14	1	15	0	0	0	0	0	39	0	39	54
08:45 AM	0	0	0	0	0	14	0	14	0	0	1	1	0	55	0	55	70
Total	0	0	0	0	0	56	4	60	3	0	1	4	0	177	0	177	241
Grand Total	0	0	0	0	0	109	4	113	9	0	1	10	1	453	0	454	577
Apprch %	0	0	0	0	0	96.5	3.5	99.9	90	0	10	100	0.2	99.8	0	99.9	
Total %	0	0	0	0	0	18.9	0.7	19.6	1.6	0	0.2	1.7	0.2	78.5	0	78.7	
Cars	0	0	0	0	0	97	4	101	9	0	1	10	1	445	0	446	557
% Cars	0	0	0	0	0	89	100	89.4	100	0	100	100	100	98.2	0	98.2	96.5
Trucks	0	0	0	0	0	12	0	12	0	0	0	0	0	8	0	8	20
% Trucks	0	0	0	0	0	11	0	10.6	0	0	0	0	0	1.8	0	1.8	3.5



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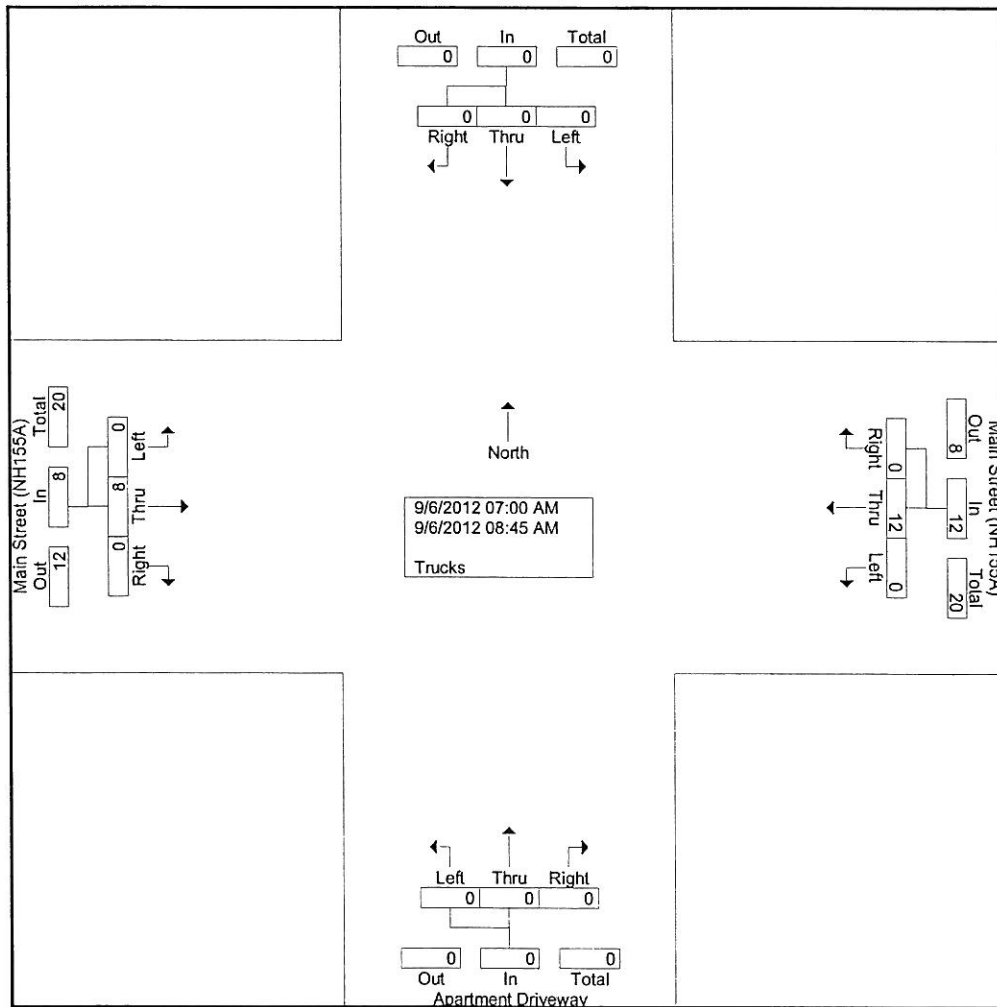
603-228-5750

Weather: Fair
 Collected By: CP
 Job Number: 1428A
 Town/State: Durham, New Hampshire

File Name : 1428A TMC Main-Apt Driveway A
 Site Code : 1428A
 Start Date : 9/6/2012
 Page No : 1

Groups Printed- Trucks

Start Time	From North				Main Street (NH155A) From East				Apartment Driveway From South				Main Street (NH155A) From West				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	5	0	5	0	0	0	0	0	0	0	0	5
07:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	6	0	6	0	0	0	0	0	3	0	3	9
08:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
08:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
08:30 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
08:45 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
Total	0	0	0	0	0	6	0	6	0	0	0	0	0	5	0	5	11
Grand Total	0	0	0	0	0	12	0	12	0	0	0	0	0	8	0	8	20
Apprch %	0	0	0	0	0	100	0	60	0	0	0	0	0	100	0	40	
Total %	0	0	0	0	0	60	0	60	0	0	0	0	0	40	0	40	

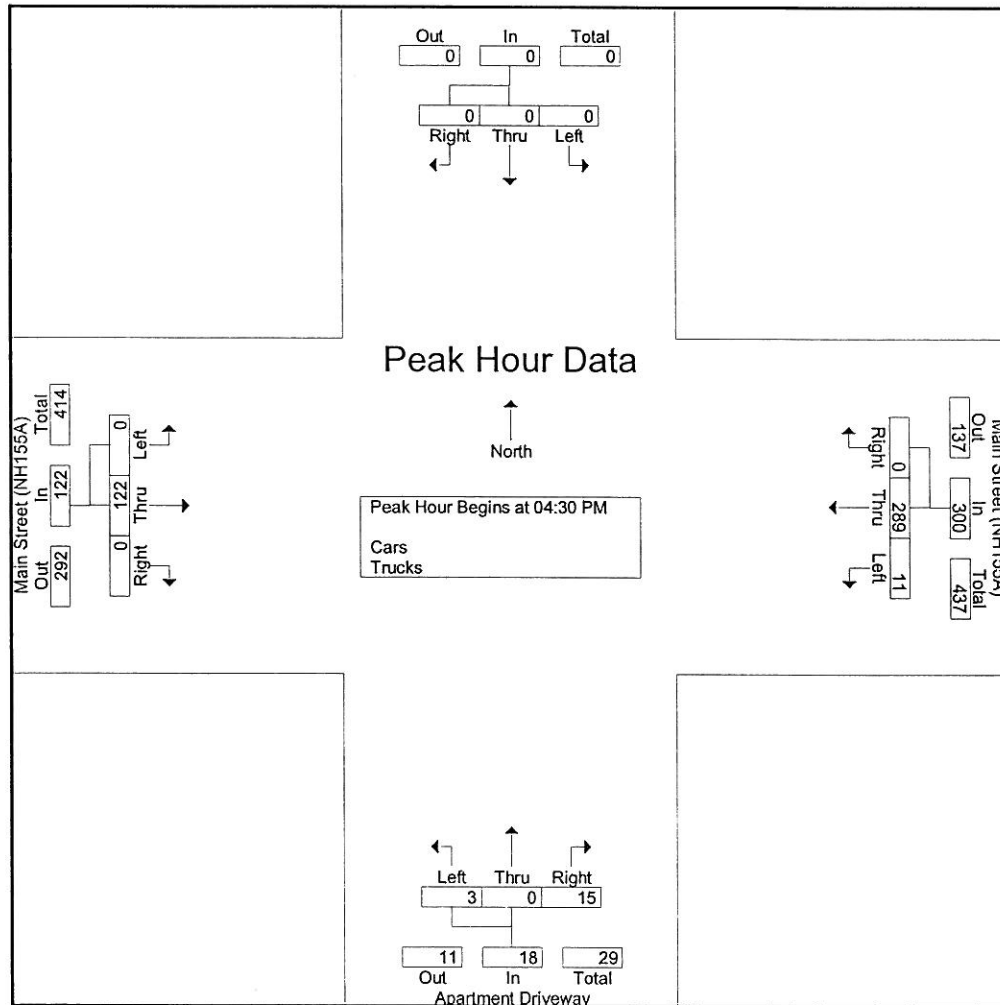


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File Name : 1428A TMC Main-Apt Driveway PM
 Site Code : 1428A
 Start Date : 9/6/2012
 Page No : 2

Start Time	From North				Main Street (NH155A) From East				Apartment Driveway From South				Main Street (NH155A) From West				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	69	2	71	4	0	1	5	0	32	0	32	108
04:45 PM	0	0	0	0	0	73	1	74	5	0	1	6	0	32	0	32	112
05:00 PM	0	0	0	0	0	65	5	70	2	0	1	3	0	37	0	37	110
05:15 PM	0	0	0	0	0	82	3	85	4	0	0	4	0	21	0	21	110
Total Volume	0	0	0	0	0	289	11	300	15	0	3	18	0	122	0	122	440
% App. Total	0	0	0	0	0	96.3	3.7		83.3	0	16.7		0	100	0		
PHF	.000	.000	.000	.000	.000	.881	.550	.882	.750	.000	.750	.750	.000	.824	.000	.824	.982

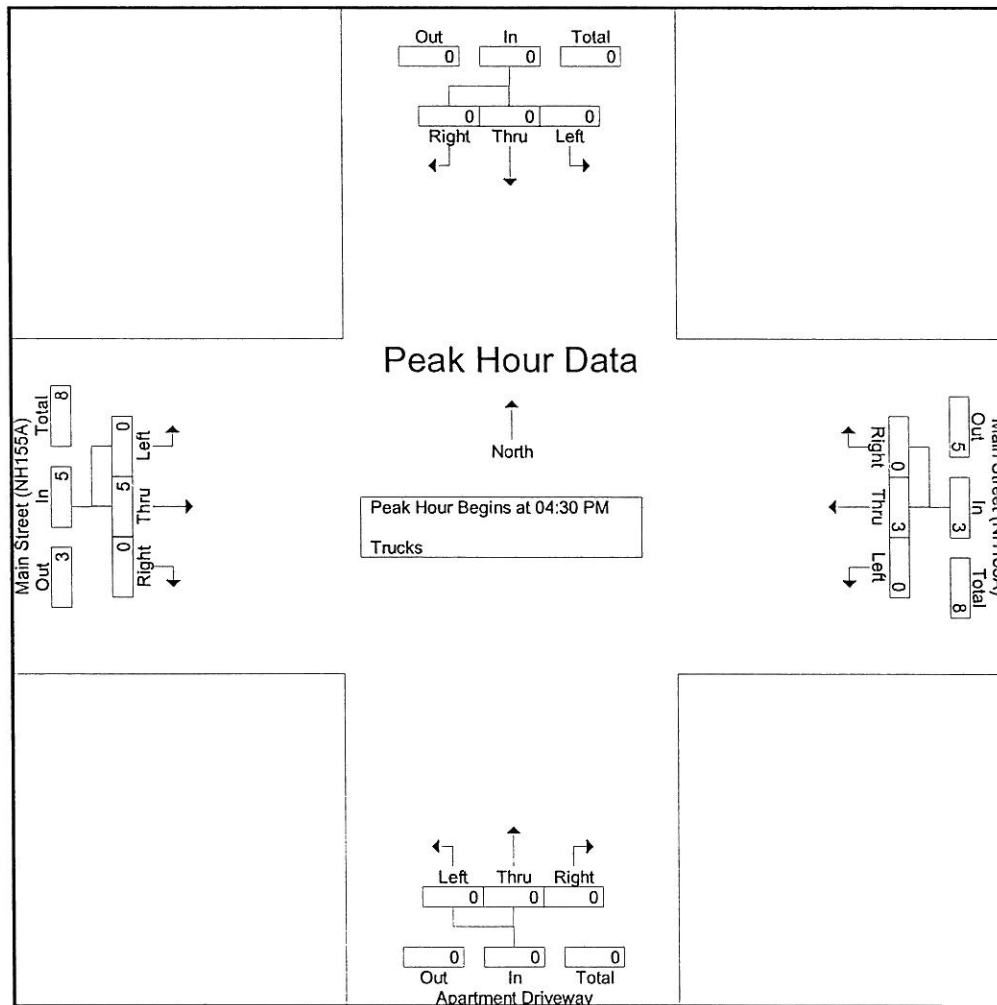


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 603-228-5750

File Name : 1428A TMC Main-Apt Driveway F
 Site Code : 1428A
 Start Date : 9/6/2012
 Page No : 2

Start Time	From North				Main Street (NH155A) From East				Apartment Driveway From South				Main Street (NH155A) From West				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	3	0	3	4
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
05:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	3	0	3	0	0	0	0	0	5	0	5	8
% App. Total	0	0	0	0	0	100	0	0	0	0	0	0	0	100	0	0	0
PHF	.000	.000	.000	.000	.000	.750	.000	.750	.000	.000	.000	.000	.000	.417	.000	.417	.500



Stephen G. Pernaw & Company, Inc.

P.O. Box 1721

Concord, New Hampshire 03302

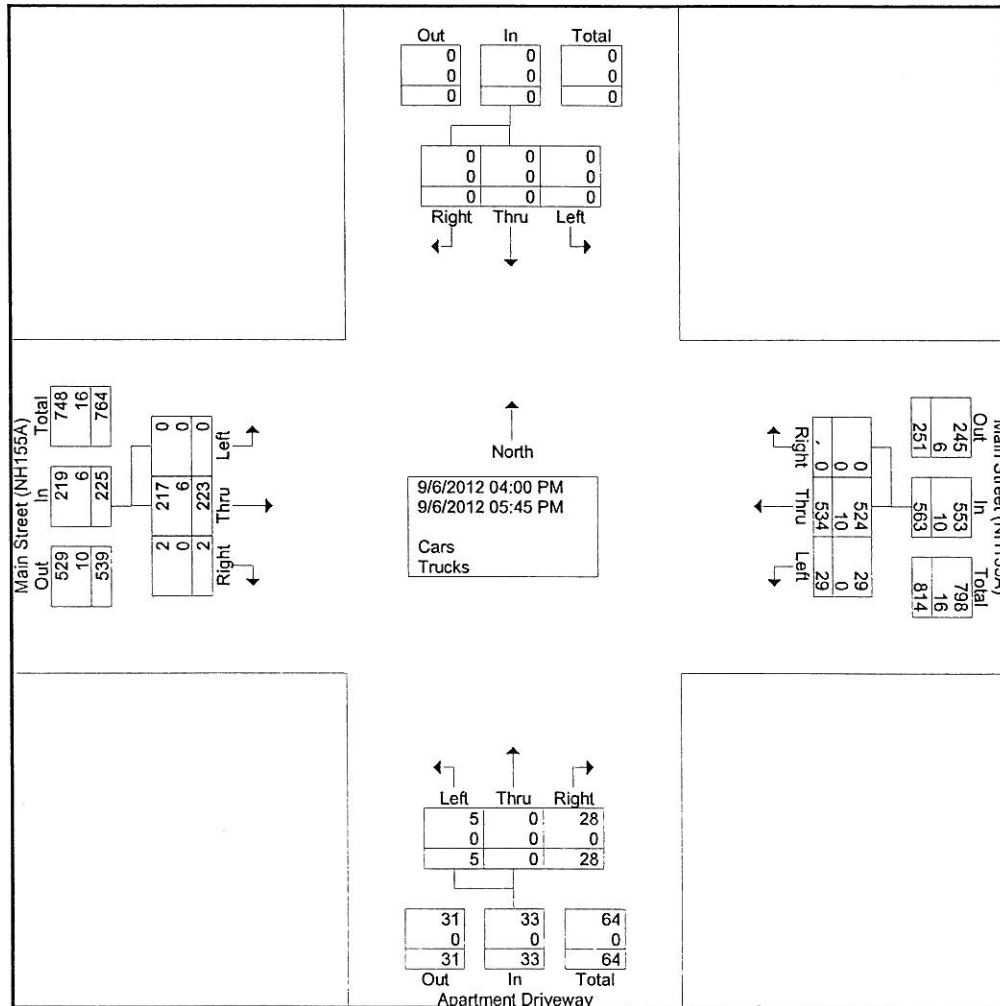
603-228-5750

Weather: Fair
 Collected By: CP
 Job Number: 1428A
 Town/State: Durham, New Hampshire

File Name : 1428A TMC Main-Apt Driveway PM
 Site Code : 1428A
 Start Date : 9/6/2012
 Page No : 1

Groups Printed- Cars - Trucks

Start Time	From North				Main Street (NH155A) From East				Apartment Driveway From South				Main Street (NH155A) From West				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
04:00 PM	0	0	0	0	0	79	5	84	4	0	0	4	1	26	0	27	115
04:15 PM	0	0	0	0	0	68	4	72	2	0	1	3	0	24	0	24	99
04:30 PM	0	0	0	0	0	69	2	71	4	0	1	5	0	32	0	32	108
04:45 PM	0	0	0	0	0	73	1	74	5	0	1	6	0	32	0	32	112
Total	0	0	0	0	0	289	12	301	15	0	3	18	1	114	0	115	434
05:00 PM	0	0	0	0	0	65	5	70	2	0	1	3	0	37	0	37	110
05:15 PM	0	0	0	0	0	82	3	85	4	0	0	4	0	21	0	21	110
05:30 PM	0	0	0	0	0	55	7	62	2	0	1	3	1	21	0	22	87
05:45 PM	0	0	0	0	0	43	2	45	5	0	0	5	0	30	0	30	80
Total	0	0	0	0	0	245	17	262	13	0	2	15	1	109	0	110	387
Grand Total	0	0	0	0	0	534	29	563	28	0	5	33	2	223	0	225	821
Apprch %	0	0	0	0	0	94.8	5.2	84.8	0	0	15.2	4	0.9	99.1	0	27.4	
Total %	0	0	0	0	0	65	3.5	68.6	3.4	0	0.6	4	0.2	27.2	0	27.4	
Cars	0	0	0	0	0	524	29	553	28	0	5	33	2	217	0	219	805
% Cars	0	0	0	0	0	98.1	100	98.2	100	0	100	100	100	97.3	0	97.3	98.1
Trucks	0	0	0	0	0	10	0	10	0	0	0	0	0	6	0	6	16
% Trucks	0	0	0	0	0	1.9	0	1.8	0	0	0	0	0	2.7	0	2.7	1.9



Stephen G. Pernaw & Company, Inc.

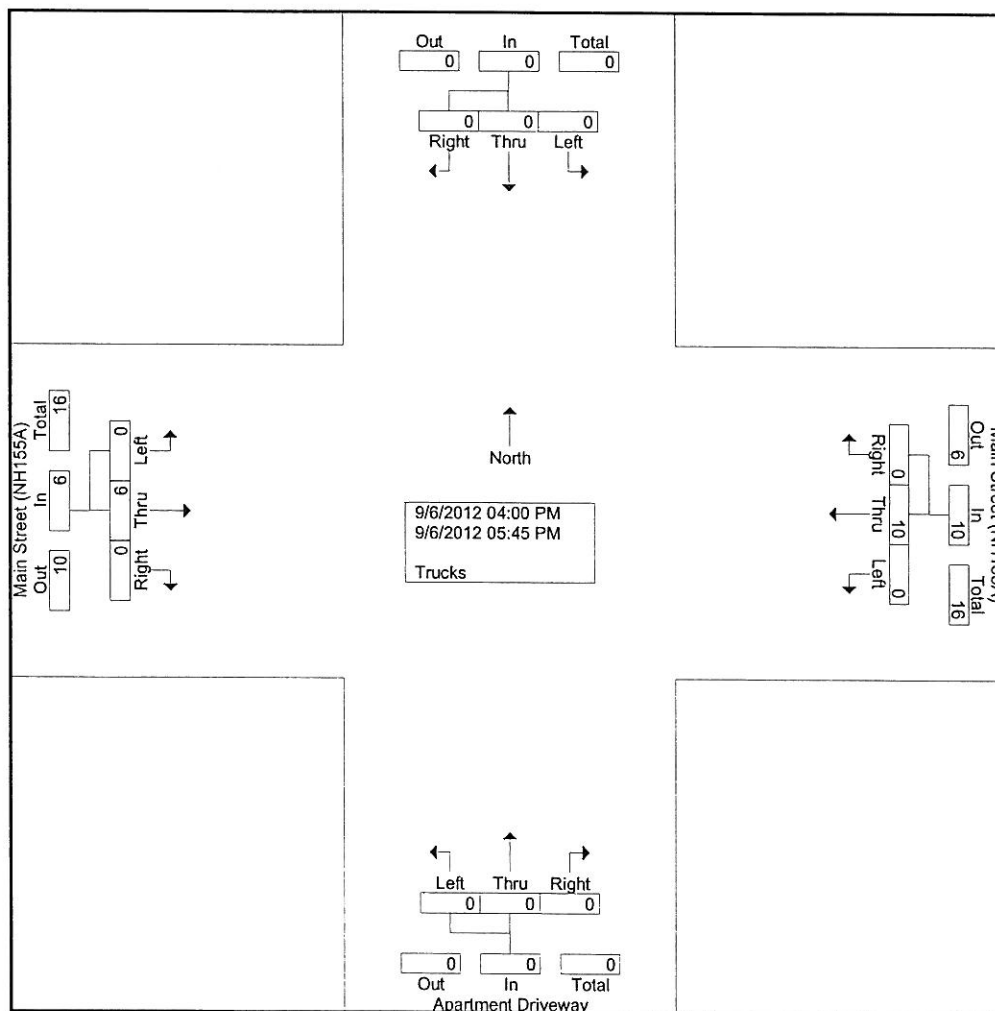
P.O. Box 1721
Concord, New Hampshire 03302
603-228-5750

Weather: Fair
Collected By: CP
Job Number: 1428A
Town/State: Durham, New Hampshire

File Name : 1428A TMC Main-Apt Driveway F
Site Code : 1428A
Start Date : 9/6/2012
Page No : 1

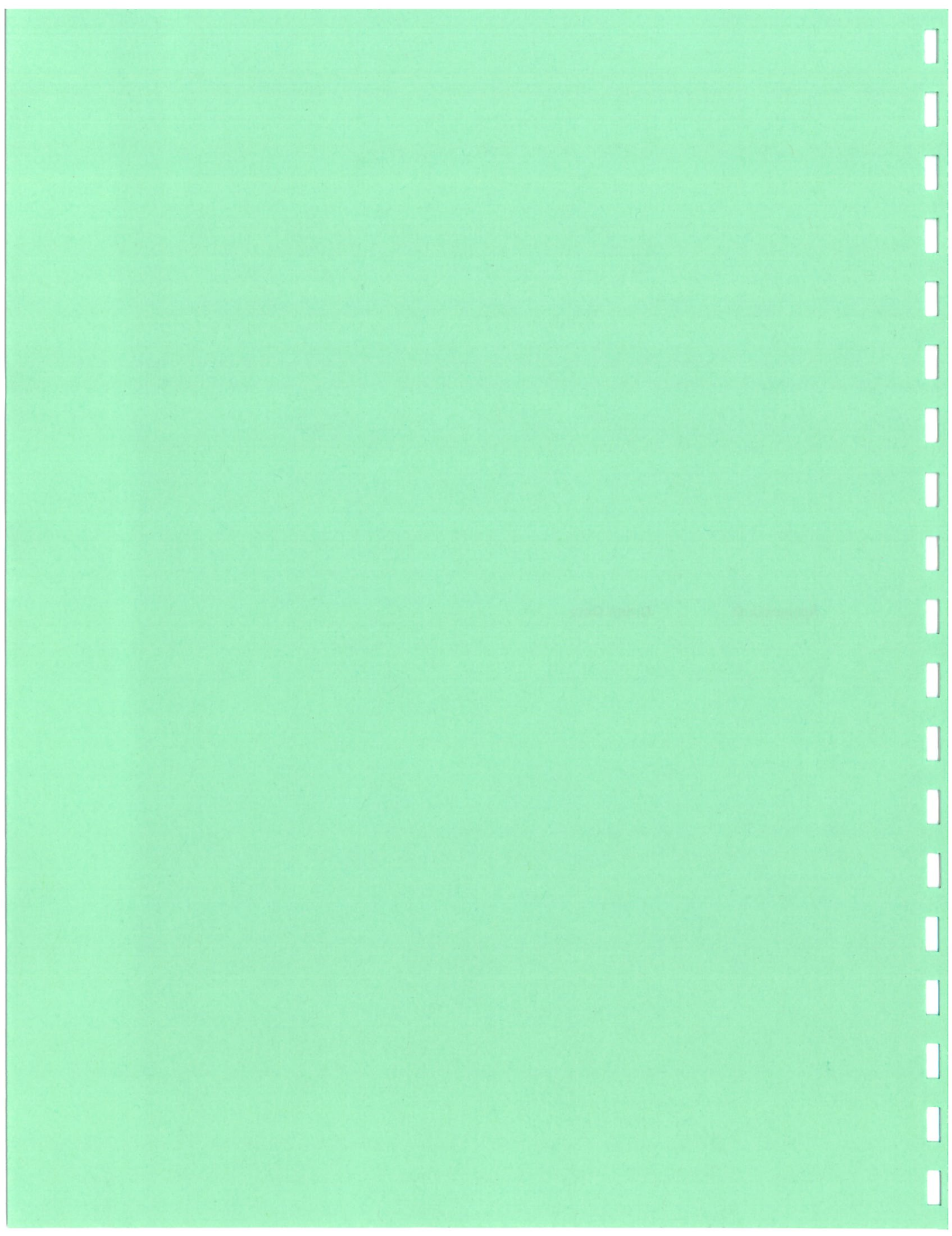
Groups Printed- Trucks

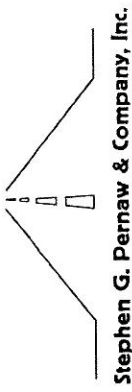
Start Time	From North				Main Street (NH155A) From East				Apartment Driveway From South				Main Street (NH155A) From West				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
04:00 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
04:15 PM	0	0	0	0	0	5	0	5	0	0	0	0	0	1	0	1	6
04:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	3	0	3	4
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	8	0	8	0	0	0	0	0	4	0	4	12
05:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
05:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	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	2	0	0	0	0	0	2	0	2	4
Grand Total	0	0	0	0	0	10	0	10	0	0	0	0	0	6	0	6	16
Apprch %	0	0	0	0	0	100	0	100	0	0	0	0	0	100	0	100	0
Total %	0	0	0	0	0	62.5	0	62.5	0	0	0	0	0	37.5	0	37.5	0



Appendix D

Crash Data





Stephen G. Pernaw & Company, Inc.

Job#:	1428A																
Location:	Durham, New Hampshire																
Case #	Date	Day	Killed	Injured	# Veh	Type	OS	FE	RD	RF	AL	CO	SC	LT	WT	DC	Notes
I. Vicinity of Main Street (NH155A) / West Edge Drive																	
NONE																	
II. Vicinity of Main Street (NH155A) / Mast Road (NH155A) / Mast Road Extension																	
09003525	1/28/09	Wed	0	0	2	1	0	3	3	4	2	1	4	4	5	7	Main St 200' E Mast Rd Extension
09002702	1/13/09	Tue	0	0	2	1	0	3	3	4	3	1	2	4	2	1	Main St 50' E Mast Road Ext
09002446	3/02/09	Mon	0	0	2	1	0	1	3	4	1	98	3	1	4	98	Main Street at Mast Road
09023821	9/20/09	Sun	0	0	2	1	0	1	3	4	1	1	1	4	1	4	Main Street at Mast Road
09001414	1/30/09	Fri	0	0	2	3	0	1	3	0	0	0	1	0	1	1	Mast Road at Main Street
09011373	5/07/09	Thu	0	0	2	1	0	3	98	4	1	1	5	1	2	98	Mast Rd 75' W Mast Road Ext
09023956	10/02/09	Fri	0	2	2	1	0	1	3	4	1	1	1	1	1	4	Mast Road at Main Street
08011513	4/18/08	Fri	0	1	1	5	0	1	3	4	1	1	1	1	1	4	Main St at Mast Rd
08029666	11/15/08	Tue	0	0	2	1	0	1	3	4	1	1	2	98	3	4	Main Street at Mast Road Ext
07005502	1/28/07	Sun	0	0	3	1	0	1	3	4	1	1	1	1	1	98	Main St at Mast Rd Ext
07006884	2/26/07	Mon	0	0	2	1	0	1	3	4	1	1	1	1	2	4	Main St at Mast Rd Ext
07009463	4/01/07	Sun	0	0	2	1	0	3	2	4	2	1	1	1	1	1	Main St 200' E Mast Rd Ext
07005499	1/26/07	Fri	0	0	2	1	0	3	3	4	1	1	1	1	1	98	Main St 150' E Mast Road Ext
III. Vicinity of Mast Road (NH155A) / Apartment Driveway																	
NONE																	

ACCIDENT FILE LEGEND

YRCASE MM/DD 01: Interstate 05: Driveway or Access Way

YR: Year of Accident MM: Month of Accident 02: Other Divided Highway 98: Other

Case: D.O.S. Accident File Number DD: Day of Month 03: Not Physically Divided 99: Unknown

Day: Day of Week of Accident 04: Undivided Road 1 Way Traffic

K: Total Fatalities PK: Number of Pedestrian Fatalities 05: None of the Above

I: Total Injuries PI: Number of Pedestrian Injuries 06: Roadway Under Construction 99: Unknown

V: Number of Vehicles Involved 07: Roadway Under Maintenance 00: Unknown

TY: Type of Accident AL: Road Alignment

01: Other Motor Vehicle 12: Spill (2 Wheel Vehicle) 01: Straight and Level 04: Curve and Level 98: Other

02: Motor Vehicle Crossing Median 13: Fire 02: Straight and Grade 05: Curve and Grade 99: Unknown

03: Parked Motor Vehicle 14: Submersion 03: Straight at Hillcrest 06: Curve at Hillcrest 00: Unknown

04: Railroad Train 15: Jackknife 01: Normal 05: Loose Gravel / Matter

05: Bicyclist 16: Explosion 02: Ruts / Holes / Bumps 98: Other

06: Pedestrian 17: Motor Vehicle in Transport 03: Worn 99: Unknown

07: Animal 18: Pedal Cycle / Moped 04: Low / Soft Shoulders 00: Unknown

08: Thrown of Falling Object 19: Snowmobile / OHRV 01: Dry 04: Ice 07: Sand / Dust / Oil

09: Other Object 98: Other 02: Wet 05: Muddy 98: Other

10: Fixed Object 99: Unknown 03: Snow / Slush 06: Debris 99: Unknown

11: Overturn 00: Object Struck

OS: Object Struck

01: Traffic Signal 11: Barrier / Fence

02: Sign Post 12: Culvert / Headwall

03: Guard Rail 13: Embankment / Ditch / Curb

04: Crash Cushion 14: Fire Hydrant / Parking Meter

05: Light Pole 15: Railroad Crossing Device

06: Telephone / Electric Pole 16: Overpass

07: Tree 17: Rock / Sideslope

08: Building / Wall 98: Other

09: Bridge / Pier 00: Unknown / None

10: Median

ONRTE: Occurred On Route ON STREET: Occurred on Street Name

D: Direction from Intersecting Street

INTRTE: Intersecting Route INT STREET: Intersecting Street Name

FE: Location of First Harmful Event

01: At Intersection 07: Ramp / Rotary

02: Intersection Related 08: Toll Plaza / Booth

03: Along the Road 09: In a Driveway

04: Along the Road at Driveway Access 10: In a Parking Lot

05: Off Roadway on Shoulder / Median 98: Other

06: Off Roadway Beyond Shoulder

DC: Diagram Code (Angle of Vehicles at Collision)

01: Rear End Collision 06: Right Turn Head On Collision

02: Collision While Passing 07: Head On Collision

03: Left Turn Collision 08: Sideswipe Collision

04: Collision at Right Angle 98: Other or Unknown

05: Right Turn Rear Collision

RD: Road Design

DURHAM
NHDOT

STATE OF NEW HAMPSHIRE
DEPARTMENT OF TRANSPORTATION
ACCIDENT LOCATION DATA REPORT
TOWN: DURHAM COUNTY: STRAFFORD TOWN PAGE: 1 REPORT PAGE: 234
FILE DATE: 09 RUN DATE: 06/09/10 MASTR TOWN: DURHAM COUNTY: STRAFFORD TOWN PAGE: 1 REPORT PAGE: 234
YRCASE MM/DD DAY K I PK PI V TY OS ONRTE ON STREET DIST D INRTE INT STREET FE RD RF AL CO SC LT WT DC

09011325	05/04	MON	2	01	00	2	01	00	10	MAIN ST	AT	1	PARK CT	02	03	04	03	01	01	01	01	04	
09008861	04/01	WED	2	01	00	2	01	00	10	MILL RD	AT			10	05	04	01	01	01	01	01	02	98
09024068	10/19	MON	1	2	01	00	01	00	10	NEW MARKET RD	AT		2	MILL POND RD	01	03	04	01	01	01	01	01	98
09013503	05/27	WED	2	01	00	2	01	00	10	NEWMARKET RD	AT		2	MILL POND RD	04	03	04	01	01	01	01	03	01
09025548	10/11	SUN	2	01	00	2	01	00	10	NEWMARKET RD	AT		2	MILL POND RD	01	03	04	02	01	01	01	02	01
09029524	11/22	SUN	1	1	10	98			800/F S	WILLEY ROAD	800/F S		SUNNYSIDE DRIVE	06	03	04	05	01	01	01	01	01	98
09021685	08/27	THU	1	09	00	1	09	00	300/F N	MADBURY RD	300/F N		EDGEWOOD ROAD	03	03	04	01	01	01	01	01	01	98
09012197	05/14	THU	2	01	00	2	01	00	105	MAIN STREET				10	05	04	01	01	02	03	03	98	
09023100	09/27	SUN	2	01	00	2	01	00	12	BALLARD STREET				10	05	04	01	01	01	04	01	98	
09004898	02/11	WED	2	01	00	2	01	00	12	PETTEE BROOK LN	AT		9	MADBURY RD	03	04	04	01	01	01	04	02	98
09011328	05/02	SAT	2	01	00	2	01	00	12	PETTEE BROOK LN	AT		9	MADBURY RD	02	04	04	01	01	01	03	01	03
09007815	03/13	FRI	5	4	01	00	4	01	00	MADBURY RD	AT		3	WOOD RD	03	03	04	01	01	01	04	02	01
09027484	11/05	THU	2	3	01	00	3	01	00	MADBURY ROAD	AT		1	EMERSON ROAD	03	03	04	01	01	02	01	03	98
09019401	08/06	THU	2	01	00	2	01	00	13	JENKINS CT	AT		60	MAIN ST	01	04	04	01	01	01	01	01	98
09012910	05/08	FRI	2	01	00	2	01	00	15	LAUREL LANE	AT				09	05	04	02	01	01	01	01	98
09030746	12/15	TUE	1	3	01	00	3	01	00	MCDANELL DR	AT		2	EVERGREEN DR	01	03	04	01	01	02	04	02	98
09026965	10/28	WED	1	1	10	05			200/F N	NEWMARKET RD	200/F N		15	SCHOOLHOUSE LN	10	05	04	01	01	01	04	01	98
09017531	07/14	TUE	1	3	05	00	3	05	00	NEWMARKET RD			WORTHEN RD	04	03	04	01	01	01	01	11	98	
09021716	09/30	WED	2	01	00	2	01	00	18	BRITTON LN	50/F N				04	03	04	02	01	01	01	01	01
09005896	02/22	SUN	2	01	00	2	01	00	180	MAIN STREET					03	03	04	01	01	03	06	04	98
09006937	02/27	FRI	2	01	00	2	01	00	2	ACADEMIC WAY	AT		26	MILL RD	01	03	04	01	01	01	01	01	98
09021400	08/17	MON	2	01	00	2	01	00	2	DOVER RD	AT				10	05	04	01	01	01	11	01	
09026963	11/05	THU	2	01	00	2	01	00	2	DOVER RD	AT		2	MAIN ST	03	03	04	02	01	01	01	03	06
09012911	05/12	TUE	2	01	00	2	01	00	2	DOVER ROAD	AT				10	99	99	99	01	01	01	01	98
09013045	05/25	MON	1	1	10	98			2	MADBURY PO OFCE PK					10	99	99	99	01	01	01	01	98
09013505	05/24	SUN	2	01	00	2	01	00	2	MAIN	AT		2	DOVER RD	10	05	04	98	01	01	01	01	02
09021683	08/29	SAT	3	01	00	3	01	00	2	MAIN ST	AT		2	DOVER RD	01	03	04	05	01	01	01	02	01
09027601	11/16	MON	2	01	00	2	01	00	2	MILL POND ROAD	AT		20	CHURCH HILL ROAD	03	03	04	01	01	01	01	01	01
09032579	12/13	SUN	2	06	00	2	06	00	250/F N	STRAFFORD AVENUE	250/F N		22	GARRISON AVENUE	03	03	04	01	01	01	06	01	98
09006943	02/12	THU	2	03	00	2	03	00	20	DEMERITT CIR					10	98	04	01	01	02	99	03	98
09000743	01/12	MON	2	01	00	2	01	00	22	COLOVOS RD			WEDNESDAY HILL RD	10	98	04	02	01	03	02	04	98	
09004899	02/06	FRI	2	01	00	2	01	00	229	PACKERS FALLS RD	1250/F S				03	03	04	04	02	04	01	01	07
09004083	01/28	WED	2	01	00	2	01	00	24	EVERGREEN DRIVE					10	05	04	05	98	03	04	02	98
09012912	05/15	FRI	1	1	10	07			253	DURHAM POINT RD					03	03	04	05	01	01	06	01	98
09032578	11/21	SAT	1	1	10	12			259	NEWMARKET ROAD	1500/F N		STAGECOACH ROAD	03	03	04	04	01	01	06	01	98	
09007810	03/11	WED	2	1	10	98			26	FROST DR	100/F S		CUTTS RD	03	03	04	02	01	07	06	01	98	
09025551	10/10	SAT	2	2	01	00			277	MAIN ST	1320/F W		TECHNOLOGY DR	03	03	04	01	01	01	01	01	01	03

09006934	03/01 SUN	3	2 01 00	283 PACKERS FALLS RD	AT	211 WEDNESDAY HILL R	01 03 04 04 01 03 04 04 01 03 04 02 03
09008092	02/26 THU		2 01 00	291 MAST ROAD	AT	NORTH DRIVE	01 03 04 01 01 01 01 01 98
09002705	01/12 MON		2 01 00	3 DENBOW RD			09 05 04 02 01 03 04 02 98
09027595	11/18 WED		2 01 00	3 MADBURY ROAD	AT	10 COWELL DRIVE	03 04 04 01 01 01 01 01 02
09029717	12/04 FRI		2 01 00	30 ACADEMIC WAY			10 05 04 01 01 01 04 01 02
09004900	02/05 THU		2 03 00	30 ACADEMIC WAY	30/F E	ARTS WAY	10 98 04 01 05 01 01 01 98
09010900	04/15 WED	1	1 06 00	30 ACADEMIC WAY	40/F E	ARTS WAY	03 05 04 01 01 01 01 01 98
09002481	03/03 TUE		2 01 00	30 BALLARD STREET			03 03 04 02 01 03 04 04 98
09004614	04/02 THU	1	2 01 00	33 ACADEMIC WAY			03 03 04 01 01 01 01 01 98
09019400	08/06 THU		2 01 00	33 MADBURY RD	AT	22 GARRISON AVE	01 03 04 01 01 01 01 02 98
09022847	09/28 MON		1 10 07	34 WATSON RD			06 05 04 05 01 02 01 02 98
09021401	08/16 SUN		2 01 00	35 MILL POND RD	AT	31 FACULTY RD	04 03 04 01 01 01 01 01 01
09005831	01/24 SAT		2 03 00	38 MADBURY RD			10 98 04 01 01 01 01 01 98
09008036	03/26 THU		2 01 00	4 DOVER RD			10 99 99 99 01 01 01 01 98
09005893	02/22 SUN		2 01 00	4 EVERGREEN DRIVE			01 98 04 01 01 02 04 03 98
09025685	09/14 MON		2 03 00	4 LIBRARY WAY		HEWITT HALL	10 98 00 00 00 01 00 01 98
09007194	03/09 MON		1 10 08	44 DURHAM POINT ROAD	1500/F E	SUNNYSIDE DRIVE	03 03 04 05 01 03 01 04 98
09009344	04/30 THU		1 10 05	45 COLLEGE RD	AT	55 SERVICE RD	01 03 04 05 01 01 01 01 98
09018236	08/18 TUE		2 01 00	45 MAIN ST			03 04 04 01 01 01 01 01 01
09021681	08/31 MON		2 01 00	47 MADBURY RD	AT	4 MADBURY CT	10 03 04 01 01 01 99 11 98
09011355	04/27 MON		2 01 00	48 MILL RD	AT	14 MCDANIEL DR	01 03 04 01 01 01 04 02 04
09012928	05/16 SAT		1 10 13	48 ROSS ROAD			09 03 04 04 01 01 01 01 98
09023093	09/16 WED		2 01 00	5 MADBURY ROAD			10 99 99 99 01 01 01 02 98
09021713	07/08 WED		2 03 00	54 COLLEGE RD	30/F E	COLLEGE RD	10 98 04 01 01 02 01 03 98
09017700	07/07 TUE		2 01 00	55 COE DRIVE		OYSTER RIVER HS	10 99 99 99 01 01 01 02 98
09027503	11/16 MON	1	1 07 00	56 NEWMARKET ROAD	AT	7 LAUREL LANE	01 03 04 05 01 01 04 01 98
09027630	11/22 SUN		1 07 00	56 NEWMARKET ROAD	AT	7 LAUREL LANE	03 03 04 02 01 01 04 02 98
09033045	12/09 WED		2 01 00	56 NEWMARKET ROAD	250/F S	LAUREL LANE	03 03 04 01 01 03 01 04 01
09019823	07/11 SAT	1	1 12 00	595 BAY ROAD	500/F N	NEWMARKET TOWN LINE	03 03 04 05 01 06 01 11 98
09005955	02/10 TUE		2 01 00	60 STRAFFORD AVE			10 98 04 98 02 07 01 02 98
09025416	10/21 WED		2 01 00	60 STRAFFORD AVE			10 98 04 98 01 01 04 01 98
09011331	04/30 THU		2 01 00	7 MADBURY RD			10 99 04 01 01 01 01 01 98
09011354	04/30 THU		2 01 00	7 MILL RD			10 05 04 01 01 01 01 01 01
09005829	02/14 SAT		2 01 00	70 MAIN			10 98 04 01 01 02 06 01 98
09016325	06/24 WED		1 07 00	73 DOVER RD	AT	7 CANNERY RD	03 03 04 02 01 01 01 01 98
09022898	09/05 SAT	2	2 01 00	82 PISCATAQUA RD	1000/F W	RIVERVIEW ROAD	04 03 04 01 01 01 01 01 03
09022897	09/06 SUN	1	2 01 00	85 MADBURY ROAD	AT	37 EDGEWOOD ROAD	01 03 04 01 01 01 01 01 01
09025427	10/22 THU		1 10 08	9 EDGWOOD RD			10 98 04 98 01 01 04 02 98
09008770	04/01 WED		2 01 00	9 MADBURY ROAD	AT	12 PETTEE BROOK LANE	01 98 04 01 01 01 04 02 98
09004047	01/26 MON		2 01 00	9 MILL RD			04 03 04 02 01 01 01 02 04
09001413	01/27 TUE		1 10 06	ACADEMIC WAY	AT	AVAD WAY	05 03 00 00 01 00 01 03
09010100	04/09 THU	1	1 11 00	BENNETT ROAD	500/F W	COLD SPRINGS ROAD	03 03 04 05 01 01 06 01 98
09006578	01/23 FRI		2 01 00	COE DR	100/F S	BAGDAD RD	03 03 04 02 01 01 01 01 06

09033479	12/10 THU	2 01 00	MAIN ST	AT	MILL RD	01 04 00 00 01 00 01 98
09004049	01/28 WED	2 01 00	MAIN ST	100/F W	QUAD WAY	03 03 04 01 01 04 04 05 02
09012377	05/23 SAT	2 01 00	MAIN ST	AT	RTE 4 (NEAR)	03 03 00 00 00 01 00 01 01
09000396	01/15 THU	2 10 13	MAIN ST	AT	4	01 03 04 01 01 01 01 01 98
09029518	12/04 FRI	2 01 00	MAIN STREET		MADBURY ROAD	01 04 04 01 01 01 01 01 01
09031047	12/11 FRI	2 01 00	MAIN STREET	250/F W	MADBURY ROAD	02 99 99 01 01 01 01 01 03
09002446	03/02 MON	2 01 00	MAIN STREET	AT	MAST ROAD	01 03 04 01 98 03 01 04 98
09023821	09/20 SUN	2 01 00	MAIN STREET	AT	MAST ROAD	01 03 04 01 01 01 04 01 04
09023791	09/25 FRI	2 01 00	MAIN STREET	1800/F E	4	03 03 04 01 01 01 01 01 01
09003536	01/11 SUN	2 01 00	MAST RD			10 98 04 01 01 03 01 04 98
09024062	10/10 SAT	2 01 00	MAST RD			04 05 04 05 01 01 04 01 98
09024303	10/25 SUN	2 01 00	MAST RD			01 05 04 01 01 01 04 01 06
09024314	11/05 THU	2 01 00	MAST RD			10 98 04 98 01 01 04 02 98
09025423	10/15 THU	2 01 00	MAST RD			10 98 04 98 01 01 04 01 98
09001414	01/30 FRI	2 03 00	MAST RD	AT	MAIN ST	01 03 00 00 00 02 00 01 01
09004901	02/11 WED	2 01 00	MAST RD	150/F E	MAST RD	10 98 04 01 01 01 01 01 98
09011373	05/07 THU	2 01 00	MAST RD	75/F W	MAST ROAD EXT	03 98 04 01 01 05 01 02 98
09006224	02/25 WED	2 01 00	MAST ROAD			10 98 04 01 01 02 01 02 98
09008084	01/17 SAT	2 01 00	MAST ROAD			10 98 04 98 03 03 01 02 98
09008093	03/06 FRI	1 03 00	MAST ROAD			10 98 04 01 01 01 01 01 98
09026091	11/01 SUN	2 01 00	MAST ROAD			10 05 04 01 05 01 01 01 98
09023956	10/02 FRI	2 01 00	MAST ROAD	AT	MAIN STREET	01 03 04 01 01 01 01 01 04
09014026	06/02 TUE	2 03 00	MCDANIEL DR			10 98 04 98 98 07 04 02 98
09017095	06/23 TUE	2 03 00	MCDANIEL DR			10 98 04 01 01 01 03 01 98
09028861	11/30 MON	2 01 00	MCDANIEL DR			10 98 04 01 01 02 01 02 98
09022537	09/17 THU	2 01 00	MCDANIEL DRIVE			10 05 04 01 01 01 01 02 98
09009572	04/27 MON	2 01 00	MILL POND PLAZA		PARKING LOT	10 98 04 01 01 01 01 01 98
09030742	12/06 SUN	1 10 07	MILL POND RD	AT	SMITH PARK LN	06 03 04 04 01 02 04 02 98
09007611	03/10 TUE	2 03 00	MILL RD			10 05 04 01 01 01 01 01 98
09013576	05/22 FRI	2 03 00	MILL RD			10 05 04 01 01 01 03 01 98
09003827	02/17 TUE	2 01 00	MILL RD	50/F N	ACADEMIC WAY	04 03 04 01 01 01 01 01 05
09002119	01/01 THU	1 10 11	MILL RD	500/F S	BARTLETT RD	03 03 04 05 01 03 01 01 98
09013044	05/22 FRI	2 01 00	MILL RD	100/F S	FOSS FARM RD	04 03 04 03 01 01 01 01 01
09024066	10/16 FRI	2 01 00	MILL RD	400/F W	MAIN ST	02 03 04 01 01 01 04 01 04
09013500	06/04 THU	2 01 00	MILL RD	AT	MILL RD PLAZA	04 03 04 02 01 01 01 01 04
09008095	02/28 SAT	2 03 00	MILL ROAD			10 98 04 01 01 01 01 01 98
09008282	03/28 SAT	2 01 00	MILL ROAD			10 98 04 01 01 01 01 02 98
09030616	11/14 SAT	1 01 00	MILL ROAD			98 98 04 01 01 02 03 03 98
09017618	07/08 WED	1 11 00	MILL ROAD	500/F W	BARTLETT ROAD	05 03 04 04 01 02 06 02 98
09012913	05/15 FRI	2 01 00	MILL ROAD	AT	MAIN STREET	01 03 04 02 01 01 01 01 01
09029523	11/24 TUE	1 10 98	MILL ROAD PLAZA			10 98 04 01 01 01 04 01 98
09031568	12/22 TUE	2 01 00	MILL ROAD PLAZA LOT			10 98 04 98 01 01 01 01 98
09016319	06/27 SAT	2 01 00	NEWMARKET RD	15/F S	DOVER RD	01 03 04 02 01 01 01 02 01

09003519	01/29 THU	2 01 00	NEWMARKET RD	100/F S	DURHAM POINT RD	04 03 04 01 01 04 01 01 01 01 01
09003521	01/29 THU	3 01 00	NEWMARKET RD	100/F S	DURHAM POINT RD	04 03 04 01 01 04 01 01 01 01 01
09020570	07/25 SAT	1 09 00	NEWMARKET RD	AT	MOAT RD	03 03 04 04 01 01 02 11 98
09003477	01/15 THU	1 07 00	NEWMARKET RD	50/F S	SIMONS LANE	03 03 04 01 01 01 01 02 02 98
09023793	09/29 TUE	1 07 00	NEWMARKET ROAD	40/F S	LAUREL LANE	03 03 04 04 01 01 01 02 98
09026087	10/22 THU	1 10 07	PACKERS FALL ROAD	50/F S	GRIFFITH DRIVE	03 03 04 04 01 01 01 02 98
09026956	11/05 THU	2 01 00	PACKERS FALLS RD	AT	CARRIAGE WAY	03 03 04 01 01 02 01 03 08
09006568	02/24 TUE	1 07 00	PACKERS FALLS RD	500/F N	NEWMARKET TOWN LINE	98 99 99 01 01 01 01 06 11 98
09027651	12/09 WED	2 01 00	PETITE BROOK LN		METERED PARKING LOT	10 99 04 01 01 03 01 04 01
09008857	04/02 THU	2 01 00	PISCARAQUA RD	800/F E	BACKRIVER RD	02 03 04 01 01 01 01 02 01
09007813	03/14 SAT	1 07 00	PISCATAQUA RD	1200/F E	DOVER RD	03 03 04 01 01 01 02 01 98
09020566	07/28 TUE	1 10 07	POST OFFICE PKG LOT			10 05 04 05 01 01 01 01 98
09000952	01/09 FRI	PDO 2 01 00	RTE 108 OFF-RAMP	AT		07 04 00 00 00 01 00 01 01
09011214	04/25 SAT	PDO 1 10 05	SCOTT HALL PRKNG LOT		OFF BALLARD ST	10 05 00 00 00 01 00 01 98
09012708	05/27 WED	1 01 00	SPINNEY LANE		CONTRACTORS PARKING	10 98 00 00 00 01 00 02 98
09013042	05/15 FRI	2 01 00	STORE 24			10 98 04 01 01 01 01 01 98
09024363	09/23 WED	2 01 00	STORE 24 PARKING LOT			10 04 00 00 00 01 00 01 98
09010275	04/27 MON	2 01 00	STRAFFORD AVE			10 05 04 01 01 01 01 01 98
09004058	01/30 FRI	2 01 00	STRAFFORD AVE	100/F E	EDGEWOOD RD	03 03 04 05 01 04 04 01 98
09004048	01/27 TUE	2 03 00	STRAFFORD AVE	50/F W	GARRISON AVE	03 03 04 01 01 03 04 04 01
09010339	05/26 TUE	2 01 00	STRAFFORD AVE	50/F N	GARRISON AVE	03 03 04 01 02 01 01 01 98
09011778	05/08 FRI	1 10 08	STRAFFORD AVE	250/F W	W. EDGEWOOD RD	10 05 00 00 00 01 00 11 98
09006938	02/20 FRI	2 01 00	WATSON RD	500/F E	BACK RIVER	03 03 04 01 01 03 01 01 98
09027482	10/20 TUE	1 10 07	WEDNESDAY HILL ROAD	200/F S	GRIFFITH DRIVE	03 03 04 04 01 01 01 01 98
09003742	01/23 FRI	2 03 00	WEST EDGE DR			10 98 04 01 01 03 01 01 98
09021890	09/09 WED	2 01 00	WEST EDGE DR			10 05 04 01 01 01 01 01 98
09009001	03/31 TUE	2 01 00	WEST EDGE RD			10 05 04 01 01 01 01 02 98
09007376	03/09 MON	1 11 00		100/F W	ARTHUR GRANT CIR	03 03 04 01 01 01 04 01 98
09002710	01/04 SUN	2 01 00		AT	BACK RIVER RD	03 03 04 01 01 01 01 01 01
09011333	04/24 FRI	2 01 00		500/F E	BACK RIVER RD	03 03 04 01 01 01 01 01 01
09016322	06/19 FRI	2 01 00		20/F E	BACK RIVER RD	01 03 04 01 01 02 01 03 01
09026967	11/04 WED	1 07 00		500/F W	BACK RIVER RD	03 03 04 02 01 01 04 02 98
09027491	11/06 FRI	2 01 00		AT	BACK RIVER ROAD	03 03 04 01 01 01 01 01 01
09027496	11/07 SAT	1 07 00		1500/F	BACK RIVER ROAD	03 03 04 02 01 01 06 01 98
09032147	12/24 THU	2 01 00		AT	BACK RIVER ROAD	01 03 04 01 01 99 99 01
09020464	09/14 MON	1 07 00		500/F E	BAGDAD RD	03 03 04 02 01 01 01 02 98
09018889	08/15 TUE	1 07 00		250/F E	CONCORD RD	03 03 00 00 00 01 00 01 98
09006570	02/23 MON	2 08 00		2000/F W	DOVER RD	03 03 04 02 01 02 01 02 98
09006572	02/19 THU	2 01 00		25/F E	DOVER RD	07 04 04 02 01 03 04 04 01
09020879	08/10 MON	2 01 00		1000/F E	DOVER RD	03 03 04 02 01 01 02 02 05
09016320	06/12 FRI	2 08 00		1000/F E	LEE TOWN LINE	03 03 04 04 01 01 01 02 98
09003483	01/11 SUN	2 01 00		1000/F W	MADBURY RD	03 03 04 04 01 03 01 04 07
09010068	04/15 WED	2 01 00		AT	MADBURY RD	01 03 04 01 01 01 01 01 98

09011284	06/05	FRI	2 98 00	4	500/F W	AT	MADBURY RD	01 03 04 01 01 01 01 01 01
09011329	05/01	FRI	2 09 00	4	300/F E		MADBURY RD	02 03 04 05 01 01 01 01 98
09016306	06/30	TUE	2 10 99	4	2500/F W		MADBURY RD	03 03 04 05 01 01 04 01 98
09022896	09/06	SUN	1 07 00	4	3000/F W		MADBURY ROAD	03 03 04 05 01 01 01 01 98
09029520	12/02	WED	1 11 00	4				
09030770	12/17	THU	3 01 00	4		AT	MADBURY ROAD	01 03 04 03 01 01 01 01 01
09031570	12/11	FRI	1 07 00	4	3000/F W		MADBURY ROAD	03 03 04 05 01 01 04 01 98
09002707	01/10	SAT	1 08 00	4	2000/F E		MAIN ST	03 03 04 01 01 01 02 98
09004895	01/30	FRI	2 01 00	4		AT	MAIN ST	07 04 04 05 01 01 01 01 01
09006574	02/18	WED	1 11 00	4	700/F E		MAIN ST	03 03 04 01 01 03 06 04 98
09008853	04/02	THU	2 09 00	4	2500/F E		MAIN ST	03 03 04 01 01 01 01 01 98
09013036	05/11	MON	2 01 00	4		AT	MORGAN WAY	01 03 04 03 01 01 01 11 01
09016298	07/08	WED	1 10 98	4	3000/F E		MORGAN WAY	03 03 04 01 02 01 03 98
09030773	12/15	TUE	1 10 03	4	2640/F W		MORGAN WAY	03 03 04 04 01 01 04 01 98
09011322	05/04	MON	2 01 00	4		AT	RTE 108/DOVER RD	01 03 04 01 01 01 01 11 98
09017616	07/08	WED	1 10 07	4	400/F W		SHEARWATER STREET	06 03 04 01 01 02 01 03 98
09007831	03/12	THU	1 07 00	4	100/F W		THE WEIGHT STATION	03 03 04 01 01 01 04 01 98
09007812	03/16	MON	1 07 00	4	700/F W		W ARTHUR GRANT CIRCL	03 03 04 02 01 01 04 01 98
09016324	06/19	FRI	1 10 05	4	1500/F W		W ARTHUR GRANT CIRCL	03 03 04 04 01 02 01 02 98
09007195	03/07	SAT	2 09 00	4	1000/F W	108		03 03 04 01 01 01 06 02 98
09004056	01/30	FRI	1 10 98	108	5280/F S		BENNETT RD	03 03 04 04 01 01 04 01 98
09007197	03/09	MON	2 01 00	108	100/F S		LAUREL LANE	03 03 04 02 01 03 01 04 98
09021164	09/24	THU	2 01 00	108	50/F S		CANNERY RD	04 03 04 01 01 01 01 01 98
09031042	12/09	WED	2 01 00	108		AT	SCHOOLHOUSE LANE	01 03 04 01 01 03 01 04 01
09007193	03/09	MON	1 10 07	108		AT	CANNEY ROAD	06 03 04 02 01 02 01 04 07
09029516	12/06	SUN	2 01 00	108	500/F S		DURHAM POINT ROAD	03 03 04 03 01 02 06 01 01
09031044	12/09	WED	1 01 00	108	500/F N		DURHAM POINT ROAD	03 03 04 05 01 03 01 04 98
09031043	12/09	WED	2 01 00	108	200/F S		SIMONS LANE	03 03 04 01 01 03 01 04 08
09003812	03/09	MON	1 10 07	155	300/F S		MADBURY TOWN LINE	03 03 04 05 01 03 01 04 98
09022013	08/30	SUN	PDO 2 01 00	155		AT		01 03 00 00 01 00 01 01 01
09016326	06/26	FRI	1 10 12	108/	5280/F S		BENNETT RD	03 03 04 01 01 01 01 01 98
09001167	01/14	WED	PDO 1 07 00	155N	10560/F S		MADBURY TOWN MARKER	03 03 00 00 01 00 02 07

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 TOWN: DURHAM
 MASTR
 RUN DATE: 06/09/10
 FILE DATE: 09
 END OF TOWN DURHAM

DURHAM

NHDOT

ACDR01PRNT1

STATE OF NEW HAMPSHIRE
DEPARTMENT OF TRANSPORTATION
ACCIDENT LOCATION DATA REPORT

DURHAM COUNTY: STRAFFORD TOWN PAGE: 1 REPORT PAGE: 249
FILE DATE: 08 RUN DATE: 06/15/09 MASTR TOWN: DURHAM DIST D INRTE INT STREET FE RD RF AL CO SC LT WT DC
YRCASE MM/DD DAY K I PK PI V TY OS ONRTE ON STREET

YRCASE	MM/DD DAY	K	I	PK	PI	V	TY	OS	ONRTE	ON STREET	DIST	D	INRTE	INT STREET	TOWN PAGE:	1	REPORT PAGE:	249
08028003	11/24 MON	2	03	00						1 BROOK WAY	35/F N	AT		GARRISON AVE	09 05 00 00 01 01 01 98			
08024131	10/02 THU	2	01	00						10 MAIN ST	AT			1 PARK CT	01 05 04 01 01 02 01 01 98			
08027850	11/05 WED	2	01	00						10 NEWMARKET RD	AT			2 MILL POND RD	01 99 04 03 01 01 01 01 01			
08015674	06/21 SAT	2	01	00						100 STONE QUARRY DR				PKNG LOT OF DURHAM	01 03 04 01 01 01 01 01 98			
08019376	07/30 WED	1	10	98											10 98 04 01 05 07 01 01 98			
08021895	09/01 MON	1	2	01	00					108 NEWMARKET RD	400/F N	AT		LAUREL LANE	04 03 04 01 01 01 01 01 98			
08025015	09/29 MON	1	12	00						11 EMERSON RD	AT			63 EDGEWOOD RD	01 03 04 01 01 02 04 02 98			
08022970	09/12 FRI	1	10	07						110 MILL ST	500/F N	AT		3 MESERVE RD	03 03 04 06 01 02 01 03 98			
08015912	07/03 THU	1	10	14						114 MAIN ST					10 05 04 04 01 01 01 01 98			
08013104	05/18 SUN	1	03	00						12 BALLARD					10 98 04 01 01 01 01 01 98			
08021322	08/21 THU	1	10	17						12 DENBOW RD	800/F S			PINCREST	03 03 04 04 01 01 06 01 98			
08019381	07/24 THU	1	10	08						12 DOVER RD					04 05 04 98 98 01 04 01 98			
08023957	09/28 SUN	2	01	00						124 MAIN ST	AT			62 COLLEGE RD	01 03 04 02 01 02 01 03 98			
08025020	10/03 FRI	2	99	00						124 MAIN ST	AT			62 COLLEGE RD	99 99 99 99 99 99 99 99 98			
08025656	10/08 WED	3	01	00						124 MAIN ST	AT			62 COLLEGE RD	01 03 04 02 01 01 01 01 98			
08022240	09/05 FRI	2	01	00						13 JENKINS CT	AT			60 MAIN STREET	01 04 04 01 01 01 04 01 01			
08019385	07/26 SAT	1	2	06	00					14 CROGHAN LN	300/F N			31 OYSTER RIVER RD	04 05 04 98 01 01 01 01 98			
08029663	11/25 TUE	2	01	00						145 MAIN STREET	50/F S			THE RR TRACKS	03 03 04 03 01 02 01 03 98			
08025548	09/27 SAT	1	2	06	00					147 MAIN ST	N			FOOTBALL FIELD	10 05 04 02 01 01 01 01 98			
08013736	05/30 FRI	2	01	00						16 BALLARD ST					10 98 04 98 01 01 01 01 98			
08030409	12/07 SUN	2	1	10	17					163 DAME RD					03 03 04 05 01 03 01 02 98			
08010368	03/30 SUN	2	01	00						17 MADBURY RD					10 98 04 02 02 03 06 01 98			
08008956	04/11 FRI	2	01	00						17 MADBURY ROAD	100/F W			MADBURY ROAD	10 05 00 00 01 00 03 04			
08029681	11/21 FRI	3	1	11	00					180 PISCATAQUA ROAD					03 03 04 02 01 01 06 01 98			
08030411	12/04 THU	2	01	00						19 MAIN ST	AT			3 SMITH PARK LN	02 03 04 03 01 01 04 01 03			
08025039	10/16 THU	1	1	10	06					196 PACKERS FALLS RD	50/F N			BENNETT RD	03 03 04 06 01 02 03 03 98			
08025654	10/09 THU	2	01	00						2 DAVIS CT	50/F W			WOODSIDE DR	10 03 04 01 01 01 03 01 98			
08025042	10/16 THU	1	2	01	00					2 EVERGREEN DR	AT			15 MCDANIEL DR	01 03 04 01 01 02 01 03 98			
08023953	09/30 TUE	1	1	10	98					2 MADBURY RD					10 05 04 98 01 01 01 02 98			
08029660	10/23 THU	2	01	00						2 MAIN STREET	AT			2 DOVER ROAD	01 03 04 05 01 01 04 01 01			
08018268	07/15 TUE	1	1	10	02					2 MILL POND RD	AT			20 CHURCH HILL RD	05 03 04 01 01 01 01 01 98			
08024598	10/09 THU	2	18	00						22 GARRISON AVD	AT			2 STRAFFORD AVE	01 03 04 01 01 01 05 01 98			
08023340	09/16 TUE	2	01	00						22 GARRISON AVE					10 98 04 98 01 01 99 02 98			
08020972	08/15 FRI	2	01	00						24 COLOVOS RD					10 98 04 98 01 01 02 01 98			
08032391	12/01 MON	3	01	00						24 MADBURY RD	200/F N			WOODMAN RD	01 03 04 01 01 01 01 02 05			

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NHDOT STATE OF NEW HAMPSHIRE

DEPARTMENT OF TRANSPORTATION

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 YRCASE MM/DD DAY K I PK PI V TY OS ONRTE ON STREET DIST D INRTE INT STREET FE RD RF AL CO SC LT WT DC

08011702	04/17	SAT	2	01	00	26	MADBURY RD PKNG	1000/F E	WEDNESDAY HILL ROAD	10	05	04	99	99	01	99	99	98
08033812	12/31	WED	2	01	00	264	PACKERS FALLS RD	AT	5 YOUNG DR	03	03	04	04	01	03	01	04	07
08023294	09/13	SAT	2	01	00	28	DOVER RD	AT	5 YOUNG DR	01	03	04	01	01	01	01	01	98
08032384	12/13	SAT	2	01	00	28	DOVER RD	AT	5 YOUNG DR	03	03	04	01	01	01	04	01	01
08022387	08/28	THU	1	1	10	06	283	PACKERS FALLS RD	AT	211 WEDNESDAY HILL R	03	03	04	04	01	01	04	01
08026804	11/01	SAT	2	01	00	29	MADBURY RD			10	98	04	98	01	99	01	01	98
08023282	09/19	FRI	2	01	00	29	YOUNG DR			09	05	04	01	01	06	01	01	98
08012494	04/14	MON	2	03	00	295	MAST RD			10	98	04	01	01	01	01	01	98
08018863	07/21	MON	1	10	07	3	GARRISON AVE			10	98	04	01	01	02	01	02	98
08023967	09/19	FRI	2	01	00	3	MILL RD			10	05	04	01	01	01	01	01	04
08022244	09/05	FRI	2	01	00	3	MILL ROAD			10	98	04	01	01	01	01	01	03
08022390	09/04	THU	2	01	00	3	MILL ROAD			10	98	04	98	01	01	01	01	98
08024624	08/29	FRI	2	03	00	3	MILL ROAD	150/F S	MAIN STREET	10	98	04	02	01	01	04	01	98
08025032	10/13	MON	1	10	13	30	BAGDAD RD	AT	31 OLD BAGDAD RD	03	03	04	04	01	01	01	01	98
08009301	02/21	THU	2	01	00	32	MAIN ST			10	05	04	02	01	01	01	01	98
08013478	05/20	TUE	1	2	01	00	32	MAIN ST	50/F W	MADBURY RD	09	05	04	02	01	01	01	98
08029654	12/04	THU	2	01	00	33	MADBURY ROAD	AT	22 GARRISON AVENUE	01	03	04	02	01	01	03	01	01
08019392	07/16	WED	2	01	00	36	MADBURY RD			10	05	04	05	01	01	01	01	98
08023296	09/06	SAT	2	01	00	39	MAIN ST	100/F W	MADBURY RD	03	04	04	02	01	02	01	02	98
08020354	08/04	MON	2	01	00	4	DOVER RD			10	98	04	01	01	01	01	01	98
08025660	10/18	SAT	2	01	00	4	DOVER RD		PKG LOT OF IRVING	10	98	04	98	01	01	01	01	98
08032743	12/06	TUE	2	01	00	4	DOVER RD	AT	108 DOVER RD	98	98	00	00	00	02	00	02	01
08019822	07/30	WED	2	03	00	4	GARRISON AVE			10	98	04	02	01	01	01	01	98
08021347	08/22	FRI	2	1	10	07	41	LONGMARSH RD	80/F W	10 WINECELLAR RD	03	03	04	05	01	01	01	98
08030410	12/05	FRI	2	01	00	48	MAIN ST	30/F E	MILL RD	03	04	04	01	01	01	04	01	98
08026799	10/21	TUE	2	01	00	5	DENNISON RD			10	05	04	98	01	01	01	11	98
08001829	02/14	THU	2	01	00	5	MAIN ST	30/F N	RTE 108 SOUTH	03	04	00	00	00	02	00	01	02
08022094	09/08	MON	1	10	14	51	COLLEGE ROAD			10	05	04	01	01	01	01	01	98
08023283	09/12	FRI	1	10	13	51	LONGMARSH RD			01	03	04	01	01	02	04	02	98
08021896	08/27	WED	2	01	00	55	COE DR			10	98	04	01	01	01	01	01	98
08022391	09/10	WED	2	01	00	55	COE DRIVE			10	98	04	98	01	01	04	01	98
08026217	10/25	SAT	2	01	00	6	DENNISON RD			09	05	04	02	01	01	01	11	98
08020350	08/03	SUN	1	10	98	68	PISCATAQUA RD	1050/F E	W ARTHUR GRANT CIRCL	06	03	04	02	01	01	01	01	98
08022968	09/17	WED	2	01	00	7	DAVIS AVE	AT	1 ADAMS CIR	01	03	04	02	01	01	01	01	04
08024600	09/26	FRI	2	01	00	7	MADBURY RD			10	05	04	01	01	01	01	01	98

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 NHDOT STATE OF NEW HAMPSHIRE

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YRCASE	MM/DD DAY	K	I	PK	PI	V	TY	OS	ONRTE	ON STREET	DIST	D	INRTE	INT STREET	FE	RD	RF	AL	CO	SC	LT	WT	DC
08023824	09/18 THU					2	01	00	7	MILL RD					10	05	04	01	01	01	01	01	04
08021358	09/08 MON					2	01	00	8	COLLEGE RD					03	03	04	04	01	01	01	01	98
08022385	08/28 THU	1				2	98	00	87	PACKERS FALLS RD					04	03	04	04	01	01	01	01	98
08025009	10/05 SUN	1				1	10	06	89	NEWMARKET RD	2200/F N	AT		LONGMARSH RD	03	03	04	02	01	01	06	02	98
08032730	12/23 TUE					1	98	00	96	BAGDAD RD				92 DOVER RD	02	03	04	05	98	03	04	01	98
08011697	04/30 WED					1	10	02		BACK RIVER RD		AT		ROUTE 4	01	03	04	04	03	01	01	02	98
08002756	02/18 MON					2	01	00		BAGDAD RD		AT		OLD BAGDAD RD	03	03	04	06	01	02	01	09	98
08023281	09/19 FRI					2	01	00		BALLARDS RESTURANT				PARKING LOT	10	05	04	98	01	01	04	01	98
08018266	07/10 THU	1				1	11	00		BAY RD	2640/F N	AT		NEWMARKET TOWN LINE	03	03	04	05	03	07	01	01	98
08005392	02/02 SAT					1	10	06		BENNETT RD		AT		COLD SPRINGS RD	03	03	04	06	01	02	06	01	98
08021235	08/17 SUN	1				1	10	17		BENNETT RD	1380/F W			NEWMARKET RD	05	03	04	04	01	01	06	01	98
08003609	01/08 TUE					2	01	00		BURNHAM AVE	50/F S			FACULTY RD	03	03	04	01	01	02	01	01	98
08023829	09/10 WED					2	01	00		CANNEY RD		AT	108		01	03	04	02	01	01	01	01	98
08002720	02/27 WED									COLLEGE RD		AT		COLOVOS RD	01	03	00	00	00	03	00	04	04
08004932	01/22 TUE					2	01	00		DENNISON RD	100/F N			WOODMAN RD	04	03	04	01	01	01	01	02	98
08025647	10/18 SAT					1	07	00		DOVER RD					03	03	04	02	01	01	01	01	98
08003618	01/02 WED					1	07	00		DOVER RD		AT		BAGDAD RD	03	03	04	02	01	04	05	01	98
08012375	05/05 MON					1	07	00		DOVER RD	100/F N			BAGDAD RD	03	03	04	02	01	01	01	01	98
08026812	11/05 WED					1	07	00		DOVER RD	500/F N			BAGDAD RD	03	03	04	02	01	01	06	02	98
08006121	02/06 WED					2	01	00		DOVER RD		AT		BAYVIEW RD	02	03	04	01	01	02	01	03	01
08025026	10/12 SUN	1				3	01	00		DOVER RD	100/F N			MAIN ST	04	03	04	01	01	01	01	01	01
08011510	04/22 TUE					2	01	00		DOVER RD	50/F N			NEWMARKET	04	03	04	01	01	01	02	01	03
08005832	02/01 FRI					2	01	00		DOVER RD	200/F N			NEWMARKET RD	03	03	04	01	01	03	01	03	98
08006120	02/08 FRI					2	01	00		DOVER RD		AT		NEWMARKET RD	01	03	04	01	01	02	01	04	01
08006444	02/15 FRI					2	01	00		DOVER RD	80/F N			NEWMARKET RD	04	03	04	01	01	02	01	01	98
08011699	04/24 THU					1	05	00		DOVER RD	75/F N			NEWMARKET RD	04	05	04	02	01	01	01	11	04
08015680	06/05 THU					2	01	00		DOVER RD		AT		NEWMARKET RD	01	02	04	01	01	01	01	02	04
08018275	07/16 WED	1				2	01	00		DOVER RD	60/F N			NEWMARKET RD	04	03	04	01	01	01	01	01	98
08022189	09/05 FRI	1				2	03	00		DOVER RD	100/F N			NEWMARKET RD	03	03	04	01	01	01	01	01	01
08012649	05/13 TUE					2	01	00		DOVER RD		AT		RTE 4 E OFF RAMP	01	03	04	01	01	01	01	01	98
08009356	02/22 FRI					2	01	00		DOVER RD		AT		STONE QUARRY DR	02	03	04	02	01	03	06	04	98
08015956	06/12 THU					1	07	00		DOVER RD		AT		YOUNG DR	01	03	04	01	01	01	01	01	98
08015958	06/09 MON					2	01	00		DOVER RD		AT	4		01	03	04	01	01	01	01	02	04
08033816	12/31 WED					2	01	00		DOVER ROAD	200/F S			BAYVIEW ROAD	04	03	04	02	01	03	01	04	98
08011320	04/15 TUE					2	01	00		DOVER ROAD		AT		4 OFF-RAMP	01	03	04	02	01	01	01	01	98

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 NHDOT STATE OF NEW HAMPSHIRE
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 YRCASE MM/DD DAY K I PK PI V TY OS ONRTE ON STREET DIST D INRTE INT STREET FE RD RF AL CO SC LT WT DC
 08032381 12/17 WED 1 10 07 DURHAM POINT RD 2500/F W DEERMEADOW RD 03 03 04 05 01 03 01 04 98

08030407	12/09	TUE	1	10	13	DURHAM POINT RD	50/F E	DUMP RD	03 03 04 05 01 03 01 02 98
08023827	09/18	THU	2	01	00	DURHAM POINT RD	AT	NEWMARKET RD	01 03 04 05 01 01 01 01 03
08026809	11/02	SUN	1	10	17	DURHAM POINT RD	AT	NEWMARKET RD	01 98 04 01 01 01 06 01 98
08004334	01/26	SAT	2	1	07	DURHAM POINT ROAD	50/F S	LANGLEY ROAD	03 03 04 04 01 01 06 01 98
08026807	11/02	SUN	1	10	02	DURHAM POINT RD	1500/F N	DUMP RD	03 03 04 04 01 01 01 02 98
08015354	06/18	WED	3	01	00	EDGEWOOD RD	40/F E	MADBURY RD	10 05 04 02 01 01 01 01 98
08015070	06/01	SUN	1	10	07	EDGEWOOD RD	AT	MADBURY RD	03 03 04 02 01 01 01 02 98
08010832	04/08	TUE	2	01	00	EDGEWOOD RD	N	STRAFFORD AVE EXT	01 03 04 01 01 01 01 01 98
08034289	12/19	FRI	2	01	00	EDGEWOOD RD	30/F E	WHITMORE CENTER	10 98 04 02 01 03 01 04 98
08018270	07/15	TUE	2	01	00	FACULTY RD	AT	GARDEN LANE	03 03 04 01 01 01 01 01 98
08000355	01/09	WED	2	03	00	FAIRCHILD HALL UNH	AT	"JOB SITE"	98 98 00 00 00 04 00 01 98
08010397	03/24	MON	2	01	00	GARRISON AVE	200/F S	BROOK WAY	01 03 04 02 01 01 01 01 98
08014110	05/28	WED	1	06	00	GARRISON AVE	AT	MAIN	03 03 04 02 01 01 01 01 98
08007484	02/09	SAT	1	06	00	IRVING PARKING LOT	15/F S	LUNDY LANE	10 98 04 99 01 02 01 01 98
08030406	12/08	MON	2	01	00	LONGMARSH RD	AT	108	02 03 04 01 01 01 01 01 01
08014298	05/25	SUN	2	01	00	MADBURY CT	100/F W	MADBURY RD	03 03 04 01 01 01 01 01 98
08011497	04/17	THU	1	12	00	MADBURY RD	AT	COWELL DR	03 04 04 02 01 01 03 01 98
08006118	02/12	TUE	2	01	00	MADBURY RD	25/F S	GARRISON AVE	04 02 04 01 01 01 01 01 98
08005829	02/05	TUE	1	10	98	MADBURY RD	15/F S	LUNDY LANE	03 03 04 01 01 03 01 02 08
08002780	03/01	SAT	2	01	00	MADBURY RD	200/F N	MAIN ST	04 04 00 00 00 03 00 04 98
08029354	11/15	SAT	1	02	00	MADBURY RD	AT	MAIN ST	01 04 04 01 01 02 01 03 01
08032732	12/22	MON	2	01	00	MADBURY RD	50/F N	MAIN ST	03 04 04 05 01 03 01 01 01
08010365	04/02	WED	1	10	07	MADBURY RD	528/F N	MAPLE ST	03 03 04 01 01 01 01 01 98
08024599	09/23	TUE	2	01	00	MADBURY RD	200/F N	WOODMAN RD	03 03 04 02 01 01 04 01 04
08006438	02/14	THU	3	2	01	MADBURY RD	AT	4	01 03 04 01 01 01 04 01 98
08033419	12/19	FRI	1	10	11	MADBURY ROAD	200/F W	EDGEWOOD ROAD	04 05 00 00 00 04 00 02 98
08011321	04/13	SUN	2	01	00	MADBURY ROAD	250/F N	MATHES TERRACE	98 03 04 02 01 01 01 01 98
08007811	03/12	WED	2	01	00	MAIN	500/F W	COLLEGE RD	02 03 04 02 01 04 01 04 01
08003615	01/05	FRI	3	01	00	MAIN	AT	EDGEWOOD RD	02 02 04 01 01 01 01 01 01
08016225	06/15	SUN	1	10	11	MAIN	AT	NORTH RD	06 03 04 01 01 02 01 02 98
08011513	04/18	FRI	1	05	00	MAIN RD	AT	MAST RD	01 03 04 01 01 01 01 01 04
08014876	06/06	THU	2	01	00	MAIN ST	AT	GA CROSSWALK ON MAIN	03 03 00 00 00 02 00 03 05
08024857	09/21	SUN	2	01	00	MAIN ST	600/F W	COLLEGE RD	98 04 00 00 00 01 00 01 01
08032382	12/17	WED	2	01	00	MAIN ST	AT	COLLEGE RD	03 03 04 03 01 03 01 04 01

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ACDR01PRNT1 DEPARTMENT OF TRANSPORTATION
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 YRCASE MM/DD DAY K I PK PI V TY OS ONRTE ON STREET DIST D INRTE INT STREET FE RD RF AL CO SC LT WT DC

08020883	08/11	MON	2	01	00	MAIN ST	AT	DEPOT RD	03 03 04 02 01 01 01 01 01
08023952	10/01	WED	2	01	00	MAIN ST	AT	DEPOT RD	03 03 04 02 01 02 01 03 01
08023955	09/30	TUE	2	05	00	MAIN ST	AT	DEPOT RD	01 05 04 98 01 02 01 02 98
08026219	10/20	MON	1	2	01	00	150/F W	DEPOT RD	03 03 04 03 01 01 01 01 01

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08027853	11/03	MON			DEPOT RD		
08002931	02/26	TUE			EDGEWOOD RD		
08005671	01/27	SUN			EDGEWOOD RD		
08026218	10/20	MON			EDGEWOOD RD		
08008749	03/13	THU			GARRISON AVE		
08005661	01/28	MON			JENKINS COURT		
08008811	03/03	MON			JENKINS CT		
08008809	02/28	THU			MADBURY RD		
08011515	04/18	FRI			MILL RD		
08015357	06/07	SAT			MILL RD		
08009303	03/26	WED			NEWMARKET RD		
08022973	09/08	MON	1		NEWMARKET RD		
08012648	05/13	TUE			PARK COURT		
08015068	06/04	WED			PARK COURT		
08022971	09/09	TUE	1		QUAD WAY		
08023964	09/19	FRI	1		QUAD WAY		
08025034	10/15	WED			TECHNOLOGY DR		
08006123	02/05	TUE			4		
08008823	02/26	TUE	2		108		
08022392	09/10	WED	1		DEPOT ROAD		
08033813	11/24	MON			GARRISON AVENUE		
08022388	09/03	WED			MADBURY ROAD		
08029666	11/25	TUE			MAST ROAD EXT		
08034636	12/11	THU	1		LEE TOWN LINE		
08011494	04/10	THU			MAIN		
08022456	09/12	FRI	1		MAIN		
08024133	09/28	SUN			MILL RD		
08014111	05/25	SUN			PARKING LOT		
08007482	02/10	SUN			7 MILL RD		
08027609	11/17	MON					
08023299	09/13	SAT					
FILE DATE: 08 RUN DATE: 06/15/09 MASTR TOWN: DURHAM COUNTY: DURHAM TOWN: STRAFFORD TOWN PAGE: 5 REPORT PAGE: 253 NHDOT STATE OF NEW HAMPSHIRE DEPARTMENT OF TRANSPORTATION ACCIDENT LOCATION DATA REPORT COUNTY: STRAFFORD TOWN PAGE: 6 REPORT PAGE: 254 DIST D INRTE INT STREET FE RD RF AL CO SC LT WT DC							
08005668	01/27	SUN			BARTLETT RD		
08007807	03/12	WED	1		FACULTY RD		
08008818	02/26	TUE			FACULTY RD		
08010394	03/28	FRI			FOSS FARM RD		
08013477	05/21	WED			MAIN ST		
08030412	12/03	WED			MAIN ST		

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08029466	12/02	TUE			MILL RD							
08011703	04/17	THU			MILL RD							
08032753	11/08	SAT			MILL RD PLAZA							
08014112	05/06	TUE			MILL RD PLAZA LOT							
08017939	07/24	THU			MITCHELL WAY							
08002717	02/17	SUN			NEWMARKET RD							
08008807	02/26	TUE			NEWMARKET RD							
08008815	02/26	TUE			NEWMARKET RD							
08014306	05/31	SAT			NEWMARKET RD							
08023951	10/01	WED			NEWMARKET RD							
08029350	11/20	THU			NEWMARKET RD							
08013100	05/16	FRI			NEWMARKET RD							
08032751	12/09	TUE			NEWMARKET RD							
08007809	03/12	WED			NEWMARKET RD							
08009298	03/23	SUN			NEWMARKET RD							
08017349	07/01	TUE			NEWMARKET RD							
08014303	05/27	TUE			NEWMARKET RD							
08028502	11/14	FRI			NEWMARKET ROAD							
08004195	01/14	MON			NEWMARKET ROAD							
08005833	01/31	THU			OYSTER RIVE HS LOT							
08021350	08/25	MON			PACKERS FALLS RD							
08022245	08/22	FRI			PACKERS FALLS ROAD							
08006114	02/13	WED			PARKING LOT OF							
08006439	02/15	FRI			PETEE BROOK LN							
08032387	12/10	WED			PETEE BROOK LN							
08016224	06/24	TUE			PETEE BROOK LN							
08007448	02/22	FRI			PETEE BROOK LN							
08026803	10/26	SUN			PISCATAQUA RD							
08014304	05/28	WED			RT 4 WEST OFF RAMP							
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NHDOT								STATE OF NEW HAMPSHIRE				
ACDR01PRNT1								DEPARTMENT OF TRANSPORTATION				
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YRCASE	MM/DD	DAY	K	I	PK	PI	V	TY	OS	ONRTE	ON	STREET
08028501	11/17	MON										
08024863	09/26	FRI										
08008747	03/03	MON										
08006112	02/14	THU										
08014300	05/23	FRI										
08006481	04/04	FRI										
08013089	05/20	TUE										
08023769	09/10	WED										
08017983	07/21	MON										

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08028501	11/17	MON			SCHOOLHOUSE LANE							
08024863	09/26	FRI			SEAMALL BRIDGE							
08008747	03/03	MON			ST GEORGES CHURCH PK							
08006112	02/14	THU			STORE 24 PARKING LOT							
08014300	05/23	FRI			STORE 24 PARKING LOT							
08006481	04/04	FRI			STRAFFORD AVE							
08013089	05/20	TUE			UNH CAMPUS LOT C							
08023769	09/10	WED			UNH LOT B							
08017983	07/21	MON			WEST EDGE LOT							

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08004940	01/20	SUN	2					2	01	00	4	BACK RIVER RD	AT							BACK RIVER RD		01	03	04	01	01	01	01	01	01	01
08007814	03/07	FRI	1					1	10	07	4	BACK RIVER RD	1500/F W							BACK RIVER RD		03	03	04	02	01	04	02	06	98	
08010384	03/29	SAT						3	01	00	4	BACK RIVER RD	AT							BACK RIVER RD		02	03	04	01	01	01	01	01	01	98
08017352	07/03	THU						2	01	00	4	BACK RIVER RD	700/F W							BACK RIVER RD		03	03	04	01	01	02	03	03	98	
08019390	07/19	SAT						2	01	00	4	BACK RIVER RD	500/F W							BACK RIVER RD		03	03	04	02	01	01	01	01	01	
08023960	09/20	SAT						2	01	00	4	BACK RIVER RD	500/F W							BACK RIVER RD		03	03	04	03	01	01	01	01	01	
08026801	10/18	SAT						2	01	00	4	BACK RIVER RD	AT							BACK RIVER RD		03	03	04	02	01	01	01	01	01	98
08022242	09/05	FRI						3	01	00	4	BACK RIVER ROAD	800/F E							BACK RIVER ROAD		03	03	04	01	01	01	01	01	01	
08012514	05/09	FRI						PDO	2	01	00	4	BACK RIVER/CEDAR PT	AT						BACK RIVER/CEDAR PT		02	03	00	00	00	01	00	02	01	
08029358	11/12	WED	1					1	10	17	4	BAGDAD RD	500/F W							BAGDAD RD		03	03	04	02	01	01	01	01	01	98
08032386	12/12	FRI	1					2	01	00	4	BUNKER LANE	500/F E							BUNKER LANE		03	03	04	03	01	02	01	02	01	
08032734	12/12	FRI						2	01	00	4	DOVER RD	AT							DOVER RD		02	04	04	02	01	02	04	02	01	
08003612	01/07	MON						1	07	00	4	MADBURY RD	2112/F W							MADBURY RD		03	03	04	01	01	01	06	02	98	
08008813	03/06	THU						2	01	00	4	MADBURY RD	AT							MADBURY RD		01	03	04	01	01	01	01	04	98	
08022648	08/26	TUE	1					1	09	00	4	MADBURY RD	5280/F W							MADBURY RD		03	03	04	01	01	01	01	01	98	
08030408	12/07	SUN						2	01	00	4	MADBURY RD	AT							MADBURY RD		01	03	04	01	01	02	01	11	01	
08033814	12/31	WED						1	10	06	4	MADBURY ROAD	AT							MADBURY ROAD		01	03	04	03	01	03	01	04	98	
08020884	08/17	SUN						1	10	13	4	MADBURY ST	500/F W							MADBURY ST		03	03	04	02	01	01	01	01	98	
08032390	12/08	MON						1	10	02	4	MAIN ST	AT							MAIN ST		05	04	04	03	01	01	01	01	98	
08019236	08/14	THU						2	01	00	4	MAIN ST 155A	AT							MAIN ST 155A		02	04	04	05	01	01	01	01	98	
08004196	01/08	TUE						1	10	13	4	MAIN STREET	200/F E							MAIN STREET		03	03	04	01	01	02	04	06	98	
08029673	11/21	FRI						2	01	00	4	MAIN STREET	1200/F W							MAIN STREET		03	03	04	01	01	01	01	01	98	
08004937	01/17	THU	1					2	01	00	4	MORGAN WAY	AT							MORGAN WAY		01	03	04	01	01	01	06	01	98	
08012377	05/02	FRI						3	01	00	4	MORGAN WAY	AT							MORGAN WAY		01	03	04	01	01	01	01	01	98	
08015678	06/06	FRI						1	10	07	4	MORGAN WAY	50/F W							MORGAN WAY		03	03	04	02	01	02	06	02	98	
08026805	11/01	SAT						1	07	00	4	MORGAN WAY	200/F E							MORGAN WAY		03	03	04	01	01	01	01	01	98	

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 YRCASE MM/DD DAY K I PK PI V TY OS ONRTE ON STREET DIST D INRTE INT STREET FE RD RF AL CO SC LT WT DC

08027848	11/07	FRI						1	10	03	4	MORGAN WAY	1000/F W						MORGAN WAY		05	03	04	04	01	02	01	03	98	
08010830	04/05	SAT						1	07	00	4	OLD CONCORD RD	2640/F E							OLD CONCORD RD		03	03	04	01	01	01	01	02	98
08007475	02/22	FRI						2	01	00	4	RIVERVIEW RD	150/F W							RIVERVIEW RD		04	03	04	01	01	03	01	04	98
08025648	10/19	SUN	1					2	01	00	4	RIVERVIEW RD	AT							RIVERVIEW RD		01	03	04	01	01	01	01	01	98
08020820	08/06	WED						1	07	00	4	RT 155A	50/F W							RT 155A		03	03	04	04	01	02	06	03	98
08009353	02/26	TUE						1	10	05	4	SHEARWATER ST	1320/F W							SHEARWATER ST		03	03	04	01	01	03	06	04	98
08019362	07/31	THU						2	01	00	4	SHEARWATER ST	AT							SHEARWATER ST		03	03	04	01	01	01	01	02	01
08009292	03/25	TUE						4	01	00	4	WAGON HILL FARM	1056/F E							WAGON HILL FARM		03	03	04	02	01	01	01	01	98
08015671	06/23	MON						1	07	00	4	WAGON HILL FARM	200/F E							WAGON HILL FARM		03	03	04	01	01	02	06	02	98
08015067	06/05	THU						1	07	00	4	WAGON HILL FARM	1500/F W	108						WAGON HILL FARM		01	04	01	01	01	03	01	99	98
08015957	06/09	MON						2	08	00	4	WAGON HILL FARM	AT	108						WAGON HILL FARM		03	03	04	02	02	01	01	02	98

08029346	11/20 THU	1	2 01 00	4	AT 155A	01 04 04 05 01 01 01 01 01
08005830	02/02 SAT		1 10 03	4		07 04 04 02 01 04 01 01 98
08018057	07/07 MON	2	2 01 00	11	AT DEFOT RD	01 03 04 01 01 01 01 02 98
08001179	02/09 SAT		PDO 2 02 00	108		03 03 00 00 00 03 00 04 07
08025607	10/20 MON		PDO 1 07 00	108	N DURHAM POINT ROAD	03 03 00 00 01 00 01 98
08020353	08/03 SUN	1	2 01 00	108	AT STAGECOACH RD	03 03 04 01 01 01 04 01 08
08015672	06/19 THU	1	1 10 07	155	528/F N LEE TOWN LINE	05 03 04 01 01 01 06 01 98
08003608	01/08 TUE		1 98 00	155	300/F N LEE TOWN LN	03 03 04 05 01 01 06 01 98
08009288	03/25 TUE		1 07 00	155	1056/M W MADBURY TOWN LINE	03 03 04 01 01 01 04 02 98

FILE DATE: 08 RUN DATE: 06/15/09 MASTR TOWN: DURHAM
 COUNTY: STRAFFORD TOWN PAGE: 8 REPORT PAGE: 256
 END OF TOWN DURHAM

DEPARTMENT OF TRANSPORTATION																											
ACCIDENT LOCATION DATA REPORT																											
ACR01PRNT1	FILE DATE: 07	MM/DD	DAY	RUN DATE: 06/25/08	K	I	PK	PI	V	TY	OS	MASTR	TOWN: DURHAM	COUNTY: STRAFFORD	TOWN PAGE: 2	REPORT PAGE: 241											
YRCASE													ON STREET	DIST	D	INRTE	INT STREET	FE	RD	RF	AL	CO	SC	LT	WT	DC	
07032660	12/10	MON			2	01	00						DOVER ROAD	AT			NEWMARKER ROAD	01	03	04	01	01	03	04	01	04	01
07032661	12/07	FRI			2	01	00						DOVER ROAD	25/F S			YOUNG DRIVE	03	03	04	01	01	02	04	04	98	
07036476	11/20	TUE			2	01	00						DOVER ROAD	AT			4W OFF RAMP	01	03	04	01	01	02	03	02	98	
07036481	12/03	MON			2	01	00						DOVER ROAD	AT			4W OFF RAMP	01	03	04	01	01	03	01	04	98	
07021640	08/30	THU			PDO	2	03	00					DURHAM MKTPLACE P/L				MILL RD	10	98	00	00	00	01	00	01	98	
07017703	07/01	SUN			1	07	00						DURHAM POINT RD	2112/F N			DEER MEADOW RD	03	03	04	05	01	01	01	01	98	
07019198	08/24	FRI			1	11	00						DURHAM POINT RD	2640/F W			DUMP RD	03	03	04	04	05	01	01	01	98	
07033768	12/03	MON			1	10	07						DURHAM POINT RD	AT			HORSESHOE CREEK BRID	03	03	04	05	01	03	01	04	98	
07008880	03/16	FRI			2	01	00						DURHAM POINT RD	50/F S			NEWMARKET RD	03	03	04	05	01	03	01	04	06	
07024303	09/02	SUN			1	02	00						DURHAM POINT RD	AT			NEWMARKET RD	01	03	04	04	01	01	01	01	08	
07036477	11/20	TUE			1	10	13						DURHAM POINT ROAD	1000/F E			DURHAM LANDFILL	03	03	04	05	01	03	01	02	98	
07017418	06/26	SAT			2	07	00						DURHAM PT RD	S			ADAMS PT RD	03	03	04	02	01	01	03	11	98	
07009686	06/01	FRI			PDO	2	01	00					DURHAM PT RD	AT	108			01	03	00	00	01	00	01	01	98	
07006497	02/11	SUN			2	01	00						EDGEWOOD RD	AT			STRAFFORD AVE EXIT	01	03	04	01	01	01	01	01	98	
07030864	11/13	TUE			2	01	00						EDGEWOOD RD				STRAFFORD AVE EXTEN	02	05	04	03	01	01	04	01	98	
07011276	04/30	MON			2	01	00						EDGEWOOD ROAD	528/F N			MAIN STREET	02	02	04	01	01	01	01	02	05	
07026823	11/01	THU			2	01	00						EMERSON RD	100/F W			EDGEWOOD RD	03	03	04	01	01	01	01	02	98	
07032778	12/09	SUN			1	06	00						GABLES WAY-LOT A				UNH CAMPUS 4TH SEC	10	03	04	01	01	01	04	01	98	
07007296	03/02	FRI			1	01	00						GARRISON AVE	AT			BROOK WAY	03	03	04	02	01	04	04	02	98	
07007297	03/02	FRI			2	01	00						GARRISON AVE	25/F S			BROOK WAY	03	03	04	02	01	04	04	02	01	
07028283	10/24	WED			2	01	00						GARRISON AVE	AT			BROOK WAY	01	03	04	01	01	01	01	01	98	
07022374	08/22	WED			2	01	00						GARRISON AVE	100/F S			MAIN ST	03	03	04	01	01	01	01	01	98	
07025195	09/22	SAT			1	12	00						GARRISON AVENUE	100/F E			BALLARD STREET	03	03	04	03	01	01	01	02	98	
07025186	09/21	FRI			2	03	00						GARRISON AVENUE	200/F W			STRAFFORD AVENUE	03	02	04	01	01	01	01	01	98	
07012563	05/16	WED			2	01	00						GARRISON SVE	AT			STRAFFORD AVE	02	03	04	02	01	02	01	03	98	
07036483	11/29	THU			2	01	00						GIBB'S GAS STATION					10	98	04	01	01	02	01	03	04	
07030867	11/13	TUE			2	01	00						GIBB'S OIL PRNG LOT					10	99	04	99	01	01	01	01	98	
07032780	12/13	THU			2	03	00						H LOT					10	98	04	01	01	01	01	02	98	
07036874	12/02	SUN			2	03	00						H LOT					10	98	04	01	01	01	04	01	98	
07032073	12/31	MON			2	09	00						HAMEL DR	100/F W			YORK DR	03	03	04	05	01	03	01	01	98	
07006949	05/03	THU			2	01	00						HOITT DR	200/F N			OYSTER RIVER RD	04	03	04	05	01	01	01	01	98	
07003212	01/26	FRI			3	01	00						MADBURY RD	AT			EDGEWOOD RD	01	03	04	02	01	01	01	01	98	
07005331	03/25	SUN			1	01	00						MADBURY RD	100/F N			EMERSON RD	04	03	04	01	01	01	01	01	98	
07009540	04/09	MON			2	01	00						MADBURY RD	AT			GARRISON AVE	01	02	04	02	01	01	01	01	01	
07024879	09/07	THU			1	06	00						MADBURY RD	AT			MAIN ST	02	03	04	04	01	01	04	01	01	

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 NHDOT STATE OF NEW HAMPSHIRE
 DEPARTMENT OF TRANSPORTATION
 ACCIDENT LOCATION DATA REPORT
 TOWN: DURHAM COUNTY: STRAFFORD TOWN PAGE: 3 REPORT PAGE: 242

YRCASE	MM/DD DAY	K	I	PK	PI	V	TY	OS	ONRTE	ON STREET	DIST	D	INRTE	INT STREET	FE	RD	RF	AL	CO	SC	LT	WT	DC
07003045	01/16 TUE					3	01	00		MADBURY RD	30/F N	AT		WOODMAN RD	03	03	04	02	01	01	01	01	98
07006610	02/16 FRI					2	01	00		MADBURY RD	100/F N	AT		WOODMAN RD	04	03	04	02	01	04	03	02	98
07012561	05/11 FRI					2	01	00		MADBURY RD	100/F N	AT		WOODMAN RD	04	03	04	02	01	04	01	02	98
07021753	08/16 THU					1	10	98		MADBURY RD	AT			WOODMAN RD	03	03	01	02	02	01	06	01	98
07022142	08/04 SAT					1	12	00		MADBURY ROAD	AT			GARRISON AVENUE EXT	01	03	01	02	02	01	06	01	98
07007208	04/04 WED	1				2	01	00		MAIN ST	AT			COLLEGE RD	01	03	04	02	01	03	04	04	98
07012558	05/16 WED					2	01	00		MAIN ST	75/F W	AT		COLLEGE RD	03	03	04	02	01	02	01	02	98
07007269	03/08 THU					2	01	00		MAIN ST	250/F E	AT		EDGEWOOD RD	03	03	04	01	01	01	01	01	98
07025080	10/17 WED					2	01	00		MAIN ST	AT			EDGEWOOD RD	03	03	04	01	01	01	01	01	98
07030940	12/17 MON					2	01	00		MAIN ST	100/F E	AT		EDGEWOOD ST	04	03	00	00	00	03	00	01	98
07010278	04/17 TUE	1				1	06	00		MAIN ST	AT			GARRISON AVENUE	01	03	01	01	01	02	01	03	98
07004525	02/07 WED					2	01	00		MAIN ST	75/F W	AT		JENKINS COURT	05	04	04	01	01	01	01	02	98
07033769	12/03 MON					2	01	00		MAIN ST	150/F E	AT		LOOP RD	03	03	04	01	01	03	01	04	01
07001332	02/20 TUE					2	01	00		MAIN ST	50/F W	AT		MADBURY RD	98	98	04	99	99	01	01	01	98
07003218	01/30 TUE					2	01	00		MAIN ST	AT			MADBURY RD	02	04	04	01	01	01	01	01	98
07028278	10/29 MON					2	01	00		MAIN ST	200/F E	AT		MADBURY RD	03	03	04	02	01	01	01	01	01
07028289	10/31 WED					2	01	00		MAIN ST	AT			MADBURY RD	01	04	04	01	01	01	01	01	01
07032156	11/10 SAT					3	01	00		MAIN ST	AT			MAIN ST RAILROAD BRI	01	03	04	03	01	01	04	01	98
07016154	07/27 FRI					2	01	00		MAIN ST	1400/F E	AT		MAST RD	03	02	99	01	01	01	01	01	98
07005502	01/28 SUN					3	01	00		MAIN ST	AT			MAST RD EXT	01	03	04	01	01	01	01	01	98
07006884	02/26 MON					2	01	00		MAIN ST	AT			MAST RD EXT	01	03	04	01	01	01	01	02	04
07009463	04/01 SUN					2	01	00		MAIN ST	200/F E	AT		MAST RD EXT	03	02	04	02	01	01	01	01	01
07005499	01/26 FRI					2	01	00		MAIN ST	150/F E	AT		MAST ROAD EXT	03	03	04	01	01	01	01	01	98
07025573	10/30 TUE					2	01	00		MAIN ST	100/F E	AT		MILL RD	03	03	04	01	01	01	01	01	98
07033766	12/03 MON					2	01	00		MAIN ST	AT			MILL RD	03	03	04	01	01	03	04	04	98
07028026	10/10 WED					2	01	00		MAIN ST	AT			NORTH DR	01	03	04	01	01	01	01	02	04
07024306	09/04 TUE					3	01	00		MAIN ST	AT			PARK COURT	03	03	04	03	01	01	01	01	01
07020963	07/16 MON					2	03	00		MAIN ST	AT			PARKING LOT	10	98	04	01	01	01	01	01	98
07005077	02/02 FRI					2	01	00		MAIN ST	100/F W	AT		PETTE BROOK LANE	02	98	04	02	01	01	01	02	98
07005313	01/17 WED					2	01	00		MAIN ST	250/F E	AT		PETTE BROOK LANE	03	04	04	01	01	01	01	01	98
07006608	02/18 SUN					2	01	00		MAIN ST	50/F N	AT		PETTE BROOK LANE	03	03	04	02	01	01	01	02	02
07011114	04/24 TUE					2	03	00		MAIN ST	AT			PETTE BROOK LANE	03	04	04	01	01	01	01	01	98
07031265	12/20 THU	1				2	01	00		MAIN ST	AT			RT 4 OFF RAMPTO MAIN	01	03	04	02	01	03	01	04	98
07017416	06/20 WED					2	01	00		MAIN ST	AT			SMITH PARK LN	01	03	04	02	01	01	01	01	98
07004598	02/03 SAT					1	10	02		MAIN ST	AT			TECHNOLOGY DR	03	03	04	01	01	03	04	04	98

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 DEPARTMENT OF TRANSPORTATION
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 YRCASE MM/DD DAY K I PK PI V TY OS ONRTE ON STREET DIST D INRTE INT STREET FE RD RF AL CO SC LT WT DC
 07026117 09/27 THU 2 01 00 MAIN STREET LOOP ROAD 200/F E 03 03 04 01 01 01 03 01 98

07032663	12/07	FRI	1	3	01	00	MAIN STREET	AT	NORTH DRIVE	01	03	04	01	01	01	01	98
07025192	09/21	FRI		1	06	00	MAIN STREET	AT	PARK COURT	03	03	04	03	01	01	04	98
07025182	09/20	THU		2	01	00	MAIN STREET	100/F	PETTEE BROOK	03	03	04	01	01	01	03	98
07026323	10/01	MON		1	01	00	MAST RD	2640/F S	MAIN ST	03	03	04	04	01	01	01	06
07011807	04/21	SAT		1	98	00	MAST RD EXT	80/F W	LOOP RD	04	03	04	01	05	07	01	98
07036478	11/20	TUE		1	10	98	MAST ROAD	1320/F N	PACKERS FALLS ROAD	03	03	04	01	01	03	01	98
07009903	05/31	THU		2	01	00	MCDANIEL DR		DEMERITT CIRCLE	03	03	01	04	98	01	01	98
07003216	01/28	SUN		1	10	02	MCDANIEL DR	AT	MILL RD	05	03	04	01	01	02	01	98
07002276	01/06	SAT		1	10	17	MILL POND RD	600/F S	NEWMARKET RD	03	03	04	04	01	02	06	98
07032501	12/04	TUE		2	01	00	MILL POND RD	AT	NEWMARKET RD	03	03	04	02	01	02	03	98
07027856	10/16	TUE		2	01	00	MILL POND RD	AT	NEWMARKET RD	02	03	04	02	01	01	01	98
07025193	09/21	FRI		2	01	00	MILL POND ROAD	AT	CHURCH HILL ROAD	03	03	04	01	01	01	04	98
07006513	02/15	THU		1	10	11	MILL RD	200/F S	BARTLETT RD	06	03	04	05	01	03	01	02
07009520	04/12	THU		1	10	07	MILL RD	AT	BARTLETT RD	03	03	04	04	01	03	01	98
07009527	04/12	THU		1	10	07	MILL RD	50/F E	BARTLETT RD	03	03	04	04	01	03	01	98
07012758	03/20	TUE		1	10	07	MILL RD	30/F W	BARTLETT RD	07	05	03	05	01	04	01	98
07007267	03/03	SAT		2	01	00	MILL RD	AT	FACULTY RD	01	03	04	01	01	02	03	98
07008876	03/16	FRI		2	01	00	MILL RD	AT	FACULTY RD	01	02	04	03	01	04	01	04
07034153	12/20	THU		2	01	00	MILL RD	AT	FACULTY RD	01	03	04	02	01	03	01	98
07010475	03/27	TUE		1	10	17	MILL RD	200/F S	MESERVE RD	03	03	04	06	01	01	01	98
07020717	06/15	FRI	1	1	10	07	MILL RD	500/F S	WOODRIDGE RD	06	03	04	05	01	01	05	98
07022378	08/25	SAT		1	09	00	MILL RD PLAZA	1000/F E	MILL RD	10	99	04	02	01	01	99	98
07004529	02/04	SUN		2	01	00	MILL RD PLAZA LOT			10	98	04	01	01	01	01	98
07023224	09/03	MON		2	01	00	MILL RD PLAZA PK LOT			10	99	04	01	01	01	01	98
07036480	11/17	SAT		1	01	00	MILL RD PLAZA PK LOT			10	98	04	01	01	01	01	08
07012747	05/22	TUE		2	01	00	MILL RD PLAZA PKNGLO			10	98	04	01	01	01	01	98
07029166	11/02	FRI		2	01	00	MILL RD PLZ PKNG LOT			10	99	04	01	01	01	01	98
07027426	10/17	WED		2	01	00	MILL ROAD	150/F N	FACULTY ROAD	03	02	04	01	01	01	01	98
07017903	06/22	FRI		2	01	00	MILL ROAD	AT	MCDANIEL DRIVE	01	03	04	01	01	01	01	01
07023227	08/28	TUE		1	05	00	MILL ROAD	AT	MCDANIEL DRIVE	01	03	04	01	01	01	01	98
07004526	02/05	MON		2	01	00	MILL ROAD PLAZA LOT			10	05	04	01	01	01	04	98
07033946	12/11	TUE		1	10	11	MORSE HALL REAR		PARKING LOT	10	05	04	01	01	04	04	98
07008153	03/11	SUN		1	10	10	NEW MARKET RD	AT	DOVER RD	01	03	04	05	01	01	04	98
07027853	10/21	SUN		1	07	00	NEWMARKET RD	1000/F S	BENNETT RD	03	03	04	01	01	01	06	98

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 YRCASE MM/DD DAY K I PK PI V TY OS ONRTE ON STREET DIST D INRTE INT STREET FE RD RF AL CO SC LT WT DC

07034155	12/03	MON		3	01	00	NEWMARKET RD	500/F S	BENNETT RD	03	03	04	01	01	03	04	98
07034159	12/18	TUE		1	10	05	NEWMARKET RD	50/F S	DOVER RD	01	03	04	05	01	04	04	98
07021272	09/19	WED		2	01	00	NEWMARKET RD	528/F S	DURHAM POINT RD	03	03	04	01	01	01	01	98
07033767	12/03	MON		3	01	00	NEWMARKET RD	200/F S	DURHAM POINT RD	03	03	04	01	01	03	01	98

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07007294	03/02	FRI	1 98 00		DURHAM	STRAFFORD	5	244
STATE OF NEW HAMPSHIRE								
DEPARTMENT OF TRANSPORTATION								
ACCIDENT LOCATION DATA REPORT								
TOWN: DURHAM COUNTY: STRAFFORD DIST D INRTE INT STREET								
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YRCASE MM/DD DAY K I PK PI V TY OS ONRTE ON STREET								
07009450	04/12	THU	2 01 00		NEWMARKET RD	AT		
07019607	07/24	TUE	2 01 00		NEWMARKET RD	150/F S		
07034156	12/19	WED	2 01 00		NEWMARKET RD	50/F S		
07005149	03/08	THU	2 01 00		NEWMARKET RD	AT		
07006502	02/13	TUE	1 10 07		NEWMARKET RD	150/F S		
					NEWMARKET TOWN LINE	100/F N		
07008909	03/16	FRI	2 01 00		NEWMARKET RD	25/F S		
07006612	02/12	MON	1 10 07		NEWMARKET RD	5280/F N		
07018807	07/13	FRI	1 09 00		NEWMARKET RD	2640/F S		
07012761	03/26	MON	2 01 00		NEWMARKET RD	1320/F N		
07033770	11/14	WED	1 05 00		NEWMARKET RD	2100/F N		
07017848	07/20	FRI	3 01 00		NEWMARKET ROAD	AT		
07025184	09/21	FRI	1 07 00		NEWMARKET ROAD	2640/F S		
07025188	09/21	FRI	2 01 00		NEWMARKET ROAD	30/F S		
07036488	11/21	WED	2 01 00		NEWMARKET ROAD	AT		
07028656	11/24	TUE	2 01 00		NORTH RIVER RD	AT		
07024634	09/18	TUE	2 01 00		OYSTER RIVER HS			
07028028	10/04	THU	2 01 00		OYSTER RIVER HS			
07010479	03/29	THU	2 01 00		OYSTER RIVER PKG LOT	30/F S		
07014384	05/27	SUN	1 11 00		PACKERS FALLS	1000/F S		
07003043	01/11	THU	1 10 07		PACKERS FALLS RD	300/F E		
07014385	05/26	SAT	2 01 00		PACKERS FALLS RD	1640/F N		
07036486	11/24	SAT	2 01 00		PACKERS FALLS ROAD	2640/F N		
07027456	10/15	MON	2 01 00		PARKING LOT			
07027655	10/16	TUE	2 03 00		PARKING LOT A			
07034161	12/18	TUE	2 01 00		PARKING LOT AT			
07034167	12/17	MON	2 01 00		PARKING LOT OF			
07016158	08/02	THU	2 01 00		PETTEE BROOK LANE	15/F S		
07010277	04/24	TUE	1 01 00		PETTEE BROOK LANE	AT		
07011246	04/28	SAT	1 10 06		PETTEE BROOK LANE	50/F E		
07009517	04/15	SUN	1 10 02		PETTEE BROOK LN	AT		
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NHDOT								
ACDR01PRNT1								
FILE DATE: 07 RUN DATE: 06/25/08 MASTR								
TOWN: DURHAM COUNTY: STRAFFORD TOWN PAGE: 6 REPORT PAGE: 245								
YRCASE MM/DD DAY K I PK PI V TY OS ONRTE ON STREET								
07029168	11/03	SAT	4 01 00		PETTEE BROOK IN	10560/F W		
07010471	03/14	TUE	2 01 00		POST OFFICE PKG LOT	5/F S		
07029242	10/31	WED	2 05 00		QUAD WAY	250/F S		
07028465	11/17	SAT	2 01 00		RTE 4 EXIT RAMP	AT		
07023137	09/23	SUN	1 07 00		RTE 4 W/B	108		
07023631	09/18	TUE	2 01 00		RTE 4E OFF-RAMP	AT		

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NHDOT																												
ACDR01PRNT1	STATE OF NEW HAMPSHIRE			COUNTY: STRAFFORD																								
FILE DATE: 07	RUN DATE: 06/25/08	MASTR	TOWN: DURHAM	COUNTY: STRAFFORD	TOWN PAGE: 7	REPORT PAGE: 246																						
YRCASE	MM/DD	DAY	K	I	PK	PI	V	TY	OS	ONRTE	ON	STREET	DIST	D	INRTE	INT	STREET	TOWN	PAGE:	FE	RD	RF	AL	CO	SC	LT	WT	DC
07005753	01/12	FRI										SIMONS LANE	528/F W					NEWMARKET ROAD		05	03	01	04	01	01	06	02	98
07025965	10/17	WED										SPINNEY LANE	20/F W					SPINNEY LANE		10	98	00	00	00	01	00	02	01
07012551	05/01	TUE										ST GEORGES CHURCH	200/F W					PARKING LOT		10	98	04	01	01	01	01	01	98
07032499	12/06	THU										STRAFFORD AVE	200/F W					GARRISON AVE		04	03	04	01	01	01	01	02	06
07034152	12/26	WED										TECHNOLOGY DR	1320/F N					MAIN ST		03	03	04	01	01	01	06	01	98
07008285	05/10	THU										UNIV. OF NH	600/F					MAST ROAD		10	05	00	00	00	01	00	01	05
07022509	09/05	WED										WEST EDGE P/L & UNH						MAIN ST		10	05	00	00	00	01	00	01	98
07015588	06/23	SAT										WHITMORE P/L UNH	100/F E					MESEVE RD		10	98	00	00	00	01	00	01	98
07017705	06/09	FRI										WOODRIDGE RD								03	03	04	04	01	01	02	01	98
07021940	08/16	THU										WOODSIDE DR	4752/F E					MADBURY RD		05	03	04	04	01	99	99	99	98
07005042	03/16	FRI	1															BACK RIVER RD		03	02	04	02	01	03	01	01	98
07008886	03/21	WED																BACK RIVER RD		03	03	04	01	01	04	01	01	98
07012750	05/19	SAT	3															BACK RIVER RD		03	03	04	02	01	02	01	03	01
07011274	04/29	SUN	1															BACK RIVER ROAD		06	03	04	01	01	01	01	01	98
07017796	06/21	THU																BAGDAD RD		03	03	04	01	01	01	01	02	98
07017799	06/23	SAT																BAGDAD RD		03	03	04	01	01	01	06	01	98
07004763	03/02	FRI	1															BAGDAD ROAD		03	03	04	02	01	04	06	01	98
07037233	12/31	MON																BUNKER LANE		03	03	04	04	01	03	06	04	98
07029352	12/10	MON																DOVER RD		03	02	04	02	01	03	01	04	98
07018806	07/13	FRI																BAGDAD RD		03	03	04	01	01	01	01	02	98
07001392	02/03	SAT																BAGDAD RD		03	03	04	01	01	01	06	01	98
07009476	04/11	WED																BAGDAD ROAD		03	03	04	02	01	04	06	01	98
07006615	02/21	WED																BUNKER LANE		03	03	04	04	01	03	06	04	98
07010275	04/21	SAT	1															DOVER RD		03	02	04	02	01	03	01	04	98
07011244	04/25	WED	1															BAGDAD RD		03	03	04	01	01	01	04	01	98
07015204	06/09	SAT	3															BAGDAD RD		02	03	04	01	01	01	01	02	98
07019396	07/18	WED	1															BAGDAD RD		01	03	04	01	01	02	01	02	04
07022379	08/25	SAT																BUNKER LANE		03	03	04	01	01	01	01	01	98
07027857	10/14	SUN	4															DOVER RD		01	02	04	01	01	01	01	01	03
07032500	12/05	WED																BAGDAD RD		03	03	04	01	01	01	04	01	98
07017907	06/15	FRI																BAGDAD RD		03	03	04	01	01	01	06	01	98
07017908	06/19	TUE																BAGDAD ROAD		03	03	04	01	01	01	01	02	98
07032662	12/11	TUE																BAGDAD ROAD		03	03	04	01	01	04	06	02	98
07036489	11/20	TUE																BAGDAD ROAD		03	03	04	01	01	04	06	02	98
07020256	07/23	MON																MAIN ST		01	04	04	05	01	01	01	01	01
07008906	03/16	FRI																MORGAN WAY		03	03	04	04	01	03	01	04	98
07018223	08/22	WED																RT 4 & CEDER PT.		02	03	00	00	00	01	00	01	01
07028275	10/30	TUE																SHEARWATER ST		03	03	04	01	01	01	01	01	01

FILE DATE: 07	RUN DATE: 06/25/08	MASTR	TOWN: DURHAM	COUNTY: STRAFFORD	TOWN PAGE: 7	REPORT PAGE: 246
07007291	03/02 FRI	2 01 00	4	AT	W ARTHUR GRANT CIR	03 02 04 01 01 03 01 04 07
07035693	12/21 FRI	2 01 00	4	200/F E	WAGON HILL	03 03 04 01 01 02 06 01 98
07030936	12/22 SAT	2 03 00	4	500/F E	WAGON HILL FARM P/L	10 04 00 00 00 03 00 02 98
07002279	01/01 MON	1 10 10	4	AT	WEIGH STATION	03 03 04 04 01 04 04 05 98
07008189	03/11 SUN	1 10 03	4	1500/F W	108	05 03 04 02 01 01 06 01 98
07010260	04/14 SAT	1 10 05	4	2/M E	155A	06 05 04 04 01 01 01 01 98
07021535	08/13 MON	1 11 00	4	2640/F E	155A ON RAMP	05 03 04 01 01 01 01 02 98
07027855	10/18 THU	2 01 00	4	AT	MAIN ST	07 04 04 05 01 02 01 02 98
07036485	11/24 SAT	1 07 00	4	700/F W	108	07 02 04 02 01 01 04 01 98
07007268	03/06 TUE	1 10 13	4	25/F W	DOVER RD	03 04 04 02 01 04 01 01 98
07004726	02/09 FRI	2 01 00	108	600/F S	BAGDAD RD	03 03 04 01 01 01 01 01 01
07005334	03/24 SAT	2 01 00	108	150/F S	BAYVIEW RD	03 03 04 01 01 01 01 01 01
07009456	04/05 THU	2 01 00	108	3168/F S	BENNETT RD	03 03 04 04 01 02 01 02 98
07017704	07/03 TUE	2 01 00	108	AT	DURHAM POINT RD	01 03 04 05 01 01 01 01 01
07000587	01/19 FRI	2 01 00	108	10/F S	DURHAM POLICE STATIO	03 03 04 01 01 03 06 05 98
07008918	03/16 FRI	1 10 03	108	250/F N	STAGECOACH	03 03 04 03 01 03 01 04 98
07008921	03/16 FRI	1 10 03	108	250/F N	STAGECOACH RD	03 03 04 03 01 03 01 04 98
07006938	05/10 THU	2 03 00	108	75/F S	BAYVIEW RD	03 03 04 01 01 01 01 01 98
07012756	03/23 FRI	2 01 00	108	100/F S	BAYVIEW RD	03 03 04 01 01 01 01 01 98
07012746	05/09 WED	2 05 00	108	150/F E	108 NEWMARKET RD	04 03 04 01 01 01 01 01 98
07007293	03/02 FRI	2 01 00	108	2112/F S	BENNETT RD	03 03 04 01 01 03 01 05 98
07007750	05/11 FRI	2 01 00	108	AT	DURHAM POINT RD	02 03 04 02 01 02 01 02 98
07032502	12/03 MON	1 10 98	108	300/F N	LAUREL LANE 1ST	06 03 04 01 01 03 06 04 98
07036479	11/19 MON	1 07 00	108	2112/F S	BENNETT ROAD	03 03 04 01 01 01 06 01 98
07023506	09/20 THU	2 01 00	155A	5/F W	155A	07 03 00 00 00 01 00 01 01

FILE DATE: 07 RUN DATE: 06/25/08 MASTR TOWN: DURHAM

END OF TOWN DURHAM

DURHAM

FILE DATE: 09 RUN DATE: 06/10/2010 FILE: MASTR TOWN: DURHAM COUNTY: STRAFFORD TOTAL

MONTH	FATAL ACCIDENTS	FATALITIES	PED ACC	PED FAT	PED INJ	INJ ACCIDENTS	INJURIES	PDO	INR	TOTAL ACCIDENTS
JANUARY	0	0	0	0	0	4	5	2	27	33
FEBRUARY	0	0	0	0	0	0	0	1	21	22
MARCH	0	0	0	0	0	6	12	0	22	28
APRIL	0	0	0	0	0	3	3	1	13	17
MAY	0	0	0	0	0	1	1	1	21	23
JUNE	0	0	0	0	0	2	2	0	13	15
JULY	0	0	0	0	0	3	3	0	10	13
AUGUST	0	0	0	0	0	2	2	1	10	13
SEPTEMBER	0	0	0	0	0	2	3	2	14	18
OCTOBER	0	0	0	0	0	5	9	1	11	17
NOVEMBER	0	0	0	0	0	4	5	1	15	20
DECEMBER	0	0	0	0	0	3	3	2	18	23
TOTAL:	0	0	0	0	0	35	48	12	195	242

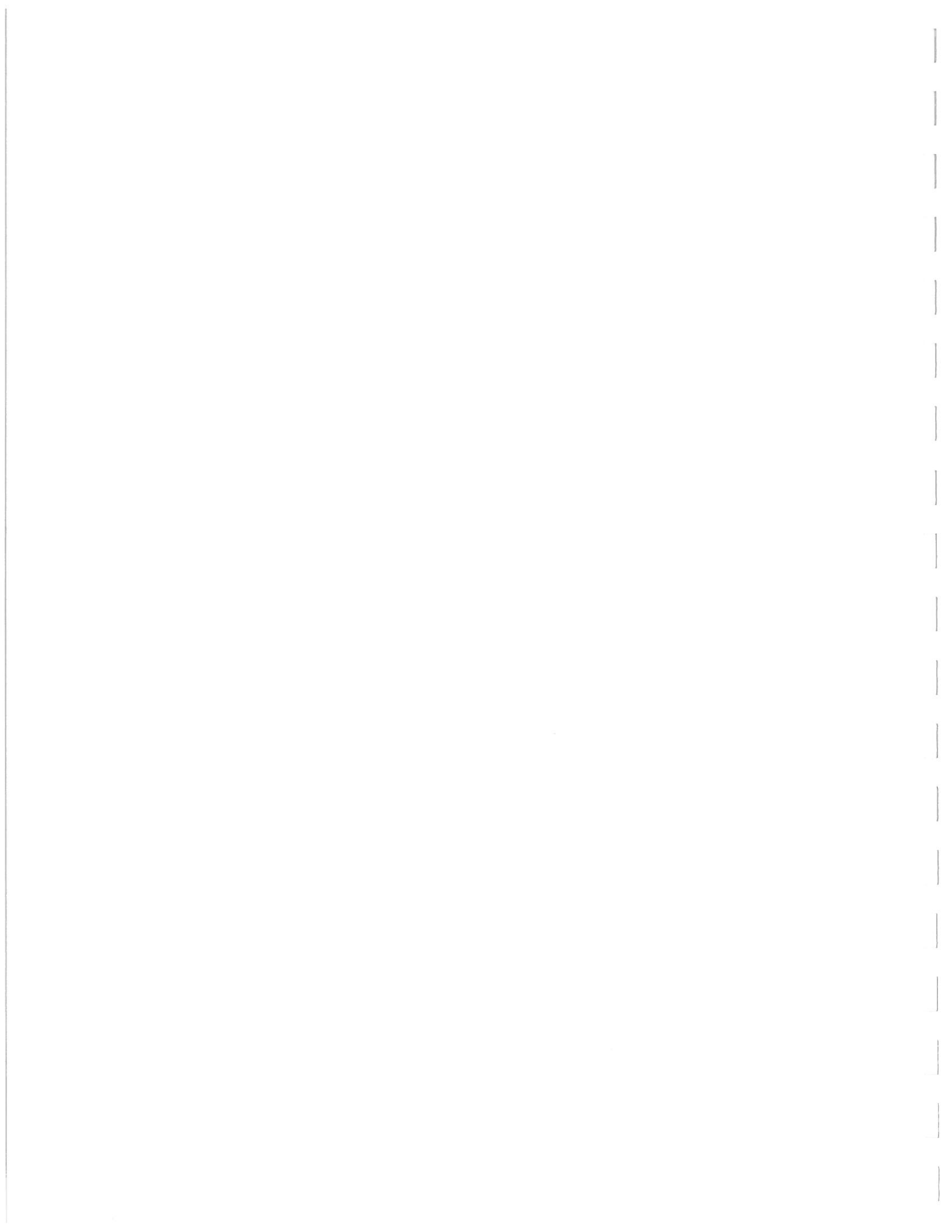
DURHAM

FILE DATE:	08	RUN DATE:	06/16/2009	FILE:	MASTR	TOWN:	DURHAM	COUNTY:	STRAFFORD	TOTAL	
MONTH		FATAL ACCIDENTS	FATALITIES	PED ACC	PED FAT	PED INJ	INJ ACCIDENTS	INJURIES	PDO	INR	ACCIDENTS
JANUARY	0	0	0	0	0	0	3	5	1	12	16
FEBRUARY	0	0	0	0	0	0	4	8	2	25	31
MARCH	0	0	0	0	0	0	2	2	1	14	17
APRIL	0	0	0	0	0	0	2	2	1	14	17
MAY	0	0	0	0	0	0	2	2	2	15	19
JUNE	0	0	0	0	0	0	1	1	0	15	16
JULY	0	0	0	0	0	0	5	6	0	13	18
AUGUST	0	0	0	0	0	0	6	7	0	12	18
SEPTEMBER	0	0	0	0	0	0	9	9	3	28	40
OCTOBER	0	0	0	0	0	0	6	7	1	17	24
NOVEMBER	0	0	0	0	0	0	4	6	1	17	22
DECEMBER	0	0	0	0	0	0	4	6	0	23	27
TOTAL:	0	0	0	0	0	0	48	61	12	205	265

DURHAM

FILE DATE: 07 RUN DATE: 06/25/2008 FILE: MASTR TOWN: DURHAM COUNTY: STRAFFORD TOTAL
 ACCIDENTS FATAL ACCIDENTS PED ACC PED FAT PED INJ INJ ACCIDENTS INJURIES PDO INR ACCIDENTS

MONTH	FATAL ACCIDENTS	FATALITIES	PED ACC	PED FAT	PED INJ	INJ ACCIDENTS	INJURIES	PDO	INR	TOTAL ACCIDENTS
JANUARY	0	0	0	0	0	1	1	0	12	13
FEBRUARY	0	0	0	0	0	1	2	0	17	18
MARCH	0	0	0	0	0	5	5	1	24	30
APRIL	0	0	0	0	0	8	10	1	15	24
MAY	1	1	0	0	0	4	6	0	12	17
JUNE	0	0	0	0	0	4	7	2	9	15
JULY	0	0	0	0	0	3	5	0	9	12
AUGUST	0	0	0	0	0	2	2	2	13	13
SEPTEMBER	0	0	0	0	0	2	2	5	17	24
OCTOBER	0	0	0	0	0	4	7	0	18	22
NOVEMBER	0	0	0	0	0	2	3	2	18	22
DECEMBER	0	0	0	0	0	2	2	2	30	34
TOTAL:	1	1	0	0	0	38	52	15	190	244



Appendix E

Seasonal Adjustment Factors / Historical Growth Rates

1992-1993



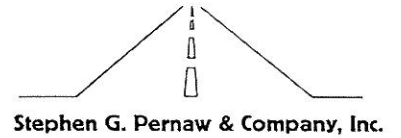
STEPHEN G. PERNAW & COMPANY, INC.
PROJECT: Proposed Student Housing Project, Durham, New Hampshire
NUMBER: 1428A
STATION: 133021

SEASONAL ADJUSTMENT FACTOR - SUMMARY

CASE: Peak Hour Data (September to Peak Month)

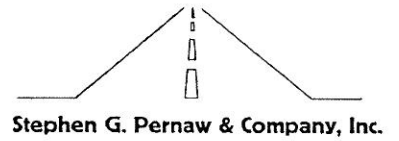
LOCATION : US Route 4, East of NH Route 108 - Durham, NH

	<u>AM</u>	<u>PM</u>
2011 Monthly Data	1.01	1.08
2010 Monthly Data	1.01	1.01
2009 Monthly Data	1.00	1.02
2008 Monthly Data	1.00	1.02
Average	1.01	1.03
Use	1.01	1.03



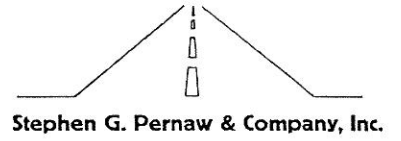
Year 2011 Monthly Data									
Peak Hour Data									
Station =	133021 Durham, US 4 E of NH 108						Group:		04
Data				Factors					
Month	AM	Mid	PM	Sat Mid	AM	Mid	PM	Sat Mid	
Jan	979	816	1191	1117	1.17	1.30	1.22	1.21	
Feb	1065	904	1298	1278	1.08	1.18	1.12	1.06	
Mar	1193	997	1432	1279	0.96	1.07	1.02	1.06	
Apr	1173	1073	1523	1314	0.98	0.99	0.96	1.03	
May	1162	1076	1501	1382	0.99	0.99	0.97	0.98	
Jun	1224	1062	1467	1196	0.94	1.00	0.99	1.13	
Jul	1108	1127	1447	1271	1.03	0.94	1.01	1.06	
Aug	1211	1296	1669	1774	0.95	0.82	0.87	0.76	
Sep	1219	1132	1541	1494	0.94	0.94	0.94	0.90	
Oct	1227	1112	1565	1510	0.93	0.96	0.93	0.89	
Nov	1155	1054	1423	1319	0.99	1.01	1.02	1.02	
Dec	1031	1113	1413	1282	1.11	0.96	1.03	1.05	
Average	1146	1064	1456	1351					
Average Daily Data									
Data				Factors					
Month	AveSun	AveWD	AveSat	AveDay	AveSun	AveWD	AveSat	AveDay	
Jan	11913	13516	13070	13185	1.09	1.25	1.26	1.23	
Feb	12068	14977	15116	14582	1.07	1.13	1.09	1.12	
Mar	13204	16283	16533	15918	0.98	1.04	1.00	1.02	
Apr	13403	17233	16332	16572	0.97	0.98	1.01	0.98	
May	14218	17222	16732	16674	0.91	0.98	0.98	0.98	
Jun	13756	17276	15263	16538	0.94	0.98	1.08	0.98	
Jul	14814	17614	15832	16875	0.87	0.96	1.04	0.96	
Aug	6568	19491	20632	17971	1.97	0.87	0.80	0.90	
Sep	15718	17911	17953	17624	0.82	0.94	0.92	0.92	
Oct	14744	17853	18589	17470	0.88	0.94	0.89	0.93	
Nov	13968	16497	16563	16169	0.93	1.02	0.99	1.01	
Dec	11155	16546	14809	15570	1.16	1.02	1.11	1.04	
Average	12961	16868	16452	16262					
Notes:	1. A box around the data indicates a calculated value. Do not use as data.								
	2. Yearly average days may not match the published report								
	3. Factors are based on Average Month								

FACTOR = 1.01 1.08



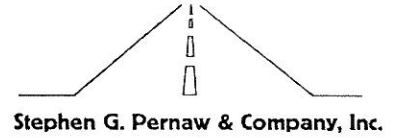
Year 2010 Monthly Data									
Peak Hour Data									
Station =	133021	Durham, US 4 E Of NH 108					Group:	04	
Data				Factors					
Month	AM	Mid	PM	Sat Mid	AM	Mid	PM	Sat Mid	
Jan	1027	910	1255	1104	1.13	1.20	1.17	1.21	
Feb	1116	977	1376	1352	1.04	1.12	1.07	0.99	
Mar	1183	965	1437	1340	0.98	1.13	1.02	1.00	
Apr	1199	1103	1540	1472	0.97	0.99	0.96	0.91	
May	1158	1151	1556	1430	1.00	0.95	0.95	0.94	
Jun	1209	1120	1489	1258	0.96	0.97	0.99	1.07	
Jul	1135	1167	1480	1282	1.02	0.93	0.99	1.05	
Aug	1180	1184	1516	1321	0.98	0.92	0.97	1.02	
Sep	1251	1175	1579	1554	0.93	0.93	0.93	0.86	
Oct	1265	1149	1592	1391	0.92	0.95	0.92	0.96	
Nov	1162	1081	1435	1359	1.00	1.01	1.03	0.99	
Dec	1031	1109	1404	1228	1.12	0.98	1.05	1.09	
Average	1160	1091	1472	1341					
Average Daily Data									
Data				Factors					
Month	AveSun	AveWD	AveSat	AveDay	AveSun	AveWD	AveSat	AveDay	
Jan	11664	14457	13219	13807	1.21	1.19	1.26	1.21	
Feb	13806	15931	16561	15717	1.02	1.08	1.01	1.06	
Mar	13528	16442	16647	16093	1.04	1.05	1.00	1.04	
Apr	14390	17751	17755	17304	0.98	0.97	0.94	0.97	
May	15602	18129	17830	17673	0.90	0.95	0.94	0.95	
Jun	13998	17763	16137	17045	1.01	0.97	1.04	0.98	
Jul	14241	18067	16269	17283	0.99	0.96	1.03	0.97	
Aug	14698	18442	16993	17651	0.96	0.94	0.98	0.95	
Sep	16148	18476	19709	18330	0.87	0.93	0.85	0.91	
Oct	15287	18526	17903	17903	0.92	0.93	0.93	0.93	
Nov	14176	16823	16972	16490	1.00	1.03	0.98	1.02	
Dec	11812	16386	14604	15566	1.19	1.05	1.14	1.08	
Average	14113	17266	16717	16739					
Notes:	1. A box around the data indicates a calculated value. Do not use as data.								
	2. Yearly average days may not match the published report								
	3. Factors are based on Average Month								

FACTORS 1.01 1.01



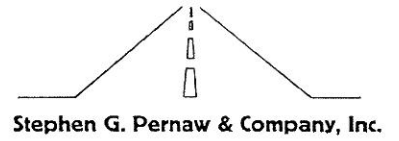
Year 2009 Monthly Data									
Peak Hour Data									
Station =	133021 Durham, US 4 E of NH 108						Group:	04	
Data					Factors				
Month	AM	Mid	PM	Sat Mid	AM	Mid	PM	Sat Mid	
Jan	997	907	1273	1175	1.16	1.19	1.16	1.17	
Feb	1183	933	1376	1350	0.98	1.16	1.08	1.02	
Mar	1211	986	1464	1373	0.96	1.10	1.01	1.00	
Apr	1238	1038	1551	1395	0.94	1.04	0.95	0.98	
May	1177	1138	1548	1418	0.98	0.95	0.96	0.97	
Jun	1199	1089	1484	1302	0.97	0.99	1.00	1.05	
Jul	1112	1169	1474	1273	1.04	0.92	1.00	1.08	
Aug	1125	1212	1550	1458	1.03	0.89	0.95	0.94	
Sep	1245	1162	1599	1528	0.93	0.93	0.93	0.90	
Oct	1241	1144	1623	1497	0.93	0.94	0.91	0.92	
Nov	1149	1085	1443	1366	1.01	1.00	1.03	1.01	
Dec	1023	1099	1366	1341	1.13	0.98	1.08	1.02	
Average	1158	1080	1479	1373					
Average Daily Data									
Data					Factors				
Month	AveSun	AveWD	AveSat	AveDay	AveSun	AveWD	AveSat	AveDay	
Jan	9351	14480	14522	13825	1.49	1.19	1.16	1.21	
Feb	12971	15810	16627	15521	1.08	1.09	1.02	1.08	
Mar	13519	16599	16913	16178	1.03	1.04	1.00	1.03	
Apr	14067	17388	17200	16834	0.99	0.99	0.98	0.99	
May	14615	18177	17486	17491	0.96	0.95	0.97	0.96	
Jun	14008	17638	16750	17036	1.00	0.98	1.01	0.98	
Jul	15324	17935	15680	17307	0.91	0.96	1.08	0.97	
Aug	16371	18708	17687	18167	0.85	0.92	0.96	0.92	
Sep	16635	18530	19399	18394	0.84	0.93	0.87	0.91	
Oct	15224	18534	18363	18079	0.92	0.93	0.92	0.93	
Nov	14549	16888	16548	16453	0.96	1.02	1.02	1.02	
Dec	11079	16210	15700	15482	1.26	1.06	1.08	1.08	
Average	13976	17241	16906	16731					
Notes:	1. A box around the data indicates a calculated value. Do not use as data.								
	2. Yearly average days may not match the published report								
	3. Factors are based on Average Month								

FACTOR = 1.00 1.02



Year 2008 Monthly Data									
Peak Hour Data									
Station =	133021	Durham, US 4 E Of NH 108					Group:	04	
Data				Factors					
Month	AM	Mid	PM	Sat Mid	AM	Mid	PM	Sat Mid	
Jan	1066	930	1302	1182	1.11	1.15	1.12	1.14	
Feb	1118	978	1358	1298	1.06	1.09	1.07	1.04	
Mar	1203	941	1437	1143	0.98	1.13	1.02	1.18	
Apr	1260	1061	1557	1465	0.94	1.01	0.94	0.92	
May	1274	1121	1571	1466	0.93	0.95	0.93	0.92	
Jun	1295	1094	1458	1289	0.91	0.98	1.00	1.05	
Jul	1148	1092	1442	1266	1.03	0.98	1.01	1.07	
Aug	1157	1176	1491	1413	1.02	0.91	0.98	0.95	
Sep	1341	1118	1574	1433	0.88	0.95	0.93	0.94	
Oct	1289	1114	1601	1621	0.92	0.96	0.91	0.83	
Nov	1087	1119	1420	1338	1.09	0.95	1.03	1.01	
Dec	957	1067	1295	1271	1.24	1.00	1.13	1.06	
Average	1183	1068	1459	1349					
Average Daily Data									
Data				Factors					
Month	AveSun	AveWD	AveSat	AveDay	AveSun	AveWD	AveSat	AveDay	
Jan	11776	14873	14529	14429	1.17	1.15	1.15	1.15	
Feb	12541	15881	16117	15453	1.10	1.08	1.04	1.07	
Mar	13101	16330	14541	15521	1.05	1.05	1.15	1.07	
Apr	14220	17810	17700	17317	0.97	0.96	0.95	0.96	
May	14816	18246	17264	17645	0.93	0.94	0.97	0.94	
Jun	13665	17756	16370	16889	1.01	0.96	1.02	0.98	
Jul	14008	17431	15869	16788	0.98	0.98	1.05	0.99	
Aug	15380	18183	17211	17574	0.90	0.94	0.97	0.94	
Sep	15512	18113	17683	17709	0.89	0.94	0.95	0.94	
Oct	16793	18380	21845	18622	0.82	0.93	0.77	0.89	
Nov	13818	16902	16530	16326	1.00	1.01	1.01	1.01	
Dec	9843	15313	15062	14575	1.40	1.12	1.11	1.14	
Average	13789	17102	16727	16571					
Notes:	1. A box around the data indicates a calculated value. Do not use as data.								
	2. Yearly average days may not match the published report								
	3. Factors are based on Average Month								

FACTOR = 1.00 1.02



STEPHEN G. PERNAW & COMPANY

PROJECT: Proposed Student Housing Project, Durham, New Hampshire

NUMBER: 1428A

HISTORICAL GROWTH CALCULATIONS SUMMARY

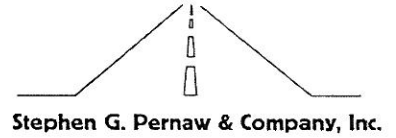
CASE : AADT

LOCATION :

US 4 East of NH 108 - Durham, New Hampshire = -1.5 % per year

Average = -1.5 % per year

Use = 1.0 % per year



STEPHEN G. PERNAW & COMPANY, INC.
 PROJECT: Proposed Student Housing Project, Durham, New Hampshire
 NUMBER: 1428A
 COUNT STATION: 133021

HISTORICAL GROWTH CALCULATIONS

LOCATION : US 4 East of NH 108 - Durham, New Hampshire
 CASE : AADT

ARITHMETIC PROJECTIONS

YEAR	AADT	Regression Output:		PROJECTIONS	
2004	18170	Constant	550687.86905	2010	16411
2005	17551	Std Err of Y Est	246.6373776	2011	16145
2006	17492	R Squared	0.890477887	2012	15879
2007	17342	No. of Observations	8	2013	15613
2008	16535	Degrees of Freedom	6	2014	15347
2009	16830			2015	15082
2010	16682	X Coefficient	-265.8095238	2016	14816
2011	16000	Std Err of Coef.	38.05697359	2017	14550
				2018	14284
				2019	14018
				2020	13753

RATE = -266 VPD/YEAR

GEOMETRIC PROJECTIONS

YEAR	AADT	Ln AADT	Regression Output:		PROJECTIONS	
2004	18170	9.80753	Constant	40.99425	2010	16412
2005	17551	9.77287	Std Err of Y Est	0.014568931	2011	16158
2006	17492	9.76950	R Squared	0.88878198	2012	15909
2007	17342	9.76089	No. of Observations	8	2013	15663
2008	16535	9.71323	Degrees of Freedom	6	2014	15421
2009	16830	9.73092			2015	15183
2010	16682	9.72209	X Coefficient	-0.015566418	2016	14948
2011	16000	9.68034	Std Err of Coef.	0.002248035	2017	14717
					2018	14490
					2019	14266
					2020	14046

RATE = -1.5 % / YEAR

STATE OF NEW HAMPSHIRE
DEPARTMENT OF TRANSPORTATION
BUREAU OF TRAFFIC

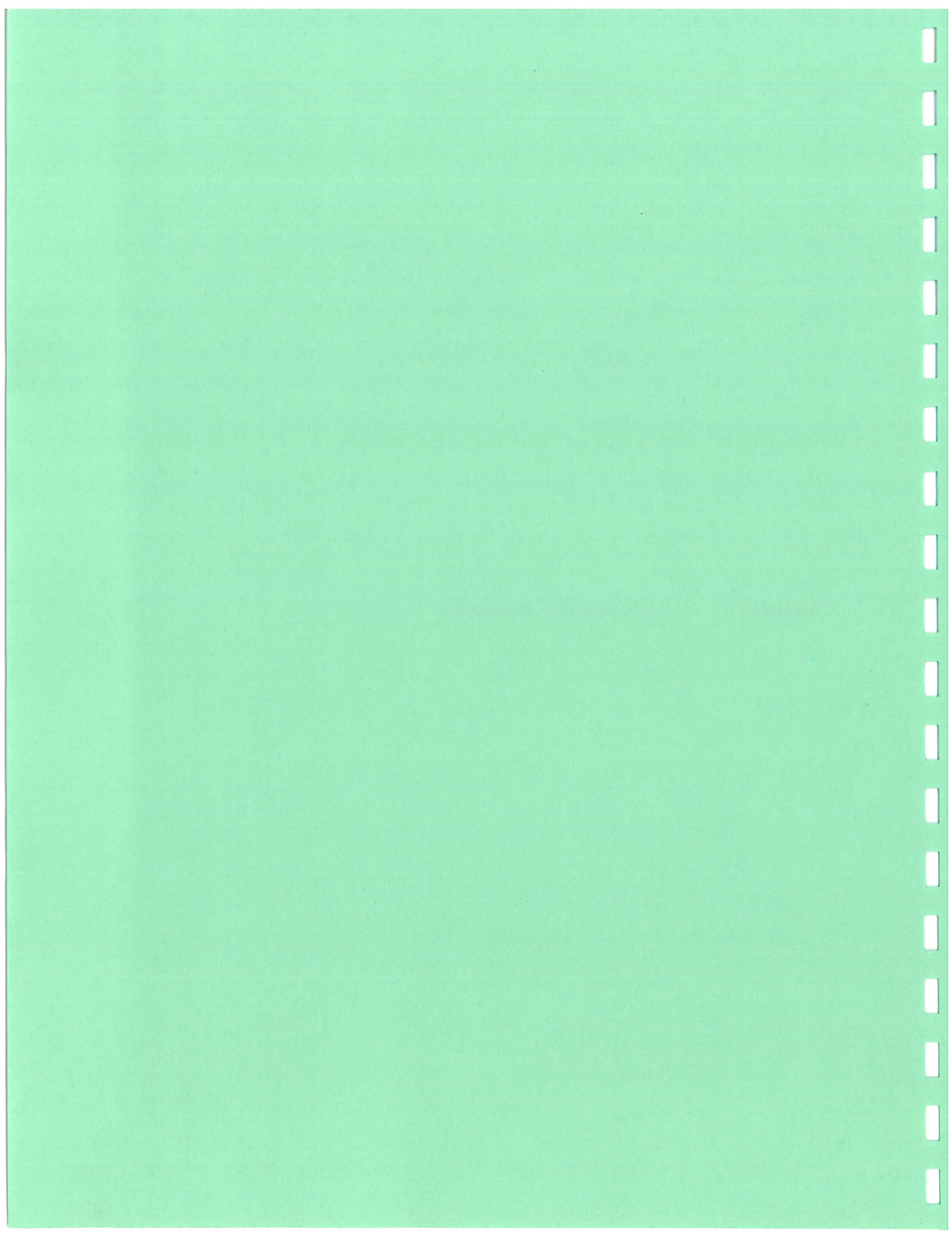
05-Apr-12

Bureau of Planning, Traffic Section, Traffic Reports

STAT.	TYPE	LOCATION	FC	2004	2005	2006	2007	2008	2009	2010	2011
Town: DURHAM											
133021	02	US 4 EAST OF NH 108 (EB-WB) (01133019-01133020)	14	18170	17551	17492	17342	16535	16830	16682	16000
133022	22	NH 108 (DOVER RD) NORTH OF US 4 (SB-NB) (21133023-21133024)	16	11000	*	11000	*	*	*	*	*
133047	82	MILL RD SOUTH OF MAIN ST	17	10000	*	*	8500	*	*	7600	*
133051	82	MAIN ST WEST OF NH 108	16	14000	*	14000	*	*	13000	*	*
133052	62	NH 108 (NEWMARKET RD) NORTH OF LONGMARSH RD (SB-NB) (61133025-61133026)	17	*	11000	11000	*	*	*	9900	*
133053	62	US 4 AT LEE TL (EB-WB) (61133027-61133028)	02	12000	13000	13000	*	*	*	*	*
133054	82	NH 108 (NEWMARKET RD) OVER OYSTER RIVER (SB-NB) (81133083-81133084)	17	13000	*	14000	*	*	*	*	*
133055	82	MAIN ST EAST OF LOOP RD (EB-WB) (81133089-81133090)	16	11000	*	*	9800	*	*	9500	*
133056	82	MADBURY RD SOUTH OF US 4	16	6200	*	5600	*	*	4800	*	*
133057	82	NH 108 (DOVER RD) SOUTH OF US 4 (SB-NB) (81133029-81133030)	16	16000	*	18000	*	*	*	16000	*
133058	82	US 4 WEST OF NH 108 (EB-WB) (81133031-81133032)	14	12000	*	*	12000	*	*	9500	*
133059	82	MILL RD AT B&M RR BRIDGE (EB-WB) (81133033-81133034)	08	*	2200	2300	*	*	*	*	*
133061	82	MADBURY RD SOUTH OF GARRISON AVE (SB-NB) (81133035-81133036)	16	*	8000	*	*	6900	*	*	6300
133062	82	NH 155A (MAST RD) SOUTH OF COLLEGE BROOK (SB-NB) (81133037-81133038)	17	3600	*	3900	*	*	*	*	*

Appendix F

Trip Generation Calculations



Driveway Count at the Cottages
Thursday, September 6, 2012

	Manor Street			Clubhouse Street			TOTAL SITE									
	R-IN	L-IN	R-OUT	L-IN	R-OUT	L-OUT	R-IN	L-IN	R-OUT	L-OUT						
700	0	0	0	0	1	4	0	5	0	1	4	0	5	700	715	
715	0	3	2	0	1	2	0	3	0	4	4	0	8	715	730	
730	0	0	10	0	0	2	0	2	0	0	12	0	12	730	745	
745	0	5	24	0	2	9	0	12	1	7	33	0	41	745	800	
800	0	6	4	0	4	1	0	5	0	10	5	0	15	800	815	
815	0	4	8	0	1	1	0	6	1	8	9	0	18	815	830	
830	0	2	4	0	5	2	0	7	0	7	6	0	13	830	845	
845	1	4	7	0	3	2	0	6	2	7	9	0	18	845	900	
700	1	24	59	0	3	20	23	0	46	4	44	82	0	130	900	
730	0	15	46	0	2	10	13	0	25	2	32	53	0	87	730	830
400	0	9	9	1	1	7	7	0	15	1	16	16	1	34	400	415
415	1	14	18	0	1	4	10	0	15	2	18	28	0	48	415	430
430	0	18	17	0	1	5	15	0	21	1	23	32	0	56	430	445
445	0	16	19	0	1	4	15	0	20	1	20	34	0	55	445	500
500	0	13	6	0	1	5	8	0	14	1	18	14	0	33	500	515
515	2	12	17	0	1	10	9	0	20	3	22	26	0	51	515	530
530	2	16	17	0	0	10	10	0	20	2	26	27	0	55	530	545
545	0	25	22	0	1	7	15	0	23	1	32	37	0	70	545	600
400	5	123	125	1	7	52	89	0	148	12	175	214	1	402	400	600
500	4	66	62	0	3	32	42	0	77	7	98	104	0	209	500	600

$AM = \frac{87}{619} = .14 < 31\%$
 $PM = \frac{209}{619} = .34 < 50\%$

Table 1A Weekday Trip Generation Rates - The Gables

Travel Mode	AM Peak Hour		PM Peak Hour		Total Count (7 AM to 6 PM)		
	Trips	Trip Rate	Trips	Trip Rate	Trips	Trip Rate	Percent
Pedestrian	76	0.063	170	0.141	1,140	0.945	49%
Jogger	0	0.000	16	0.013	66	0.055	3%
Bicycle	7	0.006	18	0.015	84	0.070	3%
Skateboard	0	0.000	6	0.005	12	0.010	1%
Motorcycle	1	0.001	2	0.002	29	0.024	1%
Passenger Car	43	0.036	145	0.120	772	0.640	33%
Shuttle Bus	20	0.017	17	0.014	206	0.171	9%
Truck	1	0.001	1	0.001	26	0.022	1%
TOTAL	148	trips (entering plus exiting)	375	trips (entering plus exiting)	2,335	trips (entering plus exiting)	100.0%

If 100% Peds Drive: $\Sigma = .12 \text{ trips/bed}$ $\Sigma = .31 \text{ trips/bed}$
 If 25% Pedr Drive: $= .08 \text{ trips/bed}$ $= .19 \text{ trips/bed}$

CALCULATION SHEET

Stephen G. Pernaw & Company, Inc.

Transportation: Engineering • Planning • Design

P.O. Box 1721 • Concord, NH 03302

tel: (603) 228-5750 • fax: (866) 929-6094 • sgp@lr.net

Project: The Cottages Job Number: 1357A
 Calculated By: CP Date: _____
 Checked By: SGP Date: _____
 Sheet No: _____ Of: _____
 Subject: TRIP GENERATION - ALL PEAK

I APPLY LOCAL RATES

PEDESTRIANS $.069 \times 619 = 43$ $\left\{ \begin{array}{l} 3 \text{ in} \\ 40 \text{ out} \end{array} \right.$

VEHICLES $.037 \times 619 = 23$ $\left\{ \begin{array}{l} 8 \text{ in} \\ 15 \text{ out} \end{array} \right.$

BUSES $.017 \times 619 = 11$ $\left\{ \begin{array}{l} 6 \text{ in} \\ 5 \text{ out} \end{array} \right.$

Serv. Veh $.001 \times 619 = 1$ $\left\{ \begin{array}{l} 0 \text{ in} \\ 1 \text{ out} \end{array} \right.$

II ADJUST - Convert Ped volume to veh-trips due to proximity.

ASSUME 25% DRIVE $43 \times .25 = 11$ $\left\{ \begin{array}{l} 1 \text{ in} \\ 10 \text{ out} \end{array} \right.$

ASSUME 75% use shuttle $\therefore 43 \times .75 = 32$ persons
 $.017 \times 32 = 1$ BUS $\therefore 2$ $\left\{ \begin{array}{l} 1 \text{ in} \\ 1 \text{ out} \end{array} \right.$

III SUMMARY

PEDS	1 in + 10 out =	11
VEH	8 in + 15 out =	23
BUS	1 in + 5 out =	11
Serv. Veh	0 in + 1 out =	1
Extra Bus	1 in + 1 out =	2
	16	32
		48

$$\frac{48}{619} = .08$$

CALCULATION SHEET

**Stephen G. Pernaw
& Company, Inc.**

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Project: The Cottages Job Number: 1357A
 Calculated By: CP Date: _____
 Checked By: SP Date: _____
 Sheet No: _____ Of: _____
 Subject: TRIP GENERATION - PM PEAK

I APPLY LOCAL RATES

PEDESTRIANS $.174 \times 619 = 108$ $\left\{ \begin{array}{l} 65 \text{ IN} \\ 43 \text{ OUT} \end{array} \right.$

VEHICLES $.122 \times 619 = 76$ $\left\{ \begin{array}{l} 30 \text{ IN} \\ 46 \text{ OUT} \end{array} \right.$

BUSES $.014 \times 619 = 9$ $\left\{ \begin{array}{l} 5 \text{ IN} \\ 4 \text{ OUT} \end{array} \right.$

SERV VEH $.001 \times 619 = 1$ $\left\{ \begin{array}{l} 0 \text{ IN} \\ 1 \text{ OUT} \end{array} \right.$

II ADJUST - CONVERT Ped Volume to Veh-trips due to proximity

ASSUME 25% DRIVE $108 \times .25 = 27$ $\left\{ \begin{array}{l} 16 \text{ IN} \\ 11 \text{ OUT} \end{array} \right.$

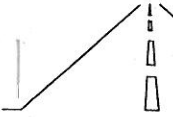
ASSUME 75% SHARED: $108 \times .75 = 81$ PERSONS
 $.014 \times 81 = 1.13$ $\left\{ \begin{array}{l} 1 \text{ IN} \\ 2 \text{ OUT} \end{array} \right.$

III SUMMARY

PEDS	16 IN	+	11 OUT	=	27
VEH	30 IN	+	46 OUT	=	76
BUS	5 IN	+	4 OUT	=	9
SERV	0 IN	+	1 OUT	=	1
Extra Bus	1 IN	+	1 OUT	=	2
	<u>52 IN</u>		+	<u>63 OUT</u>	<u>115</u>

$\frac{115}{619} = .19$

CALCULATION SHEET



**Stephen G. Pernaw
& Company, Inc.**

Transportation: Engineering • Planning • Design

P.O. Box 1721 • Concord, NH 03302
tel: (603) 228-5750 • fax: (866) 929-6094 • sgp@lr.net

Project: Student HSG Job Number: 1428A
Calculated By: _____ Date: _____
Checked By: _____ Date: _____
Sheet No: _____ Of: _____
Subject: Bryant Park West

AM TRIP GENERATION

730-830 = Generator Peak Hour

4 in + 8 out = 12 trips

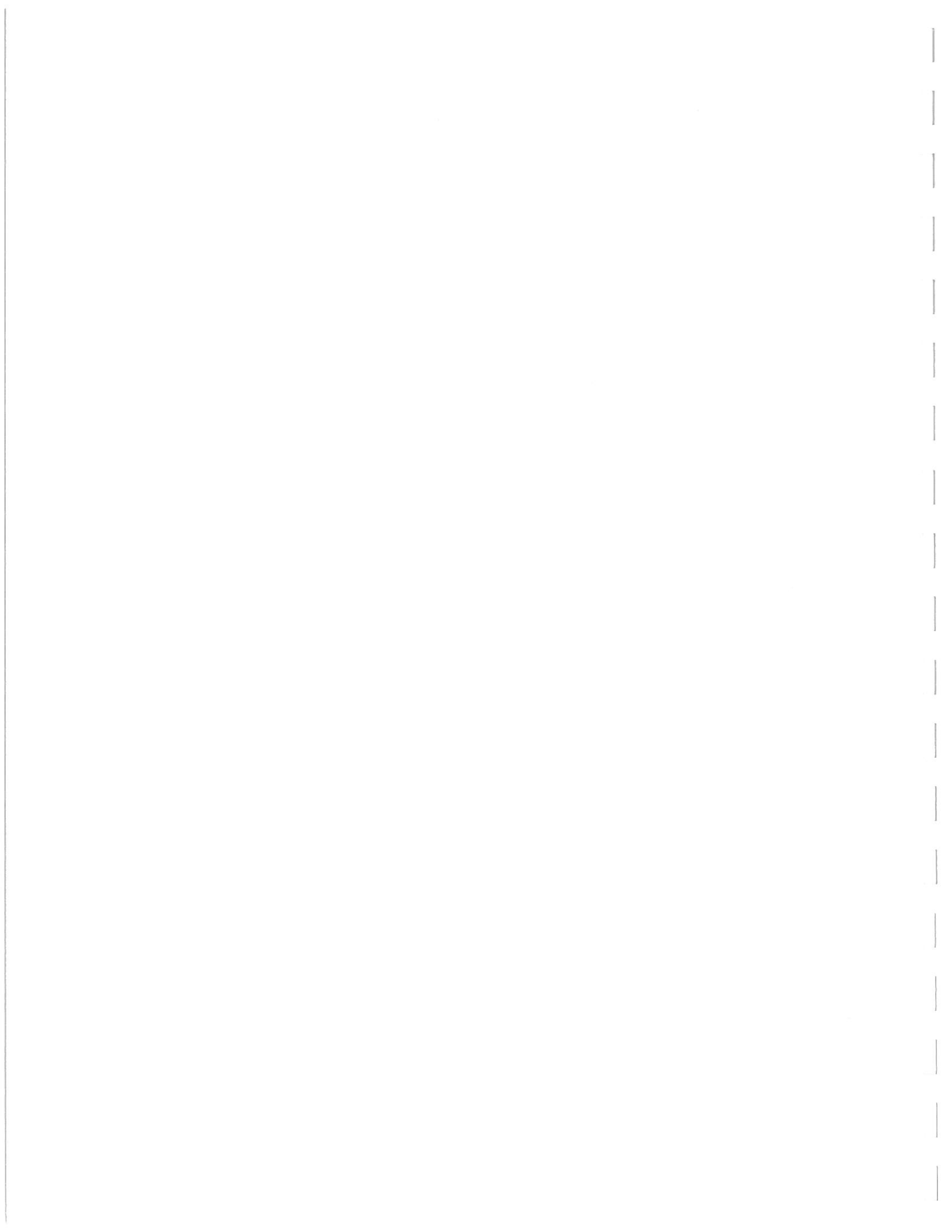
$\frac{12}{120} = 0.10$ $\left\{ \begin{array}{l} .03 \text{ Entering} \\ .07 \text{ Exiting} \end{array} \right.$

PM TRIP GENERATION

445-545 = Generator Peak Hour

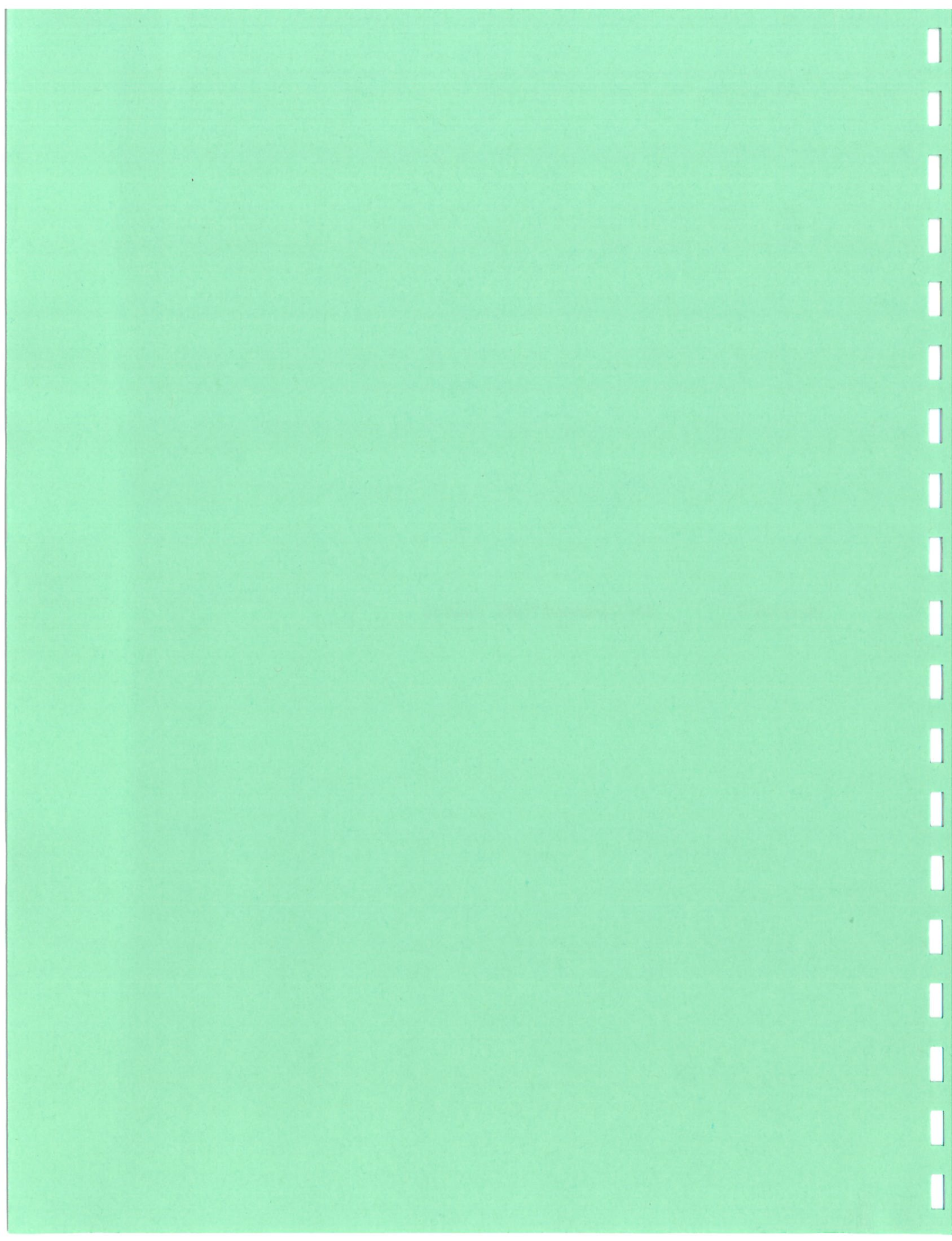
17 in + 16 out = 33 trips

$\frac{33}{120} = .28$ $\left\{ \begin{array}{l} .14 \text{ Entering} \\ .14 \text{ Exiting} \end{array} \right.$

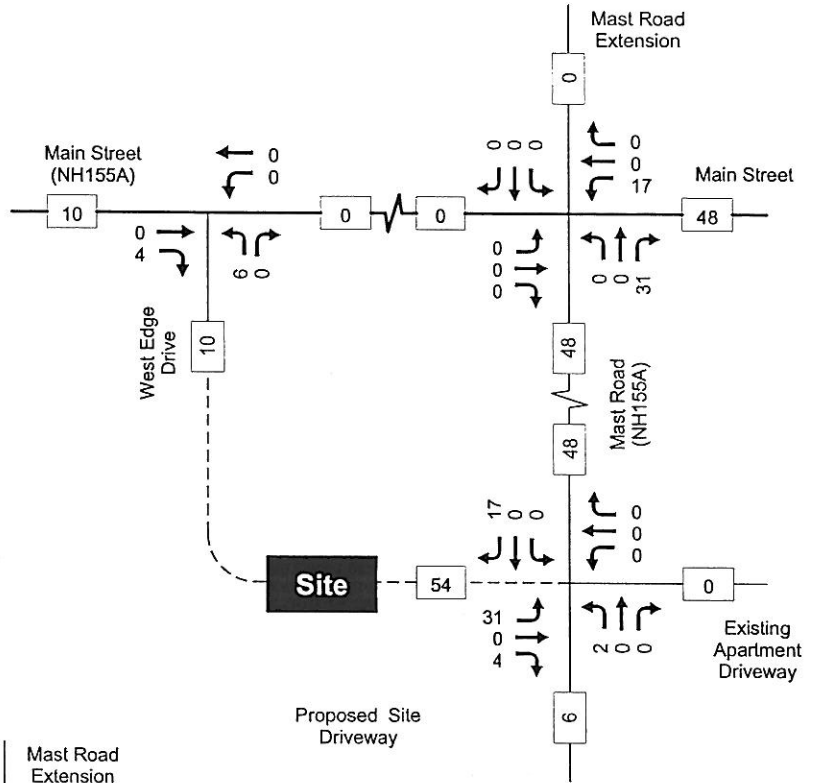


Appendix G

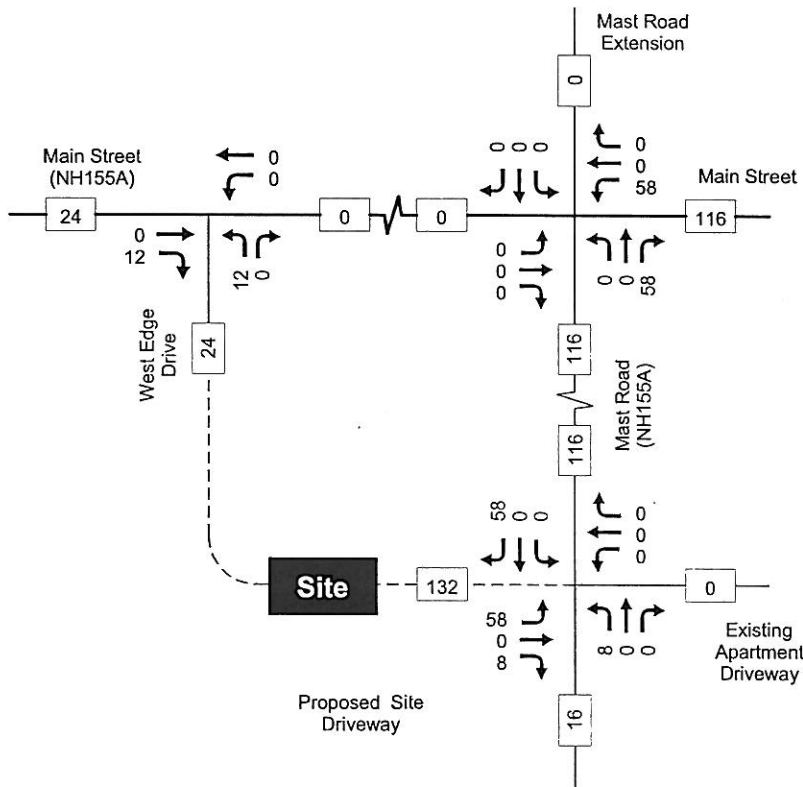
Site Generated Traffic Volumes



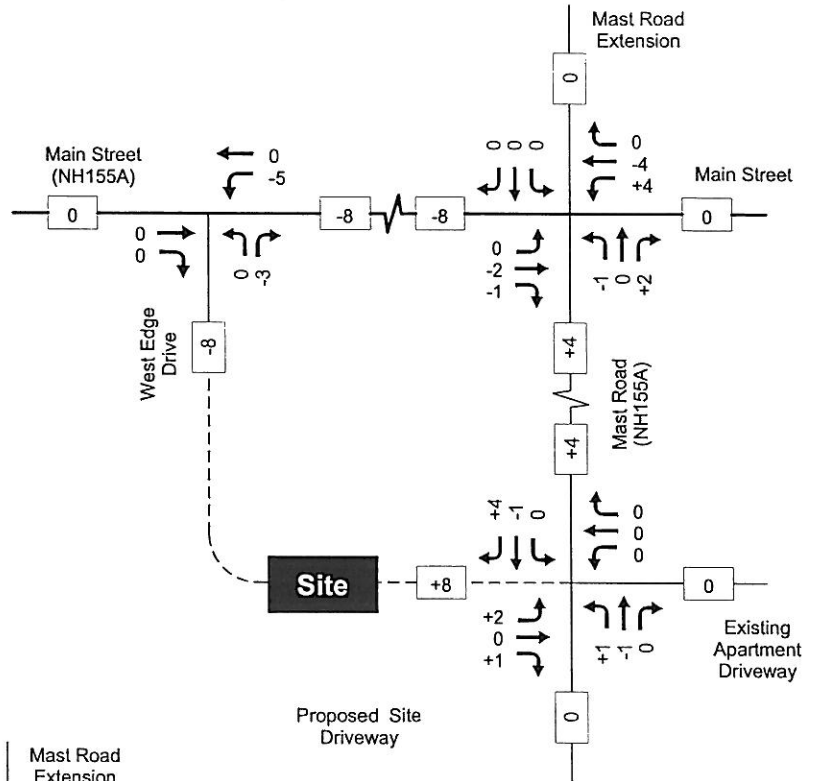
AM PEAK HOUR



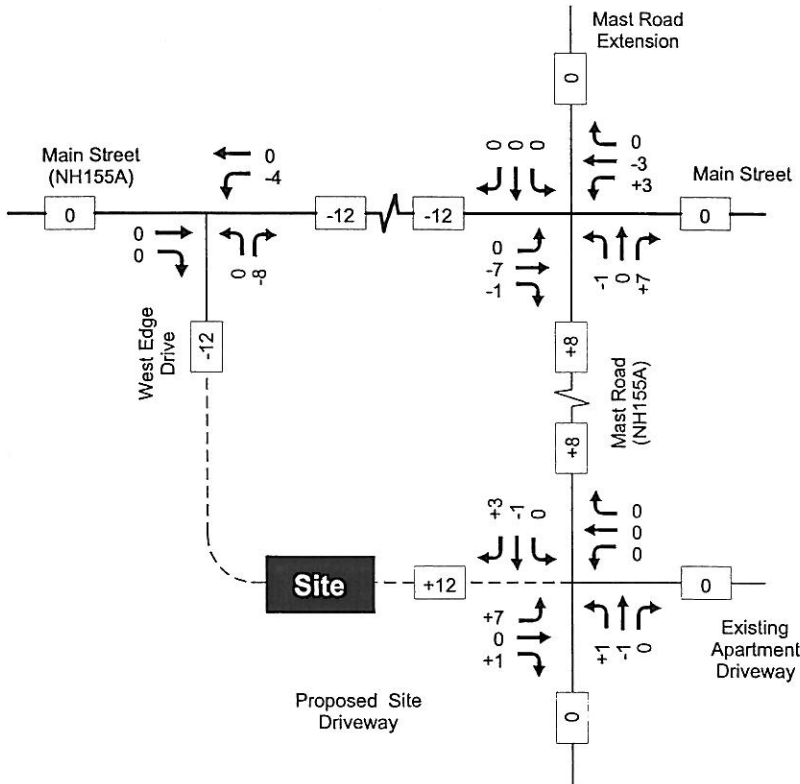
PM PEAK HOUR



AM PEAK HOUR

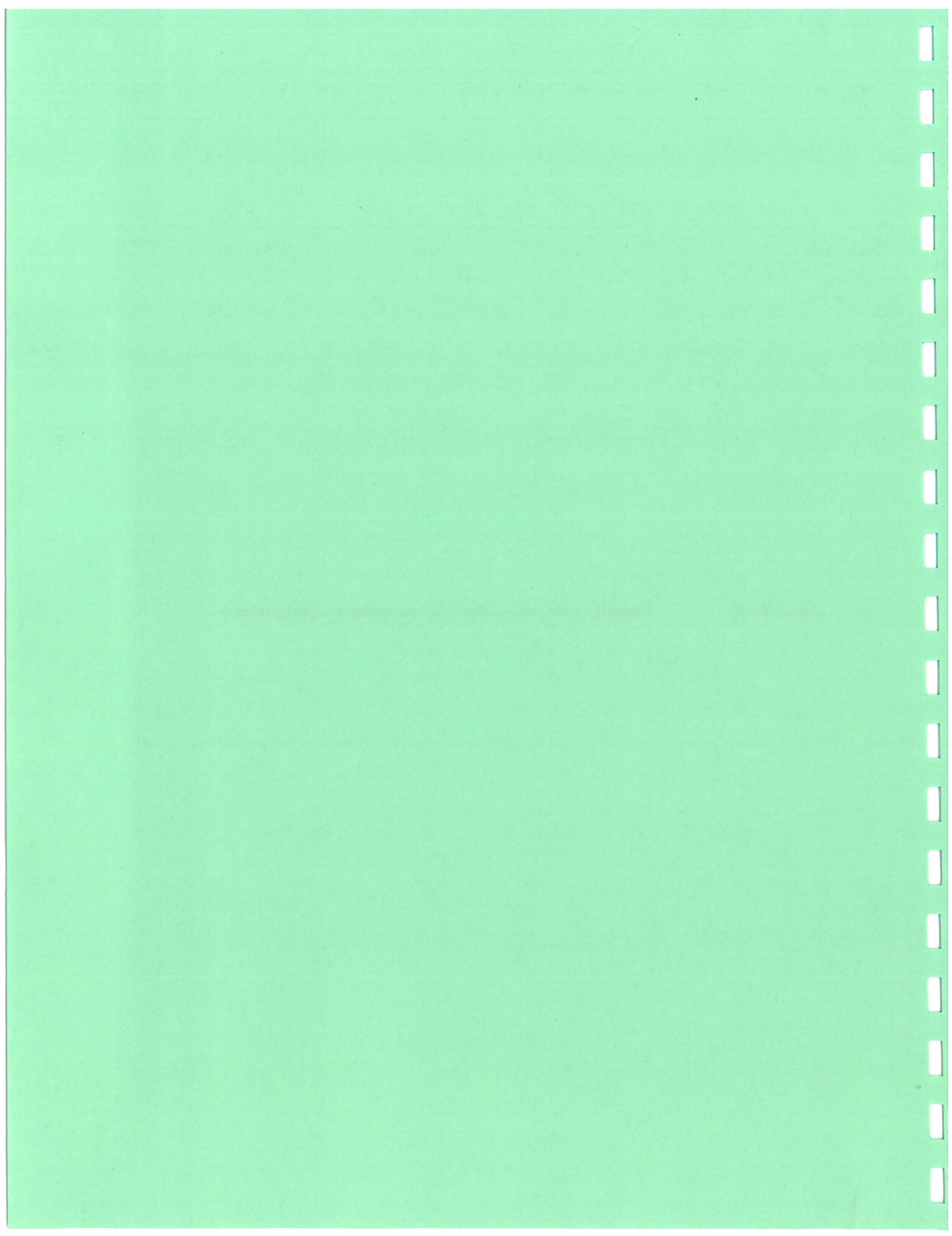


PM PEAK HOUR



Appendix H

Capacity and Level of Service Calculations – Unsignalized



Intersection

Intersection Delay (sec/veh): 25.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	35 ✓	550 ✓	43 ✓	43 ✓	167 ✓	34 ✓	45 ✓	10 ✓	191 ✓	38 ✓	3 ✓	16 ✓
Conflicting Peds. (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None	None	None	None	None	None	None
Storage Length	225		0	225		0	0		0	0		0
Median Width		12			12			0			0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.66	0.66	0.66	0.87	0.87	0.87	0.74	0.74	0.74	0.89	0.89	0.89
Heavy Vehicles(%)	9	4	7	14	16	21	4	0	2	26	33	6
Movement Flow Rate	53	833	65	49	192	39	61	14	258	43	3	18
Number of Lanes	1	1	0	1	1	0	0	1	0	0	1	0

Major/Minor	Major 1			Major 2			Minor 1			Minor 2		
Conflicting Flow Rate - All	231	0	0	898	0	0	1292	1301	450	1418	1314	116
Stage 1	-	-	-	-	-	-	972	972	-	310	310	-
Stage 2	-	-	-	-	-	-	320	329	-	1108	1004	-
Follow-up Headway	2.281	-	-	2.326	-	-	3.536	4	3.318	3.734	4.297	3.354
Pot Capacity-1 Maneuver	1297	-	-	708	-	-	139	163	609	101	137	926
Stage 1	-	-	-	-	-	-	301	334	-	652	607	-
Stage 2	-	-	-	-	-	-	687	650	-	229	283	-
Time blocked-Platoon(%)	0	-	-	0	-	-	0	0	0	0	0	0
Mov Capacity-1 Maneuver	1297	-	-	708	-	-	123	146	609	50	122	926
Mov Capacity-2 Maneuver	-	-	-	-	-	-	123	146	-	50	122	-
Stage 1	-	-	-	-	-	-	289	320	-	625	565	-
Stage 2	-	-	-	-	-	-	623	605	-	121	271	-

Approach	EB	WB	NB	SB
HCM Control Delay (s)	0.4	1.8	88.9	178.8
HCM LOS	A	A	F	F

Lane	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (vph)	329							71
HCM Control Delay (s)	88.9	7.894	0	-	10.466	0	-	178.8
HCM Lane VC Ratio	1.01	0.041	-	-	0.07	-	-	0.902
HCM Lane LOS	F	A	A	-	B	A	-	F
HCM 95th Percentile Queue (veh)	11.382	0.128	-	-	0.225	-	-	4.485

Intersection

Intersection Delay (sec/veh): 31.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	36 ✓	561 ✓	44 ✓	44 ✓	170 ✓	35 ✓	46 ✓	10 ✓	195 ✓	39 ✓	3 ✓	16 ✓
Conflicting Peds.(#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None	None	None	None	None	None	None
Storage Length	225		0	225		0	0		0	0		0
Median Width		12			12			0				0
Grade (%)		0%			0%			0%				0%
Peak Hour Factor	0.66	0.66	0.66	0.87	0.87	0.87	0.74	0.74	0.74	0.89	0.89	0.89
Heavy Vehicles(%)	9	4	7	14	16	21	4	0	2	26	33	6
Movement Flow Rate	55	850	67	51	195	40	62	14	264	44	3	18
Number of Lanes	1	1	0	1	1	0	0	1	0	0	1	0

Major/Minor	Major 1			Major 2			Minor 1			Minor 2		
Conflicting Flow Rate - All	235	0	0	917	0	0	1322	1331	459	1450	1344	118
Stage 1	-	-	-	-	-	-	994	994	-	317	317	-
Stage 2	-	-	-	-	-	-	328	337	-	1133	1027	-
Follow-up Headway	2.281	-	-	2.326	-	-	3.536	4	3.318	3.734	4.297	3.354
Pot Capacity-1 Maneuver	1292	-	-	697	-	-	132	156	602	96	131	923
Stage 1	-	-	-	-	-	-	293	326	-	646	602	-
Stage 2	-	-	-	-	-	-	681	645	-	221	276	-
Time blocked-Platoon(%)	0	-	-	0	-	-	0	0	0	0	0	0
Mov Capacity-1 Maneuver	1292	-	-	697	-	-	116	138	602	46	116	923
Mov Capacity-2 Maneuver	-	-	-	-	-	-	116	138	-	46	116	-
Stage 1	-	-	-	-	-	-	281	312	-	619	558	-
Stage 2	-	-	-	-	-	-	615	598	-	114	264	-

Approach	EB	WB	NB	SB
HCM Control Delay (s)	0.4	1.9	107.7	219
HCM LOS	A	A	F	F

Lane	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (vph)	317							65
HCM Control Delay (s)	107.7	7.909	0	-	10.569	0	-	219
HCM Lane VC Ratio	1.07	0.042	-	-	0.073	-	-	1.003
HCM Lane LOS	F	A	A	-	B	A	-	F
HCM 95th Percentile Queue (veh)	12.75	0.132	-	-	0.234	-	-	4.954

Intersection

Intersection Delay (sec/veh): 47.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	36	✓ 559	✓ 43	✓ 65	✓ 166	✓ 35	✓ 45	✓ 10	✓ 228	✓ 39	✓ 3	✓ 16
Conflicting Peds. (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None	None	None	None	None	None	None
Storage Length	225		0	225		0	0		0	0		0
Median Width		12			12			0			0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.66	0.66	0.66	0.87	0.87	0.87	0.74	0.74	0.74	0.89	0.89	0.89
Heavy Vehicles(%)	9	4	7	14	16	21	4	0	2	26	33	6
Movement Flow Rate	55	847	65	75	191	40	61	14	308	44	3	18
Number of Lanes	1	1	0	1	1	0	0	1	0	0	1	0

Major/Minor	Major 1			Major 2			Minor 1			Minor 2		
Conflicting Flow Rate - All	231	0	0	912	0	0	1362	1371	457	1512	1383	116
Stage 1	-	-	-	-	-	-	990	990	-	361	361	-
Stage 2	-	-	-	-	-	-	372	381	-	1151	1022	-
Follow-up Headway	2.281	-	-	2.326	-	-	3.536	4	3.318	3.734	4.297	3.354
Pot Capacity-1 Maneuver	1297	-	-	700	-	-	124	148	604	87	124	926
Stage 1	-	-	-	-	-	-	294	327	-	611	575	-
Stage 2	-	-	-	-	-	-	644	617	-	216	277	-
Time blocked-Platoon(%)	0	-	-	0	-	-	0	0	0	0	0	0
Mov Capacity-1 Maneuver	1297	-	-	700	-	-	106	127	604	# 35	106	926
Mov Capacity-2 Maneuver	-	-	-	-	-	-	106	127	-	# 35	106	-
Stage 1	-	-	-	-	-	-	282	313	-	585	513	-
Stage 2	-	-	-	-	-	-	560	551	-	97	265	-

Approach	EB	WB	NB	SB
HCM Control Delay (s)	0.4	2.6	148	\$ 361.8
HCM LOS	A	A	F	F

Lane	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (vph)	321							50
HCM Control Delay (s)	148	7.897	0	-	10.756	0	-	\$ 148
HCM Lane VC Ratio	1.191	0.042	-	-	0.107	-	-	1.303
HCM Lane LOS	F	A	A	-	B	A	-	F
HCM 95th Percentile Queue (veh)	16.415	0.132	-	-	0.357	-	-	5.982

Intersection

Intersection Delay (sec/veh): 21.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	36	559	43	65	166	35	45	10	228	39	3	16
Conflicting Peds.(#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None	None	None	None	None	None	None
Storage Length	225		0	225		0	0		150	0		0
Median Width		12			12			0			0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.66	0.66	0.66	0.87	0.87	0.87	0.74	0.74	0.74	0.89	0.89	0.89
Heavy Vehicles(%)	9	4	7	14	16	21	4	0	2	26	33	6
Movement Flow Rate	55	847	65	75	191	40	61	14	308	44	3	18
Number of Lanes	1	1	0	1	1	0	0	1	1	0	1	0

Major/Minor	Major 1			Major 2			Minor 1			Minor 2		
Conflicting Flow Rate - All	231	0	0	912	0	0	1362	1371	457	1512	1383	116
Stage 1	-	-	-	-	-	-	990	990	-	361	361	-
Stage 2	-	-	-	-	-	-	372	381	-	1151	1022	-
Follow-up Headway	2.281	-	-	2.326	-	-	3.536	4	3.318	3.734	4.297	3.354
Pot Capacity-1 Maneuver	1297	-	-	700	-	-	124	148	604	87	124	926
Stage 1	-	-	-	-	-	-	294	327	-	611	575	-
Stage 2	-	-	-	-	-	-	644	617	-	216	277	-
Time blocked-Platoon(%)	0	-	-	0	-	-	0	0	0	0	0	0
Mov Capacity-1 Maneuver	1297	-	-	700	-	-	106	127	604	# 35	106	926
Mov Capacity-2 Maneuver	-	-	-	-	-	-	106	127	-	# 35	106	-
Stage 1	-	-	-	-	-	-	282	313	-	585	513	-
Stage 2	-	-	-	-	-	-	560	551	-	97	265	-

Approach	EB	WB	NB	SB
HCM Control Delay (s)	0.4	2.6	31.2	\$ 361.8
HCM LOS	A	A	D	F

Lane	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (vph)	109	604							50
HCM Control Delay (s)	90	17	7.897	0	-	10.756	0	-	\$ 90
HCM Lane VC Ratio	0.682	0.51	0.042	-	-	0.107	-	-	1.303
HCM Lane LOS	F	C	A	A	-	B	A	-	F
HCM 95th Percentile Queue (veh)	3.54	2.897	0.132	-	-	0.357	-	-	5.982

Intersection

Intersection Delay (sec/veh): 70

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	40	✓620	✓49	✓49	✓188	✓39	✓51	✓11	✓215	✓43	✓3	✓18
Conflicting Peds.(#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None	None	None	None	None	None	None
Storage Length	225		0	225		0	0		0	0		0
Median Width		12			12			0				0
Grade (%)		0%			0%			0%				0%
Peak Hour Factor	0.66	0.66	0.66	0.87	0.87	0.87	0.74	0.74	0.74	0.89	0.89	0.89
Heavy Vehicles(%)	9	4	7	14	16	21	4	0	2	26	33	6
Movement Flow Rate	61	939	74	56	216	45	69	15	291	48	3	20
Number of Lanes	1	1	0	1	1	0	0	1	0	0	1	0

Major/Minor	Major 1			Major 2			Minor 1			Minor 2		
Conflicting Flow Rate - All	261	0	0	1013	0	0	1460	1471	507	1602	1486	131
Stage 1	-	-	-	-	-	-	1098	1098	-	351	351	-
Stage 2	-	-	-	-	-	-	362	373	-	1251	1135	-
Follow-up Headway	2.281	-	-	2.326	-	-	3.536	4	3.318	3.734	4.297	3.354
Pot Capacity-1 Maneuver	1264	-	-	640	-	-	106	128	566	75	107	908
Stage 1	-	-	-	-	-	-	256	291	-	619	581	-
Stage 2	-	-	-	-	-	-	652	622	-	189	243	-
Time blocked-Platoon(%)	0	-	-	0	-	-	0	0	0	0	0	0
Mov Capacity-1 Maneuver	1264	-	-	640	-	-	91	111	566	# 30	93	908
Mov Capacity-2 Maneuver	-	-	-	-	-	-	91	111	-	# 30	93	-
Stage 1	-	-	-	-	-	-	244	277	-	589	530	-
Stage 2	-	-	-	-	-	-	578	568	-	83	231	-

Approach	EB	WB	NB	SB
HCM Control Delay (s)	0.5	2	238.1	\$ 533.1
HCM LOS	A	A	F	F

Lane	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (vph)	267							43
HCM Control Delay (s)	238.1	7.991	0	-	11.167	0	-	\$ 238.1
HCM Lane VC Ratio	1.402	0.048	-	-	0.088	-	-	1.672
HCM Lane LOS	F	A	A	-	B	A	-	F
HCM 95th Percentile Queue (veh)	20.323	0.151	-	-	0.288	-	-	7.305

Intersection

Intersection Delay (sec/veh): 102.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	40 ✓	618 ✓	48 ✓	70 ✓	184 ✓	39 ✓	50 ✓	11 ✓	248 ✓	43 ✓	3 ✓	18 ✓
Conflicting Peds.(#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None	None	None	None	None	None	None
Storage Length	225		0	225		0	0		0	0		0
Median Width		12			12			0			0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.66	0.66	0.66	0.87	0.87	0.87	0.74	0.74	0.74	0.89	0.89	0.89
Heavy Vehicles(%)	9	4	7	14	16	21	4	0	2	26	33	6
Movement Flow Rate	61	936	73	80	211	45	68	15	335	48	3	20
Number of Lanes	1	1	0	1	1	0	0	1	0	0	1	0

Major/Minor	Major 1			Major 2			Minor 1			Minor 2		
Conflicting Flow Rate - All	256	0	0	1009	0	0	1500	1511	505	1664	1525	129
Stage 1	-	-	-	-	-	-	1095	1095	-	394	394	-
Stage 2	-	-	-	-	-	-	405	416	-	1270	1131	-
Follow-up Headway	2.281	-	-	2.326	-	-	3.536	4	3.318	3.734	4.297	3.354
Pot Capacity-1 Maneuver	1269	-	-	642	-	-	99	121	567	67	101	910
Stage 1	-	-	-	-	-	-	257	292	-	586	555	-
Stage 2	-	-	-	-	-	-	618	595	-	184	245	-
Time blocked-Platoon(%)	0	-	-	0	-	-	0	0	0	0	0	0
Mov Capacity-1 Maneuver	1269	-	-	642	-	-	82	101	567	# 21	84	910
Mov Capacity-2 Maneuver	-	-	-	-	-	-	82	101	-	# 21	84	-
Stage 1	-	-	-	-	-	-	245	278	-	558	486	-
Stage 2	-	-	-	-	-	-	525	521	-	68	233	-

Approach	EB	WB	NB	SB
HCM Control Delay (s)	0.5	2.7	\$ 305.3	\$ 917.1
HCM LOS	A	A	F	F

Lane	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (vph)	267							30
HCM Control Delay (s)	\$ 305.3	7.979	0	-	11.409	0	-	\$ 305.3
HCM Lane VC Ratio	1.564	0.048	-	-	0.125	-	-	2.397
HCM Lane LOS	F	A	A	-	B	A	-	F
HCM 95th Percentile Queue (veh)	25.068	0.15	-	-	0.427	-	-	8.436

Intersection
 Intersection Delay (sec/veh): 46.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	40	618	48	70	184	39	50	11	248	43	3	18
Conflicting Peds. (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None	None	None	None	None	None	None
Storage Length	225		0	225		0	0		150	0		0
Median Width		12			12			0			0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.66	0.66	0.66	0.87	0.87	0.87	0.74	0.74	0.74	0.89	0.89	0.89
Heavy Vehicles(%)	9	4	7	14	16	21	4	0	2	26	33	6
Movement Flow Rate	61	936	73	80	211	45	68	15	335	48	3	20
Number of Lanes	1	1	0	1	1	0	0	1	1	0	1	0

Major/Minor	Major 1			Major 2			Minor 1			Minor 2		
Conflicting Flow Rate - All	256	0	0	1009	0	0	1500	1511	505	1664	1525	129
Stage 1	-	-	-	-	-	-	1095	1095	-	394	394	-
Stage 2	-	-	-	-	-	-	405	416	-	1270	1131	-
Follow-up Headway	2.281	-	-	2.326	-	-	3.536	4	3.318	3.734	4.297	3.354
Pot Capacity-1 Maneuver	1269	-	-	642	-	-	99	121	567	67	101	910
Stage 1	-	-	-	-	-	-	257	292	-	586	555	-
Stage 2	-	-	-	-	-	-	618	595	-	184	245	-
Time blocked-Platoon(%)	0	-	-	0	-	-	0	0	0	0	0	0
Mov Capacity-1 Maneuver	1269	-	-	642	-	-	82	101	567	# 21	84	910
Mov Capacity-2 Maneuver	-	-	-	-	-	-	82	101	-	# 21	84	-
Stage 1	-	-	-	-	-	-	245	278	-	558	486	-
Stage 2	-	-	-	-	-	-	525	521	-	68	233	-

Approach	EB	WB	NB	SB
HCM Control Delay (s)	0.5	2.7	51	\$ 917.1
HCM LOS	A	A	F	F

Lane	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (vph)	85	567							30
HCM Control Delay (s)	176.7	20.1	7.979	0	-	11.409	0	-	\$ 176.7
HCM Lane VC Ratio	0.97	0.591	0.048	-	-	0.125	-	-	2.397
HCM Lane LOS	F	C	A	A	-	B	A	-	F
HCM 95th Percentile Queue (veh)	5.402	3.83	0.15	-	-	0.427	-	-	8.436

Intersection

Intersection Delay (sec/veh): 91.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	13	✓ 316	✓ 67	✓ 214	✓ 466	✓ 46	✓ 38	✓ 5	✓ 116	✓ 57	✓ 20	✓ 57
Conflicting Peds.(#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None	None	None	None	None	None	None
Storage Length	225		0	225		0	0		0	0		0
Median Width		12			12			0			0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.89	0.89	0.89	0.86	0.86	0.86	0.85	0.85	0.85	0.64	0.64	0.64
Heavy Vehicles(%)	0	4	2	1	4	13	3	0	3	14	0	4
Movement Flow Rate	15	355	75	249	542	53	45	6	136	89	31	89
Number of Lanes	1	1	0	1	1	0	0	1	0	0	1	0

Major/Minor	Major 1			Major 2			Minor 1			Minor 2		
Conflicting Flow Rate - All	595	0	0	430	0	0	1550	1516	216	1561	1527	298
Stage 1	-	-	-	-	-	-	423	423	-	1067	1067	-
Stage 2	-	-	-	-	-	-	1127	1093	-	494	460	-
Follow-up Headway	2.2	-	-	2.209	-	-	3.527	4	3.327	3.626	4	3.336
Pot Capacity-1 Maneuver	991	-	-	1135	-	-	92	121	821	# 85	119	737
Stage 1	-	-	-	-	-	-	607	591	-	255	301	-
Stage 2	-	-	-	-	-	-	247	293	-	535	569	-
Time blocked-Platoon(%)	0	-	-	0	-	-	0	0	0	0	0	0
Mov Capacity-1 Maneuver	991	-	-	1135	-	-	49	93	821	# 56	91	737
Mov Capacity-2 Maneuver	-	-	-	-	-	-	49	93	-	# 56	91	-
Stage 1	-	-	-	-	-	-	598	582	-	251	235	-
Stage 2	-	-	-	-	-	-	147	229	-	435	560	-

Approach	EB	WB	NB	SB
HCM Control Delay (s)	0.3	2.7	169.3	\$ 575
HCM LOS	A	A	F	F

Lane	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (vph)	164							102
HCM Control Delay (s)	169.3	8.687	0	-	9.06	0	-	\$ 169.3
HCM Lane VC Ratio	1.141	0.015	-	-	0.219	-	-	2.053
HCM Lane LOS	F	A	A	-	A	A	-	F
HCM 95th Percentile Queue (veh)	9.94	0.045	-	-	0.836	-	-	17.826

Intersection

Intersection Delay (sec/veh): 123.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	14	✓329	✓70	✓223	✓485	✓48	✓40	✓5	✓121	59	✓21	✓59
Conflicting Peds.(#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None	None	None	None	None	None	None
Storage Length	225		0	225		0	0		0	0		0
Median Width		12			12			0			0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.89	0.89	0.89	0.86	0.86	0.86	0.85	0.85	0.85	0.64	0.64	0.64
Heavy Vehicles(%)	0	4	2	1	4	13	3	0	3	14	0	4
Movement Flow Rate	16	370	79	259	564	56	47	6	142	92	33	92
Number of Lanes	1	1	0	1	1	0	0	1	0	0	1	0

Major/Minor	Major 1			Major 2			Minor 1			Minor 2		
Conflicting Flow Rate - All	620	0	0	449	0	0	1615	1580	225	1626	1591	310
Stage 1	-	-	-	-	-	-	442	442	-	1110	1110	-
Stage 2	-	-	-	-	-	-	1173	1138	-	516	481	-
Follow-up Headway	2.2	-	-	2.209	-	-	3.527	4	3.327	3.626	4	3.336
Pot Capacity-1 Maneuver	970	-	-	1117	-	-	83	110	812	# 77	108	725
Stage 1	-	-	-	-	-	-	592	580	-	241	287	-
Stage 2	-	-	-	-	-	-	233	279	-	521	557	-
Time blocked-Platoon(%)	0	-	-	0	-	-	0	0	0	0	0	0
Mov Capacity-1 Maneuver	970	-	-	1117	-	-	# 41	83	812	# 49	82	725
Mov Capacity-2 Maneuver	-	-	-	-	-	-	# 41	83	-	# 49	82	-
Stage 1	-	-	-	-	-	-	582	570	-	237	220	-
Stage 2	-	-	-	-	-	-	133	214	-	418	548	-

Approach	EB	WB	NB	SB
HCM Control Delay (s)	0.3	2.7	274.6	\$ 743.2
HCM LOS	A	A	F	F

Lane	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (vph)	140							90
HCM Control Delay (s)	274.6	8.773	0	-	9.195	0	-	\$ 274.6
HCM Lane VC Ratio	1.395	0.016	-	-	0.232	-	-	2.413
HCM Lane LOS	F	A	A	-	A	A	-	F
HCM 95th Percentile Queue (veh)	12.685	0.049	-	-	0.899	-	-	19.976

Intersection

Intersection Delay (sec/veh): 164.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	14	322	69	284	482	48	39	5	186	59	21	59
Conflicting Peds.(#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None	None	None	None	None	None	None
Storage Length	225		0	225		0	0		0	0		0
Median Width		24			24			0			0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.89	0.89	0.89	0.86	0.86	0.86	0.85	0.85	0.85	0.64	0.64	0.64
Heavy Vehicles(%)	0	4	2	1	4	13	3	0	3	14	0	4
Movement Flow Rate	16	362	78	330	560	56	46	6	219	92	33	92
Number of Lanes	1	0	0	1	1	0	0	1	0	0	1	0

Major/Minor	Major 1			Major 2			Minor 1			Minor 2		
Conflicting Flow Rate - All	616	0	0	440	0	0	1744	1709	401	1361	1720	308
Stage 1	-	-	-	-	-	-	433	433	-	1248	1248	-
Stage 2	-	-	-	-	-	-	1311	1276	-	113	472	-
Follow-up Headway	2.2	-	-	2.209	-	-	3.527	4	3.327	3.626	4	3.336
Pot Capacity-1 Maneuver	974	-	-	1125	-	-	67	92	647	118	90	727
Stage 1	-	-	-	-	-	-	599	585	-	201	247	-
Stage 2	-	-	-	-	-	-	194	240	-	864	562	-
Time blocked-Platoon(%)	0	-	-	0	-	-	0	0	0	0	0	0
Mov Capacity-1 Maneuver	974	-	-	1125	-	-	# 27	64	647	# 56	63	727
Mov Capacity-2 Maneuver	-	-	-	-	-	-	# 27	64	-	# 56	63	-
Stage 1	-	-	-	-	-	-	589	575	-	198	175	-
Stage 2	-	-	-	-	-	-	97	170	-	557	553	-

Approach	EB	WB	NB	SB
HCM Control Delay (s)	0.3	3.3	\$ 590.9	\$ 682.6
HCM LOS	A	A	F	F

Lane	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (vph)	127							95
HCM Control Delay (s)	\$ 590.9	8.757	-	-	9.524	0	-	\$ 590.9
HCM Lane VC Ratio	2.131	0.016	-	-	0.294	-	-	2.286
HCM Lane LOS	F	A	-	-	A	A	-	F
HCM 95th Percentile Queue (veh)	22.465	0.049	-	-	1.231	-	-	19.459

Intersection												
Intersection Delay (sec/veh):	100											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	14	322	69	284	482	48	39	5	186	59	21	59
Conflicting Peds. (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None	None	None	None	None	None	None
Storage Length	225		0	225		0	0		150	0		0
Median Width		24			24			0			0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.89	0.89	0.89	0.86	0.86	0.86	0.85	0.85	0.85	0.64	0.64	0.64
Heavy Vehicles (%)	0	4	2	1	4	13	3	0	3	14	0	4
Movement Flow Rate	16	362	78	330	560	56	46	6	219	92	33	92
Number of Lanes	1	0	0	1	1	0	0	1	1	0	1	0

Major/Minor	Major 1			Major 2			Minor 1			Minor 2		
Conflicting Flow Rate - All	616	0	0	440	0	0	1744	1709	401	1361	1720	308
Stage 1	-	-	-	-	-	-	433	433	-	1248	1248	-
Stage 2	-	-	-	-	-	-	1311	1276	-	113	472	-
Follow-up Headway	2.2	-	-	2.209	-	-	3.527	4	3.327	3.626	4	3.336
Pot Capacity-1 Maneuver	974	-	-	1125	-	-	67	92	647	118	90	727
Stage 1	-	-	-	-	-	-	599	585	-	201	247	-
Stage 2	-	-	-	-	-	-	194	240	-	864	562	-
Time blocked-Platoon (%)	0	-	-	0	-	-	0	0	0	0	0	0
Mov Capacity-1 Maneuver	974	-	-	1125	-	-	# 27	64	647	# 56	63	727
Mov Capacity-2 Maneuver	-	-	-	-	-	-	# 27	64	-	# 56	63	-
Stage 1	-	-	-	-	-	-	589	575	-	198	175	-
Stage 2	-	-	-	-	-	-	97	170	-	557	553	-

Approach	EB	WB	NB	SB
HCM Control Delay (s)	0.3	3.3	138.6	\$ 682.6
HCM LOS	A	A	F	F

Lane	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (vph)	29	647							95
HCM Control Delay (s)	\$ 667.6	13.4	8.757	-	-	9.524	0	-	\$ 667.6
HCM Lane VC Ratio	1.785	0.338	0.016	-	-	0.294	-	-	2.286
HCM Lane LOS	F	B	A	-	-	A	A	-	F
HCM 95th Percentile Queue (veh)	6.053	1.492	0.049	-	-	1.231	-	-	19.459

Intersection

Intersection Delay (sec/veh): 265

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	15	364	77	246	536	53	44	6	134	65	23	65
Conflicting Peds. (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None	None	None	None	None	None	None
Storage Length	225		0	225		0	0		0	0		0
Median Width		12			12			0			0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.89	0.89	0.89	0.86	0.86	0.86	0.85	0.85	0.85	0.64	0.64	0.64
Heavy Vehicles (%)	0	4	2	1	4	13	3	0	3	14	0	4
Movement Flow Rate	17	409	87	286	623	62	52	7	158	102	36	102
Number of Lanes	1	1	0	1	1	0	0	1	0	0	1	0

Major/Minor	Major 1			Major 2			Minor 1			Minor 2		
Conflicting Flow Rate - All	685	0	0	496	0	0	1782	1744	249	1795	1756	343
Stage 1	-	-	-	-	-	-	487	487	-	1226	1226	-
Stage 2	-	-	-	-	-	-	1295	1257	-	569	530	-
Follow-up Headway	2.2	-	-	2.209	-	-	3.527	4	3.327	3.626	4	3.336
Pot Capacity-1 Maneuver	918	-	-	1073	-	-	63	87	787	# 58	86	695
Stage 1	-	-	-	-	-	-	560	554	-	206	253	-
Stage 2	-	-	-	-	-	-	199	245	-	486	530	-
Time blocked-Platoon (%)	0	-	-	0	-	-	0	0	0	0	0	0
Mov Capacity-1 Maneuver	918	-	-	1073	-	-	# 23	63	787	# 33	62	695
Mov Capacity-2 Maneuver	-	-	-	-	-	-	# 23	63	-	# 33	62	-
Stage 1	-	-	-	-	-	-	550	544	-	202	186	-
Stage 2	-	-	-	-	-	-	101	180	-	377	520	-

Approach	EB	WB	NB	SB
HCM Control Delay (s)	0.3	2.8	\$ 821.7	\$ 1393
HCM LOS	A	A	F	F

Lane	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (vph)	84							63
HCM Control Delay (s)	\$ 821.7	8.995	0	-	9.57	0	-	\$ 821.7
HCM Lane VC Ratio	2.577	0.018	-	-	0.267	-	-	3.795
HCM Lane LOS	F	A	A	-	A	A	-	F
HCM 95th Percentile Queue (veh)	20.516	0.056	-	-	1.079	-	-	25.521

Intersection

Intersection Delay (sec/veh): \$ 513.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	15	✓357	✓76	✓307	✓533	53	✓43	6	✓199	65	✓23	65
Conflicting Peds. (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None	None	None	None	None	None	None
Storage Length	225		0	225		0	0		0	0		0
Median Width		12			12			0			0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.89	0.89	0.89	0.86	0.86	0.86	0.85	0.85	0.85	0.64	0.64	0.64
Heavy Vehicles (%)	0	4	2	1	4	13	3	0	3	14	0	4
Movement Flow Rate	17	401	85	357	620	62	51	7	234	102	36	102
Number of Lanes	1	1	0	1	1	0	0	1	0	0	1	0

Major/Minor	Major 1			Major 2			Minor 1			Minor 2		
Conflicting Flow Rate - All	682	0	0	486	0	0	1912	1874	244	1963	1885	341
Stage 1	-	-	-	-	-	-	478	478	-	1365	1365	-
Stage 2	-	-	-	-	-	-	1434	1396	-	598	520	-
Follow-up Headway	2.2	-	-	2.209	-	-	3.527	4	3.327	3.626	4	3.336
Pot Capacity-1 Maneuver	920	-	-	1082	-	-	51	73	792	# 44	71	697
Stage 1	-	-	-	-	-	-	566	559	-	171	217	-
Stage 2	-	-	-	-	-	-	165	210	-	469	535	-
Time blocked-Platoon (%)	0	-	-	0	-	-	0	0	0	0	0	0
Mov Capacity-1 Maneuver	920	-	-	1082	-	-	# 13	48	792	# 20	47	697
Mov Capacity-2 Maneuver	-	-	-	-	-	-	# 13	48	-	# 20	47	-
Stage 1	-	-	-	-	-	-	556	549	-	168	145	-
Stage 2	-	-	-	-	-	-	71	141	-	320	525	-

Approach	EB	WB	NB	SB
HCM Control Delay (s)	0.3	3.4	\$ 1635.1	\$ 2437.8
HCM LOS	A	A	F	F

Lane	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (vph)	67							40
HCM Control Delay (s)	\$ 1635.1	8.986	0	-	9.957	0	-	-\$ 1635.1
HCM Lane VC Ratio	4.355	0.018	-	-	0.33	-	-	5.977
HCM Lane LOS	F	A	A	-	A	A	-	F
HCM 95th Percentile Queue (veh)	31.562	0.056	-	-	1.454	-	-	28.076

Intersection:

Intersection Delay (sec/veh): \$ 338.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	15	357	76	307	533	53	43	6	199	65	23	65
Conflicting Peds.(#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None	None	None	None	None	None	None
Storage Length	225		0	225		0	0		150	0		0
Median Width		12			12			0			0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.89	0.89	0.89	0.86	0.86	0.86	0.85	0.85	0.85	0.64	0.64	0.64
Heavy Vehicles(%)	0	4	2	1	4	13	3	0	3	14	0	4
Movement Flow Rate	17	401	85	357	620	62	51	7	234	102	36	102
Number of Lanes	1	1	0	1	1	0	0	1	1	0	1	0

Major/Minor	Major 1			Major 2			Minor 1			Minor 2		
Conflicting Flow Rate - All	682	0	0	486	0	0	1912	1874	244	1963	1885	341
Stage 1	-	-	-	-	-	-	478	478	-	1365	1365	-
Stage 2	-	-	-	-	-	-	1434	1396	-	598	520	-
Follow-up Headway	2.2	-	-	2.209	-	-	3.527	4	3.327	3.626	4	3.336
Pot Capacity-1 Maneuver	920	-	-	1082	-	-	51	73	792	# 44	71	697
Stage 1	-	-	-	-	-	-	566	559	-	171	217	-
Stage 2	-	-	-	-	-	-	165	210	-	469	535	-
Time blocked-Platoon(%)	0	-	-	0	-	-	0	0	0	0	0	0
Mov Capacity-1 Maneuver	920	-	-	1082	-	-	# 13	48	792	# 20	47	697
Mov Capacity-2 Maneuver	-	-	-	-	-	-	# 13	48	-	# 20	47	-
Stage 1	-	-	-	-	-	-	556	549	-	168	145	-
Stage 2	-	-	-	-	-	-	71	141	-	320	525	-

Approach	EB	WB	NB	SB
HCM Control Delay (s)	0.3	3.4	\$ 394	\$ 2437.8
HCM LOS	A	A	F	F

Lane	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (vph)	14	792							40
HCM Control Delay (s)	\$ 1947.8	11.4	8.986	0	-	9.957	0	-	-\$ 1947.8
HCM Lane VC Ratio	4.118	0.296	0.018	-	-	0.33	-	-	5.977
HCM Lane LOS	F	B	A	A	-	A	A	-	F
HCM 95th Percentile Queue (veh)	8.119	1.237	0.056	-	-	1.454	-	-	28.076

Intersection

Intersection Delay (sec/veh): 0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	0	0	0	0	0	6	0	276	1	0	53	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
Right Turn Channelized	None	None	None	None	None	None	None	None	None	None	None	None
Storage Length	0		0	0		0	0		0	0		0
Median Width		0			0			0			0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.50	0.50	0.50	0.81	0.81	0.81	0.66	0.66	0.66
Heavy Vehicles(%)	0	0	0	0	0	0	0	1	0	0	11	0
Movement Flow Rate	0	0	0	0	0	12	0	341	1	0	80	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Major/Minor	Minor 2			Minor 1			Major 1			Major 2		
Conflicting Flow Rate - All	428	422	80	422	422	342	80	0	0	342	0	0
Stage 1	80	80	-	342	342	-	-	-	-	-	-	-
Stage 2	348	342	-	80	80	-	-	-	-	-	-	-
Follow-up Headway	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Capacity-1 Maneuver	541	526	986	546	527	705	1531	-	-	1228	-	-
Stage 1	934	832	-	677	642	-	-	-	-	-	-	-
Stage 2	672	642	-	934	832	-	-	-	-	-	-	-
Time blocked-Platoon(%)	0	0	0	0	0	0	0	-	-	0	-	-
Mov Capacity-1 Maneuver	532	526	986	546	527	705	1531	-	-	1228	-	-
Mov Capacity-2 Maneuver	532	526	-	546	527	-	-	-	-	-	-	-
Stage 1	934	832	-	677	642	-	-	-	-	-	-	-
Stage 2	661	642	-	934	832	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay (s)	0	10.2	0	0
HCM LOS	A	B	A	A

Lane	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (vph)				0	705			
HCM Control Delay (s)	0	-	-	0	10.2	0	-	-
HCM Lane VC Ratio	-	-	-	-	0.017	-	-	-
HCM Lane LOS	A	-	-	A	B	A	-	-
HCM 95th Percentile Queue (veh)	0	-	-	-	0.052	0	-	-

Intersection

Intersection Delay (sec/veh): 0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	0	0	0	0	0	6	0	282	1	0	54	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
Right Turn Channelized	None	None	None	None	None	None	None	None	None	None	None	None
Storage Length	0		0	0		0	0		0	0		0
Median Width		0			0			0			0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.50	0.50	0.50	0.81	0.81	0.81	0.66	0.66	0.66
Heavy Vehicles(%)	0	0	0	0	0	0	0	1	0	0	11	0
Movement Flow Rate	0	0	0	0	0	12	0	348	1	0	82	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Major/Minor	Minor 2			Minor 1			Major 1			Major 2		
Conflicting Flow Rate - All	437	431	82	431	431	349	82	0	0	349	0	0
Stage 1	82	82	-	349	349	-	-	-	-	-	-	-
Stage 2	355	349	-	82	82	-	-	-	-	-	-	-
Follow-up Headway	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Capacity-1 Maneuver	533	520	983	538	520	699	1528	-	-	1221	-	-
Stage 1	931	831	-	671	637	-	-	-	-	-	-	-
Stage 2	666	637	-	931	831	-	-	-	-	-	-	-
Time blocked-Platoon(%)	0	0	0	0	0	0	0	-	-	0	-	-
Mov Capacity-1 Maneuver	524	520	983	538	520	699	1528	-	-	1221	-	-
Mov Capacity-2 Maneuver	524	520	-	538	520	-	-	-	-	-	-	-
Stage 1	931	831	-	671	637	-	-	-	-	-	-	-
Stage 2	655	637	-	931	831	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay (s)	0	10.2	0	0
HCM LOS	A	B	A	A

Lane	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (vph)				0	699			
HCM Control Delay (s)	0	-	-	0	10.2	0	-	-
HCM Lane VC Ratio	-	-	-	-	0.017	-	-	-
HCM Lane LOS	A	-	-	A	B	A	-	-
HCM 95th Percentile Queue (veh)	0	-	-	-	0.052	0	-	-

Intersection

Intersection Delay (sec/veh): 1.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	33	0	5	0	0	6	3	281	1	0	53	21
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
Right Turn Channelized	None	None	None	None	None	None	None	None	None	None	None	None
Storage Length	0		0	0		0	0		0	0		0
Median Width		0			0			0			0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.50	0.50	0.50	0.81	0.81	0.81	0.66	0.66	0.66
Heavy Vehicles (%)	0	0	0	0	0	0	0	1	0	0	11	0
Movement Flow Rate	37	0	6	0	0	12	4	347	1	0	80	32
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Major/Minor	Minor 2			Minor 1			Major 1			Major 2		
Conflicting Flow Rate - All	458	452	96	455	468	348	112	0	0	348	0	0
Stage 1	96	96	-	356	356	-	-	-	-	-	-	-
Stage 2	362	356	-	99	112	-	-	-	-	-	-	-
Follow-up Headway	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Capacity-1 Maneuver	516	506	966	519	496	700	1490	-	-	1222	-	-
Stage 1	916	819	-	666	633	-	-	-	-	-	-	-
Stage 2	661	633	-	912	807	-	-	-	-	-	-	-
Time blocked-Platoon (%)	0	0	0	0	0	0	0	-	-	0	-	-
Mov Capacity-1 Maneuver	506	504	966	515	495	700	1490	-	-	1222	-	-
Mov Capacity-2 Maneuver	506	504	-	515	495	-	-	-	-	-	-	-
Stage 1	913	819	-	664	631	-	-	-	-	-	-	-
Stage 2	648	631	-	907	807	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay (s)	12.2	10.2	0.1	0
HCM LOS	B	B	A	A

Lane	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (vph)				540	700			
HCM Control Delay (s)	7.422	0	-	12.2	10.2	0	-	-
HCM Lane VC Ratio	0.002	-	-	0.078	0.017	-	-	-
HCM Lane LOS	A	A	-	B	B	A	-	-
HCM 95th Percentile Queue (veh)	0.007	-	-	0.253	0.052	0	-	-

Intersection

Intersection Delay (sec/veh): 0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	0 ✓	0 ✓	0 ✓	0 ✓	0 ✓	6 ✓	0 ✓	312 ✓	1 ✓	0 ✓	60 ✓	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
Right Turn Channelized	None	None	None	None	None	None	None	None	None	None	None	None
Storage Length	0		0	0		0	0		0	0		0
Median Width		0			0			0			0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.50	0.50	0.50	0.81	0.81	0.81	0.66	0.66	0.66
Heavy Vehicles(%)	0	0	0	0	0	0	0	1	0	0	11	0
Movement Flow Rate	0	0	0	0	0	12	0	385	1	0	91	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Major/Minor	Minor 2			Minor 1			Major 1			Major 2		
Conflicting Flow Rate - All	483	477	91	477	477	386	91	0	0	386	0	0
Stage 1	91	91	-	386	386	-	-	-	-	-	-	-
Stage 2	392	386	-	91	91	-	-	-	-	-	-	-
Follow-up Headway	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Capacity-1 Maneuver	497	490	972	502	490	666	1517	-	-	1184	-	-
Stage 1	921	823	-	641	614	-	-	-	-	-	-	-
Stage 2	637	614	-	921	823	-	-	-	-	-	-	-
Time blocked-Platoon(%)	0	0	0	0	0	0	0	-	-	0	-	-
Mov Capacity-1 Maneuver	488	490	972	502	490	666	1517	-	-	1184	-	-
Mov Capacity-2 Maneuver	488	490	-	502	490	-	-	-	-	-	-	-
Stage 1	921	823	-	641	614	-	-	-	-	-	-	-
Stage 2	626	614	-	921	823	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay (s)	0	10.5	0	0
HCM LOS	A	B	A	A

Lane	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (vph)				0	666			
HCM Control Delay (s)	0	-	-	0	10.5	0	-	-
HCM Lane VC Ratio	-	-	-	-	0.018	-	-	-
HCM Lane LOS	A	-	-	A	B	A	-	-
HCM 95th Percentile Queue (veh)	0	-	-	-	0.055	0	-	-

Intersection

Intersection Delay (sec/veh): 1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	33	0	5	0	0	6	3	311	1	0	59	21
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
Right Turn Channelized	None	None	None	None	None	None	None	None	None	None	None	None
Storage Length	0		0	0		0	0		0	0		0
Median Width		0			0			0			0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.50	0.50	0.50	0.81	0.81	0.81	0.66	0.66	0.66
Heavy Vehicles(%)	0	0	0	0	0	0	0	1	0	0	11	0
Movement Flow Rate	37	0	6	0	0	12	4	384	1	0	89	32
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Major/Minor	Minor 2			Minor 1			Major 1			Major 2		
Conflicting Flow Rate - All	504	498	105	501	514	385	121	0	0	385	0	0
Stage 1	105	105	-	393	393	-	-	-	-	-	-	-
Stage 2	399	393	-	108	121	-	-	-	-	-	-	-
Follow-up Headway	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Capacity-1 Maneuver	482	477	955	484	467	667	1479	-	-	1185	-	-
Stage 1	906	812	-	636	610	-	-	-	-	-	-	-
Stage 2	631	609	-	902	800	-	-	-	-	0	-	-
Time blocked-Platoon(%)	0	0	0	0	0	0	0	-	-	0	-	-
Mov Capacity-1 Maneuver	472	476	955	480	466	667	1479	-	-	1185	-	-
Mov Capacity-2 Maneuver	472	476	-	480	466	-	-	-	-	-	-	-
Stage 1	903	812	-	634	608	-	-	-	-	-	-	-
Stage 2	618	607	-	897	800	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay (s)	12.8	10.5	0.1	0
HCM LOS	B	B	A	A

Lane	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (vph)				506	667			
HCM Control Delay (s)	7.44	0	-	12.8	10.5	0	-	-
HCM Lane VC Ratio	0.003	-	-	0.083	0.018	-	-	-
HCM Lane LOS	A	A	-	B	B	A	-	-
HCM 95th Percentile Queue (veh)	0.008	-	-	0.272	0.055	0	-	-

Intersection

Intersection Delay (sec/veh): 0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	0	0	0	3	0	15	0	122	0	11	289	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
Right Turn Channelized	None	None	None	None	None	None	None	None	None	None	None	None
Storage Length	0		0	0		0	0		0	0		0
Median Width		0			0			0			0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.75	0.75	0.75	0.82	0.82	0.82	0.88	0.88	0.88
Heavy Vehicles(%)	0	0	0	0	0	0	0	4	0	0	1	0
Movement Flow Rate	0	0	0	4	0	20	0	149	0	12	328	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Major/Minor	Minor 2			Minor 1			Major 1			Major 2		
Conflicting Flow Rate - All	513	503	328	503	503	149	328	0	0	149	0	0
Stage 1	354	354	-	149	149	-	-	-	-	-	-	-
Stage 2	159	149	-	354	354	-	-	-	-	-	-	-
Follow-up Headway	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Capacity-1 Maneuver	475	474	718	482	474	903	1243	-	-	1445	-	-
Stage 1	667	634	-	858	778	-	-	-	-	-	-	-
Stage 2	848	778	-	667	634	-	-	-	-	-	-	-
Time blocked-Platoon(%)	0	0	0	0	0	0	0	-	-	0	-	-
Mov Capacity-1 Maneuver	461	469	718	478	469	903	1243	-	-	1445	-	-
Mov Capacity-2 Maneuver	461	469	-	478	469	-	-	-	-	-	-	-
Stage 1	667	627	-	858	778	-	-	-	-	-	-	-
Stage 2	829	778	-	660	627	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay (s)	0	9.7	0	0.3
HCM LOS	A	A	A	A

Lane	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (vph)				0	786			
HCM Control Delay (s)	0	-	-	0	9.7	7.513	0	-
HCM Lane VC Ratio	-	-	-	-	0.031	0.009	-	-
HCM Lane LOS	A	-	-	A	A	A	A	-
HCM 95th Percentile Queue (veh)	0	-	-	-	0.094	0.026	-	-

Intersection

Intersection Delay (sec/veh): 0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	0	0	0	3	0	15	0	127	0	11	301	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
Right Turn Channelized	None	None	None	None	None	None	None	None	None	None	None	None
Storage Length	0		0	0		0	0		0	0		0
Median Width		0			0			0			0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.75	0.75	0.75	0.82	0.82	0.82	0.88	0.88	0.88
Heavy Vehicles(%)	0	0	0	0	0	0	0	4	0	0	1	0
Movement Flow Rate	0	0	0	4	0	20	0	155	0	12	342	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Major/Minor	Minor 2			Minor 1			Major 1			Major 2		
Conflicting Flow Rate - All	533	523	342	523	523	155	342	0	0	155	0	0
Stage 1	368	368	-	155	155	-	-	-	-	-	-	-
Stage 2	165	155	-	368	368	-	-	-	-	-	-	-
Follow-up Headway	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Capacity-1 Maneuver	461	462	705	468	462	896	1228	-	-	1438	-	-
Stage 1	656	625	-	852	773	-	-	-	-	-	-	-
Stage 2	842	773	-	656	625	-	-	-	-	-	-	-
Time blocked-Platoon(%)	0	0	0	0	0	0	0	-	-	0	-	-
Mov Capacity-1 Maneuver	447	457	705	464	457	896	1228	-	-	1438	-	-
Mov Capacity-2 Maneuver	447	457	-	464	457	-	-	-	-	-	-	-
Stage 1	656	618	-	852	773	-	-	-	-	-	-	-
Stage 2	823	773	-	649	618	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay (s)	0	9.8	0	0.3
HCM LOS	A	A	A	A

Lane	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (vph)				0	776			
HCM Control Delay (s)	0	-	-	0	9.8	7.525	0	-
HCM Lane VC Ratio	-	-	-	-	0.031	0.009	-	-
HCM Lane LOS	A	-	-	A	A	A	A	-
HCM 95th Percentile Queue (veh)	0	-	-	-	0.096	0.026	-	-

Intersection

Intersection Delay (sec/veh): 2.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	65	0	9	3	0	15	9	126	0	11	300	61
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
Right Turn Channelized	None	None	None	None	None	None	None	None	None	None	None	None
Storage Length	0		0	0		0	0		0	0		0
Median Width		0			0			0			0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.75	0.75	0.75	0.82	0.82	0.82	0.88	0.88	0.88
Heavy Vehicles(%)	0	0	0	0	0	0	0	4	0	0	1	0
Movement Flow Rate	72	0	10	4	0	20	11	154	0	12	341	69
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Major/Minor	Minor 2		Minor 1			Major 1			Major 2			
Conflicting Flow Rate - All	588	578	376	583	612	154	410	0	0	154	0	0
Stage 1	402	402	-	176	176	-	-	-	-	-	-	-
Stage 2	186	176	-	407	436	-	-	-	-	-	-	-
Follow-up Headway	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Capacity-1 Maneuver	423	430	675	427	411	897	1160	-	-	1439	-	-
Stage 1	629	604	-	831	757	-	-	-	-	-	-	-
Stage 2	820	757	-	625	583	-	-	-	-	-	-	-
Time blocked-Platoon(%)	0	0	0	0	0	0	0	-	-	0	-	-
Mov Capacity-1 Maneuver	407	421	675	414	402	897	1160	-	-	1439	-	-
Mov Capacity-2 Maneuver	407	421	-	414	402	-	-	-	-	-	-	-
Stage 1	623	597	-	823	749	-	-	-	-	-	-	-
Stage 2	794	749	-	608	576	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay (s)	15.4	10	0.5	0.2
HCM LOS	C	B	A	A

Lane	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (vph)				428	751			
HCM Control Delay (s)	8.133	0	-	15.4	10	7.524	0	-
HCM Lane VC Ratio	0.009	-	-	0.192	0.032	0.009	-	-
HCM Lane LOS	A	A	-	C	B	A	A	-
HCM 95th Percentile Queue (veh)	0.029	-	-	0.702	0.099	0.026	-	-

Intersection

Intersection Delay (sec/veh): 0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	0	0	0	3	0	15	0	140	0	11	333	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
Right Turn Channelized	None	None	None	None	None	None	None	None	None	None	None	None
Storage Length	0		0	0		0	0		0	0		0
Median Width		0			0			0			0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.75	0.75	0.75	0.82	0.82	0.82	0.88	0.88	0.88
Heavy Vehicles(%)	0	0	0	0	0	0	0	4	0	0	1	0
Movement Flow Rate	0	0	0	4	0	20	0	171	0	12	378	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Major/Minor	Minor 2			Minor 1			Major 1			Major 2		
Conflicting Flow Rate - All	585	575	378	575	575	171	378	0	0	171	0	0
Stage 1	404	404	-	171	171	-	-	-	-	-	-	-
Stage 2	181	171	-	404	404	-	-	-	-	-	-	-
Follow-up Headway	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Capacity-1 Maneuver	425	431	673	432	431	878	1192	-	-	1418	-	-
Stage 1	627	603	-	836	761	-	-	-	-	-	-	-
Stage 2	825	761	-	627	603	-	-	-	-	-	-	-
Time blocked-Platoon(%)	0	0	0	0	0	0	0	-	-	0	-	-
Mov Capacity-1 Maneuver	412	426	673	428	426	878	1192	-	-	1418	-	-
Mov Capacity-2 Maneuver	412	426	-	428	426	-	-	-	-	-	-	-
Stage 1	627	596	-	836	761	-	-	-	-	-	-	-
Stage 2	806	761	-	619	596	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay (s)	0	10	0	0.2
HCM LOS	A	B	A	A

Lane	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (vph)				0	747			
HCM Control Delay (s)	0	-	-	0	10	7.561	0	-
HCM Lane VC Ratio	-	-	-	-	0.032	0.009	-	-
HCM Lane LOS	A	-	-	A	B	A	A	-
HCM 95th Percentile Queue (veh)	0	-	-	-	0.099	0.027	-	-

Intersection:

Intersection Delay (sec/veh): 2.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	65 ✓	0 ✓	9 ✓	3 ✓	0 ✓	15 ✓	9 ✓	139 ✓	0 ✓	11 ✓	332 ✓	61 ✓
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
Right Turn Channelized	None	None	None	None	None	None	None	None	None	None	None	None
Storage Length	0		0	0		0	0		0	0		0
Median Width		0			0			0			0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.75	0.75	0.75	0.82	0.82	0.82	0.88	0.88	0.88
Heavy Vehicles(%)	0	0	0	0	0	0	0	4	0	0	1	0
Movement Flow Rate	72	0	10	4	0	20	11	170	0	12	377	69
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Major/Minor	Minor 2			Minor 1			Major 1			Major 2		
Conflicting Flow Rate - All	640	630	412	635	664	170	446	0	0	170	0	0
Stage 1	438	438	-	192	192	-	-	-	-	-	-	-
Stage 2	202	192	-	443	472	-	-	-	-	-	-	-
Follow-up Headway	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Capacity-1 Maneuver	391	402	644	394	384	879	1125	-	-	1420	-	-
Stage 1	601	582	-	814	745	-	-	-	-	-	-	-
Stage 2	805	745	-	598	562	-	-	-	-	-	-	-
Time blocked-Platoon(%)	0	0	0	0	0	0	0	-	-	0	-	-
Mov Capacity-1 Maneuver	375	393	644	381	375	879	1125	-	-	1420	-	-
Mov Capacity-2 Maneuver	375	393	-	381	375	-	-	-	-	-	-	-
Stage 1	594	575	-	805	737	-	-	-	-	-	-	-
Stage 2	778	737	-	582	555	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay (s)	16.5	10.2	0.5	0.2
HCM LOS	C	B	A	A

Lane	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (vph)				395	722			
HCM Control Delay (s)	8.232	0	-	16.5	10.2	7.558	0	-
HCM Lane VC Ratio	0.01	-	-	0.208	0.033	0.009	-	-
HCM Lane LOS	A	A	-	C	B	A	A	-
HCM 95th Percentile Queue (veh)	0.03	-	-	0.773	0.103	0.027	-	-

Intersection

Intersection Delay (sec/veh): 0.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Volume (vph)	606	33	24	193	6	16
Conflicting Peds. (#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None
Storage Length		200	150		0	75
Median Width	12			12	12	
Grade (%)	0%			0%	0%	
Peak Hour Factor	0.66	0.66	0.82	0.82	0.79	0.79
Heavy Vehicles (%)	1	9	29	5	17	44
Movement Flow Rate	918	50	29	235	8	20
Number of Lanes	1	1	1	1	1	1

Major/Minor	Major 1		Major 2			
Conflicting Flow Rate - All	0	0	968	0	1236	484
Stage 1	-	-	-	-	943	-
Stage 2	-	-	-	-	293	-
Follow-up Headway	-	-	2.461	-	3.653	3.696
Pot Capacity-1 Maneuver	-	-	614	-	181	506
Stage 1	-	-	-	-	356	-
Stage 2	-	-	-	-	724	-
Time blocked-Platoon (%)	-	-	0	-	0	0
Mov Capacity-1 Maneuver	-	-	614	-	172	506
Mov Capacity-2 Maneuver	-	-	-	-	172	-
Stage 1	-	-	-	-	356	-
Stage 2	-	-	-	-	690	-

Approach	EB	WB	NB
HCM Control Delay (s)	0	1.2	16.4
HCM LOS	A	A	C

Lane	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (vph)	172	506				
HCM Control Delay (s)	26.9	12.4	-	-	11.156	-
HCM Lane VC Ratio	0.044	0.04	-	-	0.048	-
HCM Lane LOS	D	B	-	-	B	-
HCM 95th Percentile Queue (veh)	0.138	0.125	-	-	0.15	-

Intersection

Intersection Delay (sec/veh): 0.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Volume (vph)	618 ✓	33 ✓	24 ✓	197 ✓	6 ✓	16 ✓
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None
Storage Length		200	150		0	75
Median Width	12			12	12	
Grade (%)	0%			0%	0%	
Peak Hour Factor	0.66	0.66	0.82	0.82	0.79	0.79
Heavy Vehicles(%)	1	9	29	5	17	44
Movement Flow Rate	936	50	29	240	8	20
Number of Lanes	1	1	1	1	1	1

Major/Minor	Major 1		Major 2			
Conflicting Flow Rate - All	0	0	986	0	1259	493
Stage 1	-	-	-	-	961	-
Stage 2	-	-	-	-	298	-
Follow-up Headway	-	-	2.461	-	3.653	3.696
Pot Capacity-1 Maneuver	-	-	604	-	175	500
Stage 1	-	-	-	-	349	-
Stage 2	-	-	-	-	720	-
Time blocked-Platoon(%)	-	-	0	-	0	0
Mov Capacity-1 Maneuver	-	-	604	-	167	500
Mov Capacity-2 Maneuver	-	-	-	-	167	-
Stage 1	-	-	-	-	349	-
Stage 2	-	-	-	-	685	-

Approach	EB	WB	NB
HCM Control Delay (s)	0	1.2	16.6
HCM LOS	A	A	C

Lane	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (vph)	167	500				
HCM Control Delay (s)	27.6	12.5	-	-	11.264	-
HCM Lane VC Ratio	0.045	0.041	-	-	0.048	-
HCM Lane LOS	D	B	-	-	B	-
HCM 95th Percentile Queue (veh)	0.142	0.126	-	-	0.152	-

Intersection

Intersection Delay (sec/veh): 0.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Volume (vph)	618 ✓	37 ✓	19 ✓	197 ✓	12 ✓	13 ✓
Conflicting Peds. (#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None
Storage Length		200	150		0	75
Median Width	12			12	12	
Grade (%)	0%			0%	0%	
Peak Hour Factor	0.66	0.66	0.82	0.82	0.79	0.79
Heavy Vehicles(%)	1	9	29	5	17	44
Movement Flow Rate	936	56	23	240	15	16
Number of Lanes	1	1	1	1	1	1

Major/Minor	Major 1		Major 2			
Conflicting Flow Rate - All	0	0	992	0	1250	496
Stage 1	-	-	-	-	964	-
Stage 2	-	-	-	-	286	-
Follow-up Headway	-	-	2.461	-	3.653	3.696
Pot Capacity-1 Maneuver	-	-	601	-	178	498
Stage 1	-	-	-	-	348	-
Stage 2	-	-	-	-	729	-
Time blocked-Platoon(%)	-	-	0	-	0	0
Mov Capacity-1 Maneuver	-	-	601	-	171	498
Mov Capacity-2 Maneuver	-	-	-	-	171	-
Stage 1	-	-	-	-	348	-
Stage 2	-	-	-	-	701	-

Approach	EB	WB	NB
HCM Control Delay (s)	0	1	20
HCM LOS	A	A	C

Lane	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (vph)	171	498				
HCM Control Delay (s)	28.1	12.5	-	-	11.23	-
HCM Lane VC Ratio	0.089	0.033	-	-	0.039	-
HCM Lane LOS	D	B	-	-	B	-
HCM 95th Percentile Queue (veh)	0.288	0.102	-	-	0.12	-

Intersection

Intersection Delay (sec/veh): 0.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Volume (vph)	683 ✓	33 ✓	24 ✓	218 ✓	6 ✓	16 ✓
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None
Storage Length		200	150		0	75
Median Width	12			12	12	
Grade (%)	0%			0%	0%	
Peak Hour Factor	0.66	0.66	0.82	0.82	0.79	0.79
Heavy Vehicles(%)	1	9	29	5	17	44
Movement Flow Rate	1035	50	29	266	8	20
Number of Lanes	1	1	1	1	1	1

Major/Minor	Major 1		Major 2			
Conflicting Flow Rate - All	0	0	1085	0	1384	543
Stage 1	-	-	-	-	1060	-
Stage 2	-	-	-	-	324	-
Follow-up Headway	-	-	2.461	-	3.653	3.696
Pot Capacity-1 Maneuver	-	-	552	-	147	467
Stage 1	-	-	-	-	312	-
Stage 2	-	-	-	-	700	-
Time blocked-Platoon(%)	-	-	0	-	0	0
Mov Capacity-1 Maneuver	-	-	552	-	139	467
Mov Capacity-2 Maneuver	-	-	-	-	139	-
Stage 1	-	-	-	-	312	-
Stage 2	-	-	-	-	663	-

Approach	EB	WB	NB
HCM Control Delay (s)	0	1.2	18.4
HCM LOS	A	A	C

Lane	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (vph)	139	467				
HCM Control Delay (s)	32.4	13.1	-	-	11.887	-
HCM Lane VC Ratio	0.055	0.043	-	-	0.053	-
HCM Lane LOS	D	B	-	-	B	-
HCM 95th Percentile Queue (veh)	0.172	0.136	-	-	0.168	-

Intersection

Intersection Delay (sec/veh): 0.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Volume (vph)	683 ✓	37 ✓	19 ✓	218 ✓	12 ✓	13 ✓
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None
Storage Length		200	150		0	75
Median Width	12			12	12	
Grade (%)	0%			0%	0%	
Peak Hour Factor	0.66	0.66	0.82	0.82	0.79	0.79
Heavy Vehicles(%)	1	9	29	5	17	44
Movement Flow Rate	1035	56	23	266	15	16
Number of Lanes	1	1	1	1	1	1

Major/Minor	Major 1		Major 2			
Conflicting Flow Rate - All	0	0	1091	0	1375	546
Stage 1	-	-	-	-	1063	-
Stage 2	-	-	-	-	312	-
Follow-up Headway	-	-	2.461	-	3.653	3.696
Pot Capacity-1 Maneuver	-	-	549	-	149	465
Stage 1	-	-	-	-	311	-
Stage 2	-	-	-	-	709	-
Time blocked-Platoon(%)	-	-	0	-	0	0
Mov Capacity-1 Maneuver	-	-	549	-	143	465
Mov Capacity-2 Maneuver	-	-	-	-	143	-
Stage 1	-	-	-	-	311	-
Stage 2	-	-	-	-	679	-

Approach	EB	WB	NB
HCM Control Delay (s)	0	0.9	22.6
HCM LOS	A	A	C

Lane	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (vph)	143	465				
HCM Control Delay (s)	33.1	13	-	-	11.846	-
HCM Lane VC Ratio	0.106	0.035	-	-	0.042	-
HCM Lane LOS	D	B	-	-	B	-
HCM 95th Percentile Queue (veh)	0.349	0.11	-	-	0.132	-

Intersection

Intersection Delay (sec/veh): 1.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Volume (vph)	363 ✓	5 ✓	19 ✓	555 ✓	45 ✓	39 ✓
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None
Storage Length		200	150		0	75
Median Width	12			12	12	
Grade (%)	0%			0%	0%	
Peak Hour Factor	0.91	0.91	0.84	0.84	0.84	0.84
Heavy Vehicles(%)	1	0	47	2	7	18
Movement Flow Rate	399	5	23	661	54	46
Number of Lanes	1	1	1	1	1	1

Major/Minor	Major 1		Major 2			
Conflicting Flow Rate - All	0	0	404	0	1109	203
Stage 1	-	-	-	-	402	-
Stage 2	-	-	-	-	707	-
Follow-up Headway	-	-	2.623	-	3.563	3.462
Pot Capacity-1 Maneuver	-	-	949	-	227	799
Stage 1	-	-	-	-	665	-
Stage 2	-	-	-	-	480	-
Time blocked-Platoon(%)	-	-	0	-	0	0
Mov Capacity-1 Maneuver	-	-	949	-	221	799
Mov Capacity-2 Maneuver	-	-	-	-	221	-
Stage 1	-	-	-	-	665	-
Stage 2	-	-	-	-	468	-

Approach	EB	WB	NB
HCM Control Delay (s)	0	0.3	18.7
HCM LOS	A	A	C

Lane	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (vph)	221	799				
HCM Control Delay (s)	26.4	9.8	-	-	8.886	-
HCM Lane VC Ratio	0.242	0.058	-	-	0.024	-
HCM Lane LOS	D	A	-	-	A	-
HCM 95th Percentile Queue (veh)	0.919	0.185	-	-	0.073	-

Intersection

Intersection Delay (sec/veh): 1.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Volume (vph)	378 ✓	5 ✓	19 ✓	577 ✓	45 ✓	39 ✓
Conflicting Peds. (#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None
Storage Length		200	150		0	75
Median Width	12			12	12	
Grade (%)	0%			0%	0%	
Peak Hour Factor	0.91	0.91	0.84	0.84	0.84	0.84
Heavy Vehicles (%)	1	0	47	2	7	18
Movement Flow Rate	415	5	23	687	54	46
Number of Lanes	1	1	1	1	1	1

Major/Minor	Major 1		Major 2			
Conflicting Flow Rate - All	0	0	420	0	1151	211
Stage 1	-	-	-	-	418	-
Stage 2	-	-	-	-	733	-
Follow-up Headway	-	-	2.623	-	3.563	3.462
Pot Capacity-1 Maneuver	-	-	935	-	214	790
Stage 1	-	-	-	-	654	-
Stage 2	-	-	-	-	466	-
Time blocked-Platoon (%)	-	-	0	-	0	0
Mov Capacity-1 Maneuver	-	-	935	-	209	790
Mov Capacity-2 Maneuver	-	-	-	-	209	-
Stage 1	-	-	-	-	654	-
Stage 2	-	-	-	-	455	-

Approach	EB	WB	NB
HCM Control Delay (s)	0	0.3	19.6
HCM LOS	A	A	C

Lane	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (vph)	209	790				
HCM Control Delay (s)	28.1	9.8	-	-	8.946	-
HCM Lane VC Ratio	0.256	0.059	-	-	0.024	-
HCM Lane LOS	D	A	-	-	A	-
HCM 95th Percentile Queue (veh)	0.984	0.187	-	-	0.074	-

Intersection

Intersection Delay (sec/veh): 2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Volume (vph)	378 ✓	17 ✓	15 ✓	577 ✓	57 ✓	31 ✓
Conflicting Peds. (#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None
Storage Length		200	150		0	75
Median Width	12			12	12	
Grade (%)	0%			0%	0%	
Peak Hour Factor	0.91	0.91	0.84	0.84	0.84	0.84
Heavy Vehicles (%)	1	0	47	2	7	18
Movement Flow Rate	415	19	18	687	68	37
Number of Lanes	1	1	1	1	1	1

Major/Minor	Major 1		Major 2			
Conflicting Flow Rate - All	0	0	434	0	1148	218
Stage 1	-	-	-	-	425	-
Stage 2	-	-	-	-	723	-
Follow-up Headway	-	-	2.623	-	3.563	3.462
Pot Capacity-1 Maneuver	-	-	923	-	215	783
Stage 1	-	-	-	-	649	-
Stage 2	-	-	-	-	472	-
Time blocked-Platoon (%)	-	-	0	-	0	0
Mov Capacity-1 Maneuver	-	-	923	-	211	783
Mov Capacity-2 Maneuver	-	-	-	-	211	-
Stage 1	-	-	-	-	649	-
Stage 2	-	-	-	-	463	-

Approach	EB	WB	NB
HCM Control Delay (s)	0	0.2	22.8
HCM LOS	A	A	C

Lane	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (vph)	211	783				
HCM Control Delay (s)	29.9	9.8	-	-	8.977	-
HCM Lane VC Ratio	0.322	0.047	-	-	0.019	-
HCM Lane LOS	D	A	-	-	A	-
HCM 95th Percentile Queue (veh)	1.324	0.148	-	-	0.059	-

Intersection:

Intersection Delay (sec/veh): 1.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Volume (vph)	418 ✓	5 ✓	19 ✓	638 ✓	45 ✓	39 ✓
Conflicting Peds. (#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None
Storage Length		200	150		0	75
Median Width	12			12	12	
Grade (%)	0%			0%	0%	
Peak Hour Factor	0.91	0.91	0.84	0.84	0.84	0.84
Heavy Vehicles (%)	1	0	47	2	7	18
Movement Flow Rate	459	5	23	760	54	46
Number of Lanes	1	1	1	1	1	1

Major/Minor	Major 1		Major 2			
Conflicting Flow Rate - All	0	0	464	0	1268	233
Stage 1	-	-	-	-	462	-
Stage 2	-	-	-	-	806	-
Follow-up Headway	-	-	2.623	-	3.563	3.462
Pot Capacity-1 Maneuver	-	-	898	-	182	768
Stage 1	-	-	-	-	624	-
Stage 2	-	-	-	-	431	-
Time blocked-Platoon (%)	-	-	0	-	0	0
Mov Capacity-1 Maneuver	-	-	898	-	177	768
Mov Capacity-2 Maneuver	-	-	-	-	177	-
Stage 1	-	-	-	-	624	-
Stage 2	-	-	-	-	420	-

Approach	EB	WB	NB
HCM Control Delay (s)	0	0.3	22.8
HCM LOS	A	A	C

Lane	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (vph)	177	768				
HCM Control Delay (s)	33.9	10	-	-	9.112	-
HCM Lane VC Ratio	0.303	0.06	-	-	0.025	-
HCM Lane LOS	D	B	-	-	A	-
HCM 95th Percentile Queue (veh)	1.208	0.193	-	-	0.077	-

Intersection

Intersection Delay (sec/veh): 2.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Volume (vph)	418 ✓	17 ✓	15 ✓	638 ✓	57 ✓	31 ✓
Conflicting Peds. (#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None
Storage Length		200	150		0	75
Median Width	12			12	12	
Grade (%)	0%			0%	0%	
Peak Hour Factor	0.91	0.91	0.84	0.84	0.84	0.84
Heavy Vehicles (%)	1	0	47	2	7	18
Movement Flow Rate	459	19	18	760	68	37
Number of Lanes	1	1	1	1	1	1

Major/Minor	Major 1		Major 2			
Conflicting Flow Rate - All	0	0	478	0	1265	240
Stage 1	-	-	-	-	469	-
Stage 2	-	-	-	-	796	-
Follow-up Headway	-	-	2.623	-	3.563	3.462
Pot Capacity-1 Maneuver	-	-	886	-	182	761
Stage 1	-	-	-	-	619	-
Stage 2	-	-	-	-	436	-
Time blocked-Platoon (%)	-	-	0	-	0	0
Mov Capacity-1 Maneuver	-	-	886	-	178	761
Mov Capacity-2 Maneuver	-	-	-	-	178	-
Stage 1	-	-	-	-	619	-
Stage 2	-	-	-	-	427	-

Approach	EB	WB	NB
HCM Control Delay (s)	0	0.2	27.6
HCM LOS	A	A	D

Lane	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (vph)	178	761				
HCM Control Delay (s)	37.2	10	-	-	9.147	-
HCM Lane VC Ratio	0.381	0.048	-	-	0.02	-
HCM Lane LOS	E	B	-	-	A	-
HCM 95th Percentile Queue (veh)	1.65	0.153	-	-	0.062	-

Appendix I

Auxiliary Turn Lane Warrants Analysis

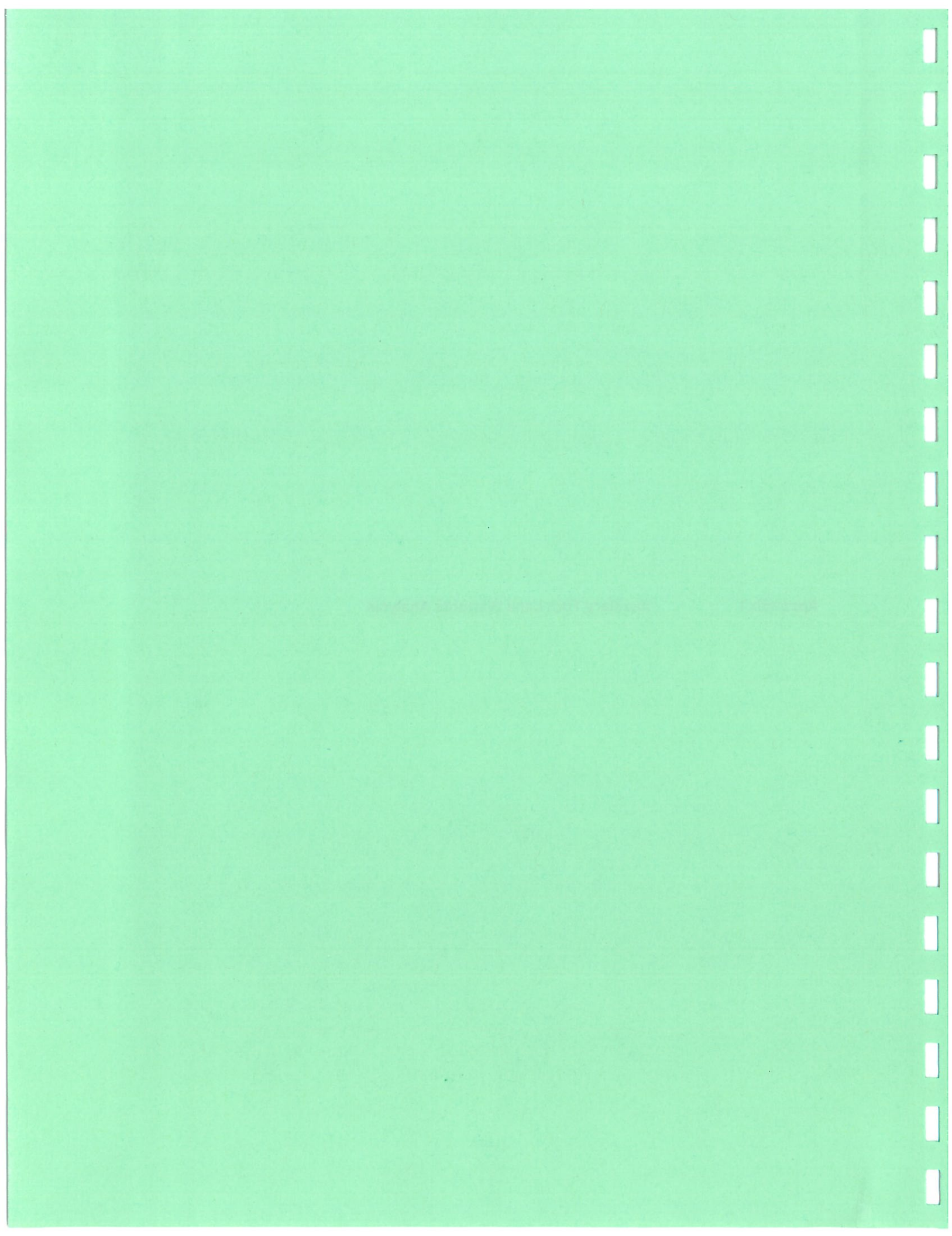


Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

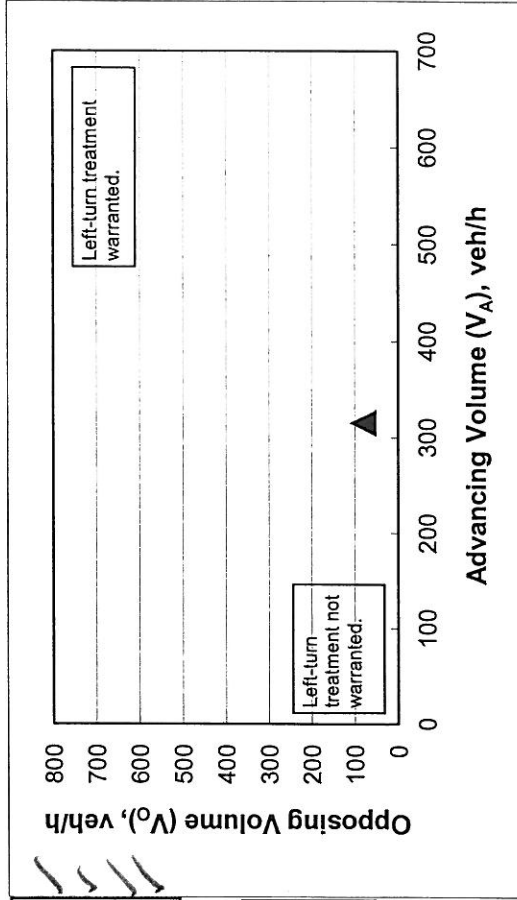
2-lane roadway (English)

INPUT

Variable	Value
85 th percentile speed, mph:	40
Percent of left-turns in advancing volume (V_A), %:	1%
Advancing volume (V_A), veh/h:	315
Opposing volume (V_O), veh/h:	80

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	1587
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.

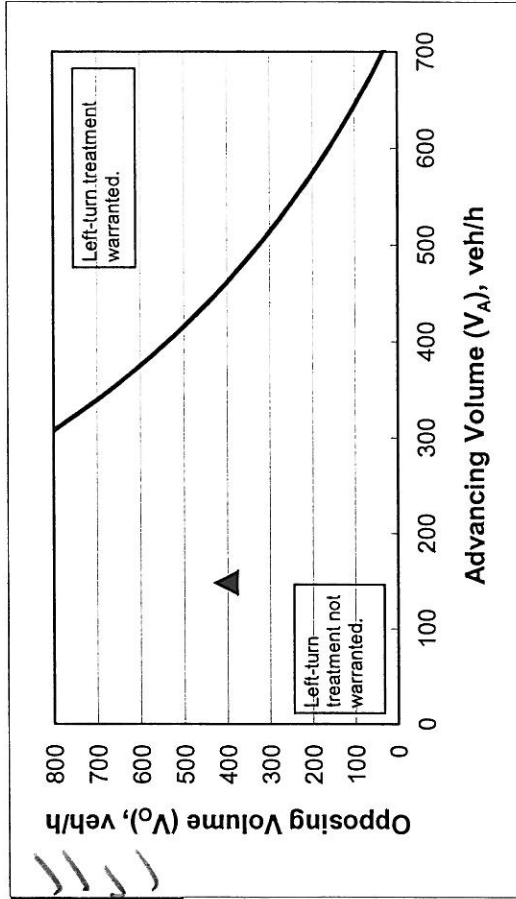
2-lane roadway (English)

INPUT

Variable	Value
85 th percentile speed, mph:	40
Percent of left-turns in advancing volume (V_A), %:	6%
Advancing volume (V_A), veh/h:	148
Opposing volume (V_O), veh/h:	404

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	459
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.

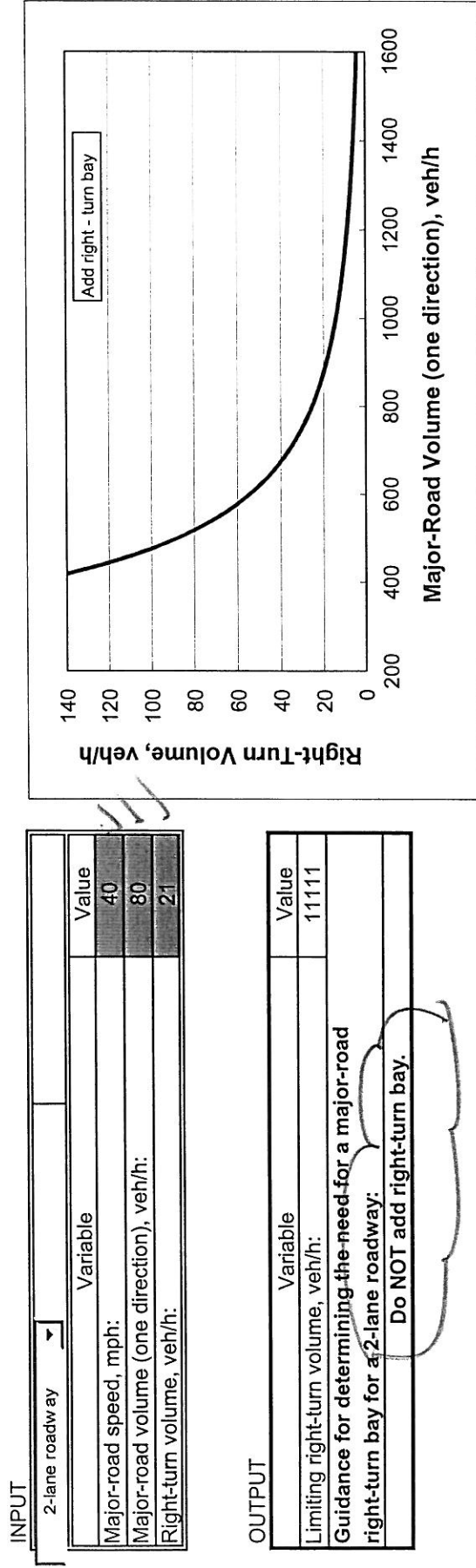
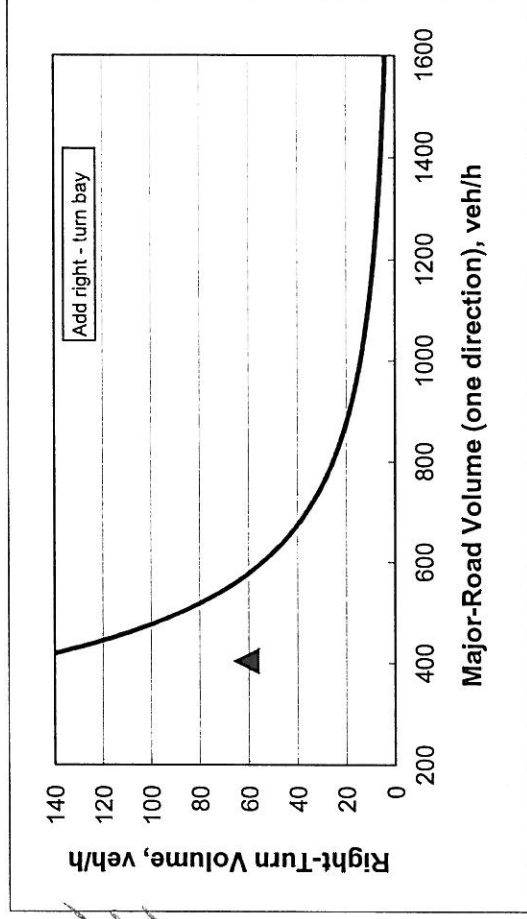


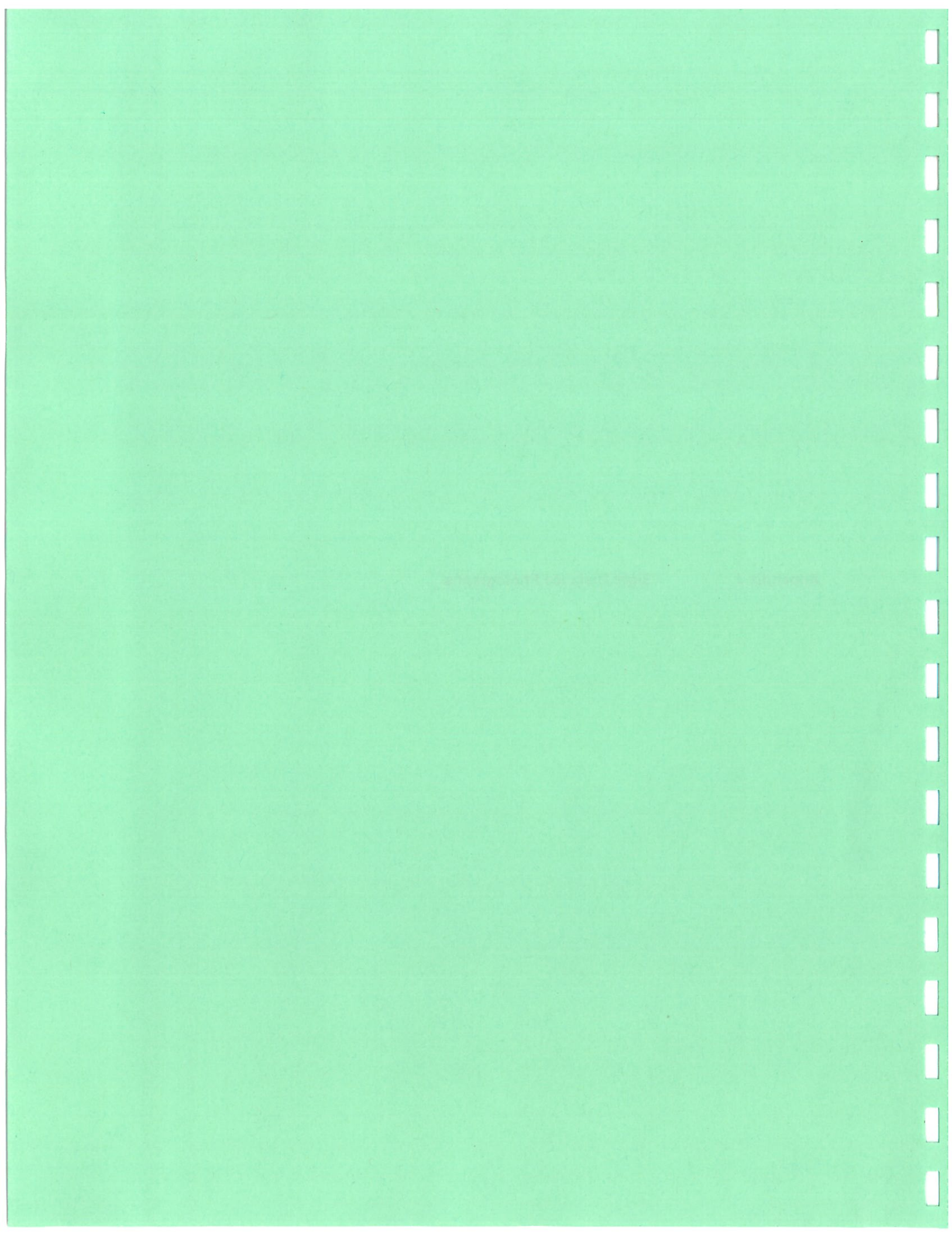
Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

INPUT	
2-lane roadway	
Variable	Value
Major-road speed, mph:	40
Major-road volume (one direction), veh/h:	404
Right-turn volume, veh/h:	61
OUTPUT	
Variable	Value
Limiting right-turn volume, veh/h:	154
Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:	
Do NOT add right-turn bay.	

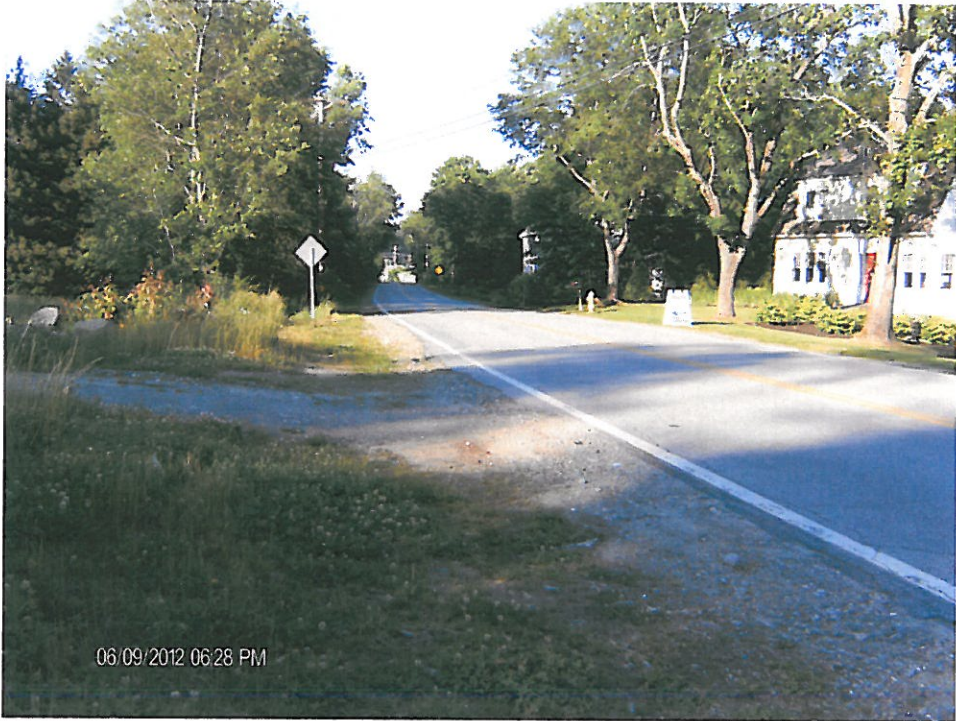


Appendix J

Sight Distance Photographs

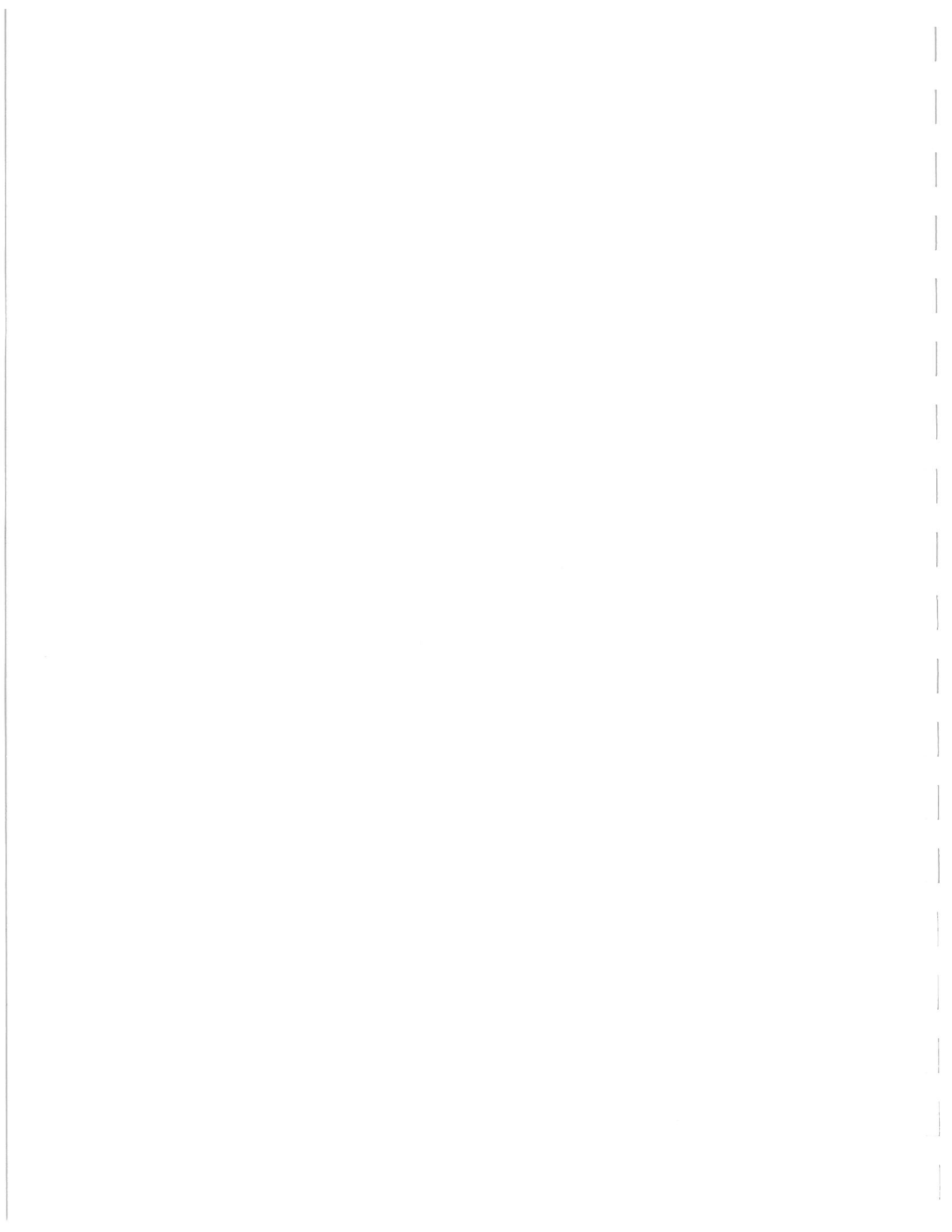


Looking Left



Looking Right





Looking Left



Looking Right



1428A



