

Mill Plaza Redevelopment  
Durham, NH

# Traffic Impact and Access Study

Colonial Durham Associates  
July 13, 2020



**Tighe & Bond**  
Engineers | Environmental Specialists

**Executive Summary**

**Section 1 Introduction**

1.1 Project Description .....1-1  
1.2 Study Methodology.....1-1  
1.3 Study Area .....1-2

**Section 2 Existing Conditions**

2.1 Roadway Descriptions .....2-1  
2.2 Intersection Descriptions.....2-2  
2.3 Existing Traffic Data .....2-2  
2.4 Existing Condition Traffic Operations Analysis .....2-3

**Section 3 No-Build Conditions**

3.1 Background Traffic Growth .....3-1  
3.2 No-Build Traffic Volumes .....3-1  
3.3 No-Build Condition Traffic Operations Analysis .....3-1

**Section 4 Build Conditions**

4.1 Trip Generation .....4-1  
4.2 Trip Distribution .....4-2  
4.3 Build Condition Traffic Volumes .....4-2  
4.4 Pedestrian Activity.....4-2  
4.5 Build Condition Traffic Operations Analysis .....4-3  
4.6 Sight Distance .....4-4

**Section 5 Conclusion**

5.1 Conclusion.....5-1

**Section 6 Figures and Tables**

**Appendix**

- A. Site Plan
- B. Raw Traffic Volume Data
- C. Seasonal Adjustment Factor Worksheets
- D. Capacity Analysis Worksheets
- E. Internal Capture Calculations

F. Trip Generation Table and Calculations

G. Intersection Sight Distance and Stopping Sight Distance Tables

J:\M\M1529 McCauley Realty Advisors, LLC\002-Mill RoadPlaza\Traffic\Docs\Reports\Report\_December\Report\_DRAFT.docx

## Executive Summary

Tighe & Bond completed an evaluation of the transportation impacts for the proposed Mill Plaza Mixed-Use Redevelopment Project (the Project) located at 5 Mill Road, Durham New Hampshire (Site). The following Traffic Impact Study (TIS) was conducted in accordance with New Hampshire Department of Transportation standards and Town of Durham input. This study analyzes existing conditions and forecasted changes generated by the Project for the expected 2021 build year and a ten-year horizon of 2031.

The Site is currently comprised of a shopping center with two buildings totaling approximately 54,300 square feet (sf) that is occupied by a supermarket, a bank, small shops, a cafe and restaurants. The proposed Project will replace the existing building located at the southeast corner of the site with two buildings (one three story and one four story) that will include 5,000 sf of Restaurant space, 2,000 sf of Drive-In Bank, 19,700 sf of Retail space, and 258 Bedrooms Residential Apartments. The apartments are near the University of New Hampshire (UNH) and will targeted to students of UNH. Therefore, for the purposes of this study the residents have been assumed to be students, however there will be no residency restrictions. Following the redevelopment, the Project will have a net increase of 500± sf of shopping-center use; 2,000± sf Drive-In Bank use; 22,400± sf of general office use; and 258 bedrooms for residential apartments (off campus student housing).

The analysis provided in this TIAS is based on traffic and pedestrian data collected in March 2017, May 2018, and October 2019 at the following intersections:

- Newmarket Road/Dover Street/Main Street
- Main Street/Madbury Road
- Main Street/Mill Road
- Mill Road/Mill Plaza Site Driveway

The traffic data collected included both peak-hour turning movement counts (TMCs) and a 24-hour automatic traffic recorder (ATR) counts. Vehicle classification data were also collected as part of the traffic counts. Four future scenarios were also analyzed; opening year No-Build condition and Build conditions, and a ten-year horizon No-Build and Build conditions. The opening year scenarios represent estimated traffic patterns at the projected opening year. Ten-year horizon scenarios represent traffic patterns ten years after the project opening, and accounts for background traffic growth.

The analysis uses trip generation by projecting existing retail related site trips and using data provided by the Institute of Transportation Engineers (ITE). The Project is expected to generate approximately 30 new vehicular trips and 133 pedestrian trips during the evening peak hour. It is also important to note that the Project will replace some of the retail space, adding a drive-in bank (with a drive-thru), office space, and off-campus student housing, converting this Site to a multi-use complex. Some of the new trips will be captured within the premises of the Site, thus reducing the overall trip generation. Furthermore, trips generated by the proposed residential use are not included in the trip generation estimates for the Site, as there is no on-site parking available for that use. Rather, parking for the residential use will be provided at an offsite location and the trips associated with the residential use will be included in that traffic assessment during a site plan application. Finally, the Site will be subject to an active parking management program which will monitor parking activity and restrict parking associated with the residential use in addition to restricting other non-commercial related parking activities. The parking management program will include monitoring and enforcement activities to ensure compliance with the on-site parking restrictions.

The entering and exiting volumes, at the driveway, collected by the traffic counts were substantially higher than the numbers estimated by ITE for the same land use. Current parking usage by non-retail customers is artificially inflating traffic counts beyond the generation figures indicated by ITE. This TIS takes the conservative assumption that the same parking pattern will occur after the Project is constructed and no credit for non-shopping center parking reduction was used. Nonetheless, we understand that the Applicant proposes to restrict the Build condition to business-invitees only, and that neither apartment residents nor non-customer third-parties will have on-site parking privileges.

A detailed traffic operations analysis was conducted at the study area intersections for the Existing, Opening Year No-Build and Build, and Ten-Year Horizon No-Build and Build condition scenarios. Based on the traffic operations, and even with the use of the conservative traffic modeling assumptions, there is sufficient capacity to accommodate the Project related trips and the Project will have minimal impact to traffic operations at the study area intersections.

Intersection and stopping sight distance measurements were also conducted at the site driveway. Based on the observations, there is sufficient sight distance in both directions at the site driveway for speeds that exceed the posted speed limit.

Based on the analysis provided in the TIS, the Project can be constructed and occupied without the need for any additional roadway or intersection modifications or mitigation.

J:\M\M1529 McCauley Realty Advisors, LLC\002-Mill Road Plaza\Traffic\Docs\Reports\Report\_December\Exec Summary.docx

# **Section 1**

## **Introduction**

### **1.1 Project Description**

Tighe & Bond conducted an evaluation of transportation impacts, on behalf of Colonial Durham Associates, for the proposed redevelopment of a shopping plaza (the Project) located at 5 Mill Road in Durham, New Hampshire (the Site). The Site currently consists of two shopping-center buildings totaling approximately 55,300± square feet (sf). The existing shopping center is comprised of a supermarket, multiple smaller retail stores, a bank, and small restaurants. The Site can be accessed through a three lane driveway located on Mill Road, with one lane for entering vehicles and two lanes for exiting vehicles. The Project will demolish the shopping-center building located at the south-east corner of the parcel and replace it with two new buildings consisting of residential apartments (marketed to, and assumed to be off-campus student housing for UNH students), a bank with drive-thru, office, restaurant and retail space. The project will have a net increase of 500± sf of shopping-center uses, 2,000± sf of bank with drive-thru, 22,400± sf of general office uses, and 258 bedrooms for residential apartments (student housing). A site layout plan is attached in Appendix A.

### **1.2 Study Methodology**

This Traffic Impact Study (TIS) assesses the potential traffic impacts of the Project by analyzing the following scenarios:

- Existing (2019) Traffic Conditions – existing traffic volumes and roadway/intersection geometry and traffic controls
- Opening Year (2021) No Build Conditions (without the Project) – existing volumes plus background traffic growth with existing geometry and controls
- Opening Year (2021) Build Conditions (with the Project) – existing volumes plus background traffic growth and Project traffic volumes with existing geometry and controls
- Horizon Year (2031) No Build Conditions (without the Project) – existing volumes plus background traffic growth with existing geometry and controls
- Horizon Year (2031) Build Conditions (with the Project) – existing volumes plus background traffic growth and Project traffic volumes with existing geometry and controls

Traffic impact will be assessed by comparing the traffic operations under the No-Build conditions, without the Project, to the Build conditions, with the Project.

## **1.3 Study Area**

The study area for the Project was developed based on our understanding of the roadway traffic flow in this area, site development characteristics, and input from the Town of Durham staff. **Figure 1** presents the study area, which includes the following intersections:

- Mill Road at the Mill Plaza Site Driveway
- Mill Road at Main Street
- Main Street at Madbury Road
- Main Street/Dover Road at Newmarket Road/Dover Road (signalized)

Existing lane configuration and traffic control for the intersections are shown in **Figure 2**.

---

## Section 2

# Existing Conditions

This section includes a description of existing study area roadway geometry, intersection geometry, intersection traffic control, and traffic volumes within the study area.

### 2.1 Roadway Descriptions

Existing roadways in the proximity of the Site and within the study area are described below:

**Main Street** serves the local population as a business and retail district, with small shops, offices, and residential units, with first-floor storefronts along the sidewalk. Main Street runs east / west in the study area. Main Street transitions between two-way and one way traffic operations in the study area. Main Street carries two-way traffic west of Pettee Brook Lane, provides two lanes running one-way eastbound from Pettee Brook Lane to Madbury Road, and transitions back to two-way traffic east of Madbury Road, providing a two-lane segment between Madbury Road and Park Court, and a three-lane two-way segment between Park Court and Newmarket Road. Parallel and angled on-street parking is provided along the one-way section of the road. Sidewalks, on both sides of the road, and multiple pedestrian crossings are provided throughout the corridor. Bicycle accommodations, such as shared lanes and dedicated bicycle lanes, are provided in the proximity of the Site. A bus stop curb cutout and shelter are located just west of Mill Road. The speed limit on Main Street is 25 miles per hour in the study area.

**Mill Road** is a two-lane, two-way street that runs north/south, with turn lane pockets at major intersections and driveways. Sidewalks, on both sides of Mill Road, and pedestrian crossings are provided in the proximity of the Site. Five-foot dedicated bicycle lanes run along both sides of the road in the vicinity of the project. The speed limit on Mill Road is 25 miles per hour in the vicinity of the site. The site driveway is located on Mill Road and features a southbound left turn lane into the site plus a single through lane in each direction.

**Madbury Road** is a one-lane one-way street that runs south to north between Main Street and the intersection with Pettee Brook Lane. Sidewalks, on both sides of Madbury Road, and multiple pedestrian crossings are provided in the proximity of the Site. A five-foot dedicated bicycle lane runs along the east side of the road, while a ten-foot parking lane runs on the west side of the road. The speed limit on Madbury Road is 25 miles per hour in the vicinity of the site.



## 2.2 Intersection Descriptions

Existing conditions at the study area intersections are described below:

### Main Street at Mill Road

Mill Road intersects Main Street from the south to form a three-legged unsignalized intersection. The Main Street one way eastbound approach consists of two through lanes and the movement from Main Street to Mill Road operates under free flow right turn. The Mill Road northbound approach consists of two right turn lanes that operate under a stop control. Painted pedestrian crosswalks are provided across each approach.

### Main Street at Madbury Road

Madbury Road intersects Main Street from the north to form a three-legged unsignalized intersection. The Main Street eastbound approach consists of a channelized left turn lane and a through lane that both operate under free flow conditions. Main Street westbound approach consists of a right turn only lane that operates under a stop control. Madbury Road provides a single one way northbound departing lane from the intersection with Main Street. Painted pedestrian crosswalks are provided across each approach.

### Main Street/Dover Road at Newmarket Road/Holiday Inn Hotel Driveway

Newmarket Road and the Holiday Inn Express Hotel Driveway intersect Main Street and Dover Road from the north and the south to form a four-legged signalized intersection. The Main Street eastbound approach consists of an exclusive left turn lane, a through lane, and a channelized right turn lane. The Dover Road westbound approach consists of a right/through lane and an exclusive left turn lane. Newmarket Road northbound approach consists of a left/through lane and an exclusive right turn lane. The hotel driveway southbound approach consists of a single lane exiting for all movements. Pedestrian crosswalks are provided across each of the local roadway approaches.

The signal operates with two distinct signal timings. From 12:00 a.m. to 4:00 p.m., it operates with two phases and an exclusive actuated pedestrian phase with an overall cycle length of 120 seconds and most of the time given to the westbound left movement and northbound right movement. From 4:00 p.m. to 12:00 a.m., the signal operates with the same phase set up, but a cycle length of 110 seconds with the majority of the time given to the northbound approach.

## 2.3 Existing Traffic Data

Turning movement counts (TMCs) including vehicle classification were conducted on March 28<sup>th</sup>, 2017, May 8<sup>th</sup>, 2018 and October 24<sup>th</sup>, 2019 during the weekday evening peak periods (4:00 p.m. – 6:00 p.m.). The traffic classification counts included cars, heavy vehicles, pedestrian, and bicycle movements. Counts done in 2017 and 2018 were adjusted by 0.5% annual growth rate to represent 2019 existing traffic conditions. The raw TMC data is provided in Appendix B for reference.

Due to the nature of travel patterns, counts collected on any specific date may not resemble the peak condition of the roadway usage throughout the year. For this reason, NHDOT requires that collected traffic data should be seasonally adjusted to the peak month conditions. The adjustment factors are provided by the NHDOT and resemble the regional travel patterns. To obtain a more representative factor, an average of each factor for the past three years was used. The counts done in March, May and October were adjusted up by 13%, 5% and 5%, respectively. The worksheet with calculations seasonal adjustment factor calculations is included in Appendix C.

Lastly, since the counts were collected on different days, the number of cars leaving one intersection may not match the number of cars arriving at the next intersection within the same peak hour. To account for these discrepancies, traffic volumes were balanced by conservatively increasing counts in areas of discrepancies and excluding outliers where multiple data points were available. The 2019 Existing evening peak hour traffic volumes are presented in **Figure 3**.

Automatic traffic recorder (ATR) counts were also conducted on Mill Road north of the Site Driveway and on the Site Driveway east of Mill Road. The ATRs were set on May 8<sup>th</sup> and collected 24 hours of traffic volume and classification data. **Table 2-1** summarizes the traffic volume data from the ATR counts. The raw ATR data is included in Appendix B.

**TABLE 2-1**

Existing Daily Traffic Volume

Location	DT <sup>1</sup>	Evening Peak Hour		
		Volume <sup>2</sup>	K <sup>3</sup>	Dir Dist <sup>4</sup>
Mill Road South of Main Street	7,403	417	6%	52% NB
Plaza Driveway East of Mill Road	4,515	260	6%	54% EB

Source: Based on ATR counts conducted in May 2018

1. Daily traffic volume (vehicles per day)
2. Peak hour traffic volumes (vehicles per hour)
3. Percentage of daily traffic that occurs during the peak hour
4. Directional distribution of peak hour traffic volumes

## 2.4 Existing Condition Traffic Operations Analysis

Capacity and queue analyses were performed for the unsignalized study intersections for the Existing Condition traffic volumes during the weekday evening peak hour using Trafficware Synchro 10 – Traffic Analysis Software (Synchro). The software conducts the analyses of unsignalized intersections based upon the methodology provided in the *Highway Capacity Manual (HCM), 2010*. The analysis results are categorized in terms of Level of Service (LOS), which describes the qualitative approach operational conditions based on the calculated average delay per vehicle. The queue analysis results are summarized in terms of the 95th percentile queue length. The 95th percentile queue length represents the design queue length under peak traffic conditions. A Volume to Capacity (V/C) ratio represents a decimal proportion of the number of vehicles that pass through an approach over the number of vehicles that could theoretically pass through the approach, under free flow conditions. If the ratio is less than one, then the approach has additional capacity. If the ratio is greater than one, then the approach is not able to process all of the traffic within the given peak hour. **Table 6-1** summarizes the operations analysis for the unsignalized intersections. The detailed analysis sheets are provided in the Appendix D.

Capacity and queue analyses were also performed for the signalized study intersection for Existing Condition traffic volumes during the weekday evening peak hour using Synchro. The software conducts the analysis of the signalized intersection using the HCM 2000 methodology, which provides the LOS, average delay per vehicle, and V/C ratio for each approach and the whole intersection. The queue analysis also provides 50th percentile queue length, and 95th percentile queue length. The 50th percentile queue length represents the approximate average queue length. **Table 6-2** summarizes the operations

analysis for the signalized intersections. The detailed analysis sheets are provided in Appendix D.

Lastly, due to the geometric constraints and the complex layout of Madbury Road and Main Street intersection, it cannot be analyzed using HCM standard methodology. Therefore, capacity analyses were performed using Synchro SimTraffic 10 microsimulation software. The results are including within summarized in **Table 6-1**, and detailed sheets are provided in Appendix D.

As shown in **Tables 6-1** and **6-2**, all movements at the study area intersections operate well under capacity with a maximum v/c ratio of 0.78 and delays of LOS D or better under existing traffic volumes. The signalized intersection of Main Street and Dover Road at Newmarket Road and the Hotel Driveway operates at overall LOS B. The longest queue occurs on Main Street eastbound through movement, due to the preferential treatment of the Dover Road westbound left turn and Newmarket Road northbound shared through-left movement operates at LOS E. All movements at the unsignalized intersections currently operate at LOS D or better with minimal queuing and delay. There are currently no failing approaches or operational deficiencies within the study area.

---

## Section 3

# No-Build Conditions

The 2021 and 2031 No-Build Condition reflect the future scenario that incorporates anticipated traffic volume changes associated with general background traffic growth and other planned developments that will affect travel patterns throughout the study area. The 2021 and 2031 No-Build Conditions do not include the Project-related impacts.

### 3.1 Background Traffic Growth

The methodology to account for future background traffic growth, independent of large development projects may be affected by changes in demographics, smaller scale development projects, or other local developments unforeseen at this time. Based on the data obtained from the continuous count station located on Route 4, east of Route 108, annual average daily traffic has been declining from 2009 to 2018. To remain conservative and to account for any unforeseen potential growth in traffic volumes, a half percent annual growth rate was applied to the existing traffic volumes to develop the future volumes.

The second part of the methodology identifies any specific planned developments that are expected to affect traffic patterns throughout the study area within the future analysis time horizon. Based on input from the Town of Durham, there are no major planned development projects that will impact the study area.

### 3.2 No-Build Traffic Volumes

The growth rate of a half percent was applied to the 2019 Existing Condition traffic volumes to develop the resulting 2021 No-Build and 2031 No-Build weekday evening peak hour traffic volumes shown in **Figures 4 and 5**, respectively.

### 3.3 No-Build Condition Traffic Operations Analysis

The 2021 and 2031 No-Build conditions scenarios analyses use the same methodology as the 2019 Existing condition scenario analysis. **Table 6-1** and **Table 6-2** summarize the operational analyses for the weekday evening peak hour. The detailed analyses reports are provided in the Appendix D.

As shown in **Table 6-1** and **Table 6-2**, the study area intersections operate at the same overall LOS under 2021 No-Build conditions when compared to 2019 Existing Conditions except at the intersection of Main Street/Dover Road and Newmarket Road/Hotel Driveway intersection which experiences a one category reduction in overall LOS due to an increase in delay of less than one second. The 2031 Horizon No-Build Conditions does not experience significant degradation in LOS as compared to the 2021 No-Build conditions. Based on the results of the analyses, it is expected that there will be sufficient capacity throughout the study area to accommodate traffic volume growth over the next ten years.

---

## Section 4

# Build Conditions

As previously summarized, the Project is located at 5 Mill Road in Durham, New Hampshire. The project will have a net increase of 500± sf of shopping-center uses, 2,000± sf of bank with drive-thru, 22,400± sf of general office uses, and 258 bedrooms for residential apartments (off-campus student housing).

### 4.1 Trip Generation

Determining the future trip generation of the Project is a multi-step process. First, the existing traffic generated by the current land uses on the Site was collected based on current driveway counts. Volumes observed at the driveways were higher than anticipated when compared to the trip generation rates in the Institute of Transportation Engineers (ITE) *Trip Generation Manual*. The higher volumes are likely a result of non-site related parking on the Shopping Center plaza for other uses on other sites. This practice will be restricted and monitored as part of the overall site parking management plan under the proposed Project.

To estimate the number of trips expected to be generated by the Project, two methods were used. Since the total square footage and the uses of the Shopping Plaza will remain similar to the existing conditions, adding approximately 500± sf or 1% in square footage, retail trip generation was calculated by proportionally projecting the current volumes at the driveway. For the Drive-In Bank, and General Office, the ITE Trip Generation Manual was used to estimate the site generated traffic based on the following Land Use Codes (LUCs). Trips for the proposed residential buildings were not included in the trip generation estimates as there is no residential parking provided on-site and offsite parking for that use will be assessed under a separate application.

**Land Use Code 710 – General Office Building.** This land use code refers to an office building that houses multiple tenants. This is a location where typical businesses, commercial, or industrial organizations conduct their affairs. Trip generation estimates are based on average trip rate per 1,000 sf.

**Land Use Code 912 – Drive-In Bank.** This land use code refers to banking facilities that provide services to allow drivers to conduct financial transactions from their vehicles as well as serve patrons who walk into the building. Trip generation estimates are based on average trip rate per 1,000 sf.

It is also expected that not all trips between the mix of land uses on the Site will be generated outside of the Project in the future condition as the development will now be mixed use. Trips that originate and end within the Site, without entering public roadways, are classified as “Internal Capture” trips. Internal Capture was estimated in accordance with the methodology described in the National Cooperative Highway Research Program (NCHRP) 684 Report. Internal capture calculation worksheets are included in Appendix E.

Based on the methodology described, the trip generation estimates for the Project are summarized in **Table 4-1** with detailed calculations provided in Appendix F. As shown in the table, the Project is expected to generate approximately 493 trips during an average weekday evening peak hour. This represents a total of 30 additional trips during the weekday evening peak hour when compared to the existing use on the site.

**TABLE 4-1**

Weekday Afternoon Peak Hour Trip Generation Estimates

	<b>Existing Trips</b>	<b>Project Generated Trips</b>	<b>Net New Trips</b>
Enter	254	259	5
Exit	239	264	25
<b>Total</b>	<b>493</b>	<b>523</b>	<b>30</b>

## 4.2 Trip Distribution

The trip distribution identifies the various travel paths for vehicles arriving and leaving the site. Trip distribution patterns for the Project were based on existing traffic patterns throughout the study area. The distribution pattern calculated with the existing traffic volume data is shown in **Figure 6**. The trip distribution pattern used for the Project-generated trips are illustrated in **Figures 7 and 8** for the commercial and office uses, respectively.

## 4.3 Build Condition Traffic Volumes

The Project-generated evening peak hour vehicle trips were assigned to the study area roadway network based on the trip distribution detailed in the previous section with the resulting Project-Generated trips presented in **Figure 9**. The 2021 and 2031 Build Conditions evening peak hour traffic volumes were then calculated by adding the Project-Generated trips/redistributions to the 2021 and 2031 No-Build volumes. The 2021 and 2031 Evening Peak Hour Build Condition hour traffic volumes are shown in **Figure 10** and **Figure 11**, respectively.

## 4.4 Pedestrian Activity

The Site is located in the downtown area of Durham with a robust sidewalk network connecting local uses. To assess the pedestrian activity, pedestrian volumes at intersections and crosswalks were collected together along with the vehicular traffic data. Existing pedestrian volumes are shown in **Table 4-2** and **Figure 12**. Future pedestrian volumes were estimated using the proportionality of the existing retail to the future retail (1% expansion), and by assuming that half of students living in the off-campus housing will be active pedestrians during the evening peak hour. These pedestrians were distributed proportionally to the existing pedestrian volumes. The Project-generated pedestrian trips and the future pedestrian volumes are summarized in **Table 4-2** and shown in **Figures 13** and **14**, respectively.

It was also noted that not all pedestrians cross Main Street at intersections or designated crosswalks. Counts collected in May 2018 showed that in the segment of Main Street between Mill Road and Madbury Road, approximately 70 pedestrians crossed the street at non-designated crossing locations.

**TABLE 4-2**

Weekday Afternoon Pedestrian Trip Generation Estimates – Evening Peak Hour

	<b>Existing</b>	<b>Commercial Trips Generated</b>	<b>Residential Trips Generated</b>	<b>Future Trips</b>
Mill Road at Driveway	44	1	15	60
Mill Road Midblock Intersection	169	1	59	229
Main Street across Mill Road	91	1	31	123
Main Street at Madbury Intersection	70	1	24	95
<b>Total</b>	<b>374</b>	<b>4</b>	<b>129</b>	<b>507</b>

As shown in **Table 4-2**, the Project is expected to generate approximately 133 pedestrian trips during an average weekday evening peak hour. These assumptions were incorporated into the traffic capacity analyses to assess the impact of the additional pedestrian crossings on traffic operations.

## 4.5 Build Condition Traffic Operations Analysis

The 2021 and 2031 Build Condition analyses use the same methodology described in Section 2.4. The results of the unsignalized and signalized intersection analyses are presented in **Tables 6-1** and **6-2, respectively**.

As shown in **Tables 6-1** and **6-2**, most movements at the study area intersections will continue to operate with similar LOS in the 2021 Build as the No-Build conditions. The intersection of Main Street/ Newmarket Road/ Dover Road/ Hotel Driveway experiences a degradation in LOS from B to C due to a minor increase in overall intersection delay of approximately one second. A review of the queue analysis for the 2021 Build Conditions show minimal increases in queueing of less than one vehicle length (25 feet) except at the Main Street westbound right movement approaching Madbury Road, which experiences an increase of approximately 3 vehicles.

Under 2031 Build Conditions, all study area intersections operate with similar LOS and experience minimal increases in delay. A review of the queuing analysis shows minimal increases of less than one vehicle length (25 feet) on all approaches except the Mill Road northbound right approaching Main Street with increase of approximately 2 vehicles.

Overall, the analysis shows that the Project will have minimal impact to the queuing and delays throughout the study area and that there is sufficient capacity to accommodate the Project-generated traffic volumes without any additional roadway or intersection mitigation.

## 4.6 Sight Distance

Sight distance measurements were conducted along Mill Road and Main Street at the location of each driveway. Posted Speed Limit along Mill Road and Main Street is 25 miles per hour (MPH). Stopping sight distance (SSD) measures the distance required for drivers to perceive a two-foot tall object within the roadway and come to a complete stop. Intersection sight distance (ISD) measures the required sight distance available to the driver at the minor approach looking in each direction allowing them to assess and select an acceptable gap to enter the main road. **Tables 4-3** and **4-4** present the ISD and SSD, respectively, based on what is available and the minimum required in the American Association of State Highway and Transportation Officials (AASHTO) publication titled "A Policy on Geometric Design of Highway and Streets". AASHTO tables used for the study are included in Appendix F. The measurements indicate that the available ISD is sufficient for roadway speeds of 40 or 55 miles per hour, while the SSD is sufficient for roadway speeds of 30 or 45 miles per hour, well above the posted speed limits of 25 miles per hour.

**TABLE 4-3**

Intersection Sight Distance

Driveway	Left		Right	
	Calculated SSD	Available SSD	Calculated SSD	Available SSD
Mill Road Driveway	495 <sup>2</sup>	500+	305 <sup>1</sup>	305+
Main Street Driveway	495 <sup>2</sup>	500+	495 <sup>2</sup>	500+

Notes:

1. SSD sufficient for 40 MPH.
2. SSD sufficient for 55 MPH.

**TABLE 4-4**

Stopping Sight Distance

Driveway	Left		Right	
	Calculated SSD	Available SSD	Calculated SSD	Available SSD
Mill Road Driveway	500 <sup>2</sup>	500+	290 <sup>1</sup>	305+
Main Street Driveway	500 <sup>2</sup>	500+	500 <sup>2</sup>	500+

Notes:

1. SSD sufficient for 30 MPH.
2. SSD sufficient for 45 MPH.



## **Section 5 Conclusion**

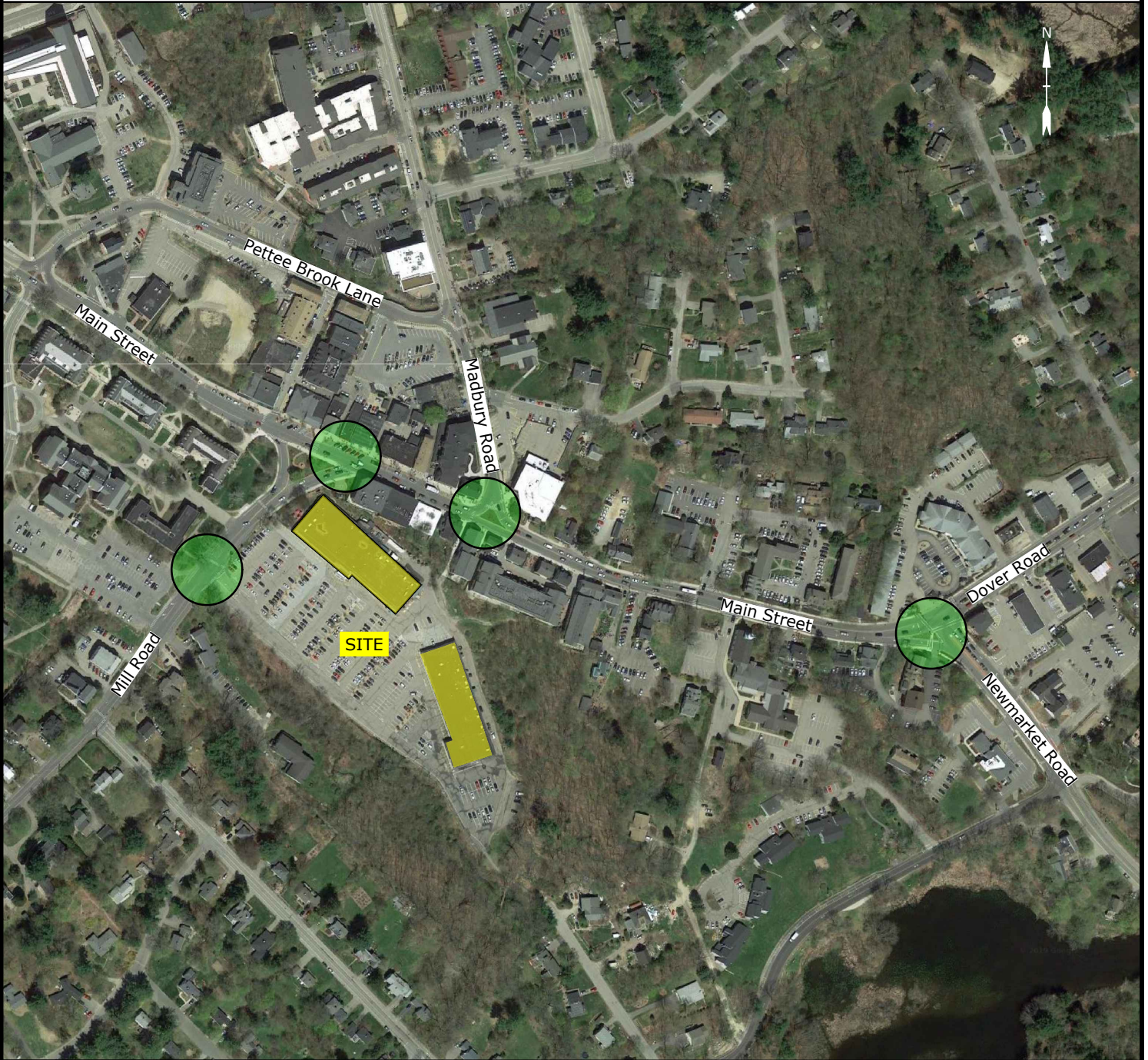
### **5.1 Conclusion**

This TIS evaluation included a review of traffic operations at the study area intersections under seven different analysis scenarios: 2019 Existing, 2021 No-Build, 2021 Build, 2031 No-Build, and 2031 Build Analysis. The analysis indicates that the proposed project will fit ideally in the considered site location, providing off-campus student housing, retail space for local business, and adding job opportunities with the added office space.

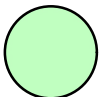
The analyses show that the study area intersections have sufficient capacity to accommodate the Project-generated traffic volumes without any additional roadway or intersection mitigation. Road conditions are not expected to be hindered by the Project.

## **Section 6**

# **Figures and Tables**



Legend:



Study Intersection

Mill Road Plaza  
Durham, NH

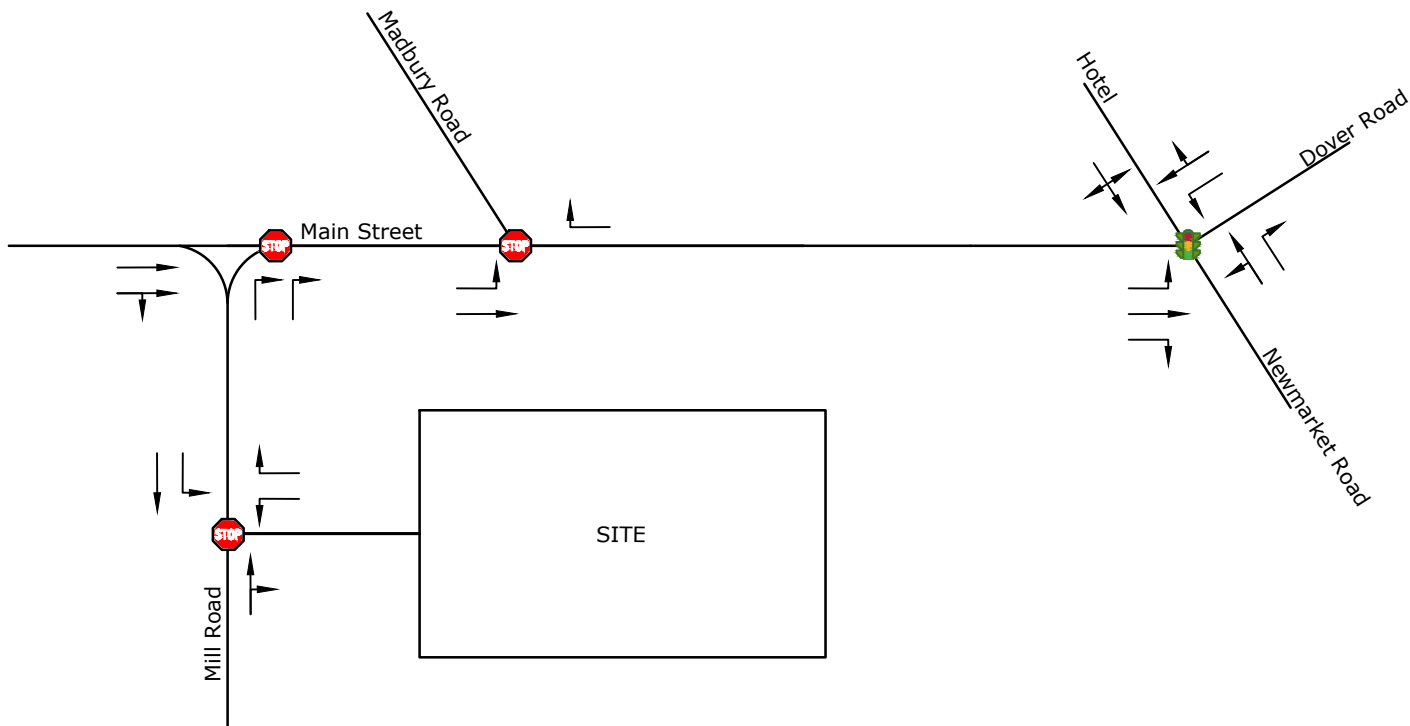
Study Area

DATE: 12/13/2019

SCALE: No Scale


FIGURE 1

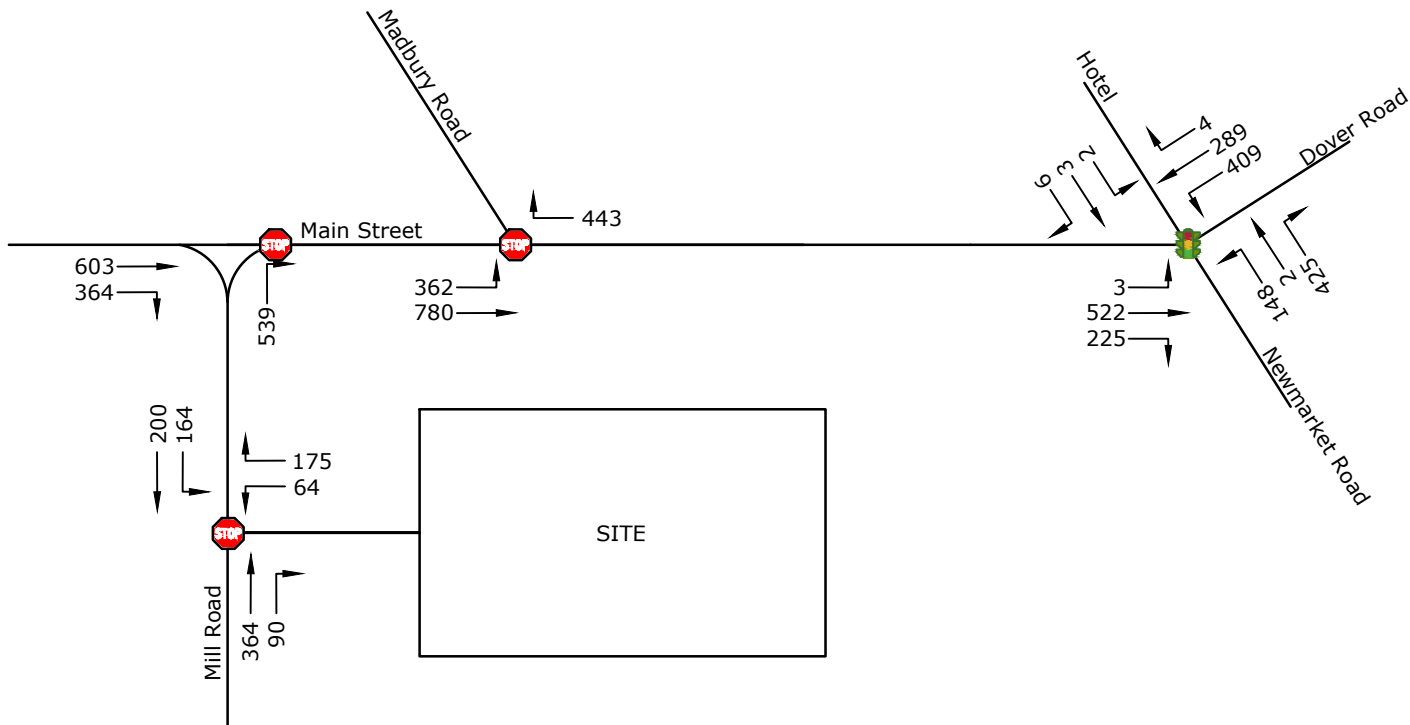
**Tighe & Bond**  
Engineers | Environmental Specialists



Legend


-  Signal
-  Stop Sign

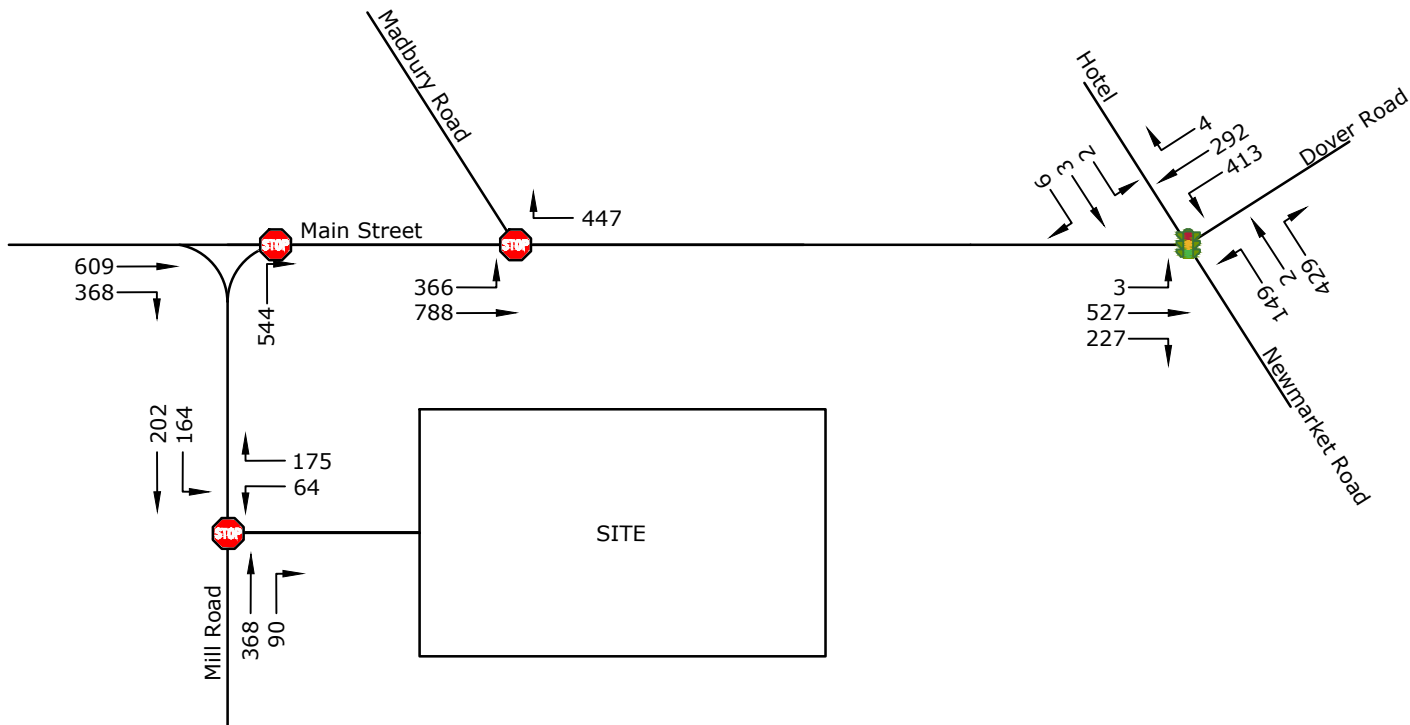
<p>Mill Road Plaza Durham, NH</p>	
<p>Existing Lane Configuration and Traffic Control</p>	
DATE: 12/13/2019	 <b>Engineers   Environmental Specialists</b>
SCALE: No Scale	
FIGURE 2	



Legend


-  Signal
-  Stop Sign

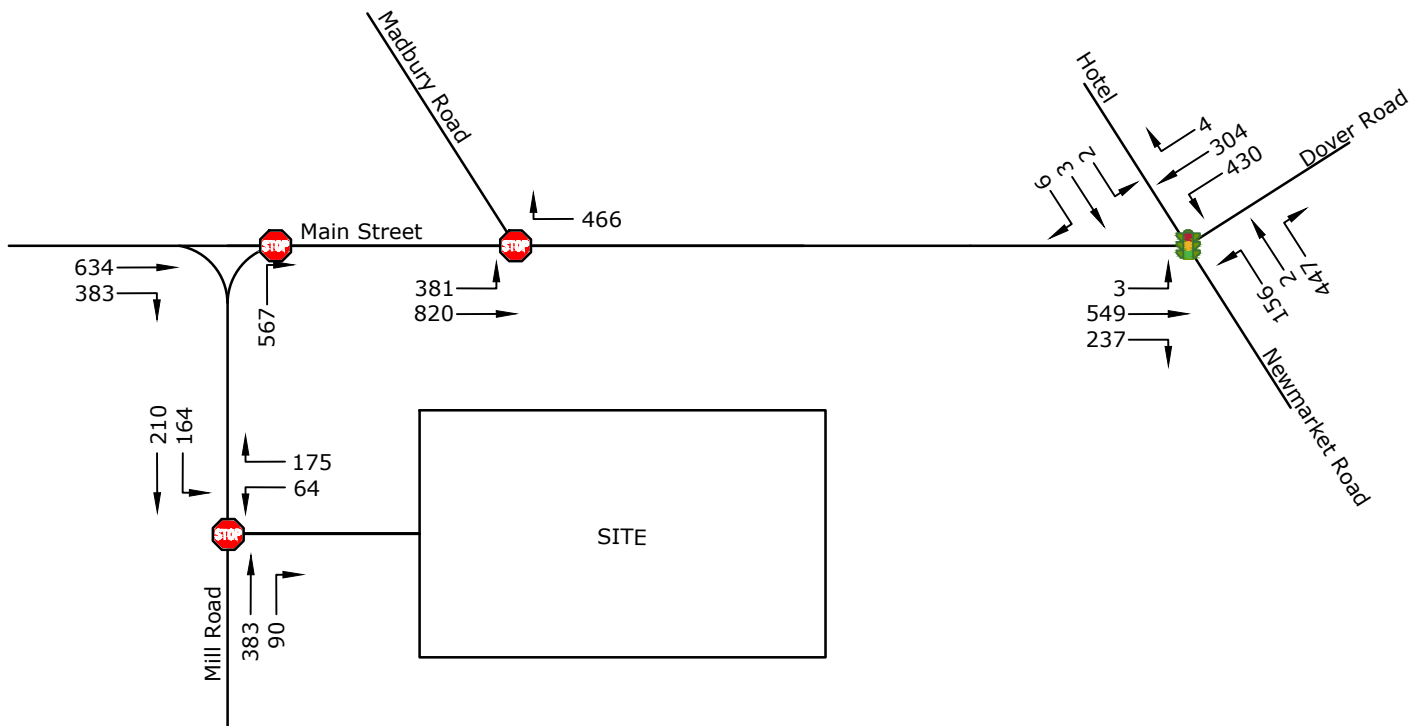
<p>Mill Road Plaza Durham, NH</p>	
<p>2019 Evening Peak Hour Balanced Existing Traffic Volumes</p>	
DATE: 12/13/2019	 <b>Tighe &amp; Bond</b> Engineers   Environmental Specialists
SCALE: No Scale	
FIGURE 3	



Legend

-  Signal
-  Stop Sign

<b>Mill Road Plaza</b> Durham, NH	
2021 Evening Peak Hour No Build Traffic Volumes	
DATE: 12/13/2019	 <b>Tighe &amp; Bond</b> Engineers   Environmental Specialists
SCALE: No Scale	
FIGURE 4	



Legend



Signal



Stop Sign

Mill Road Plaza  
Durham, NH

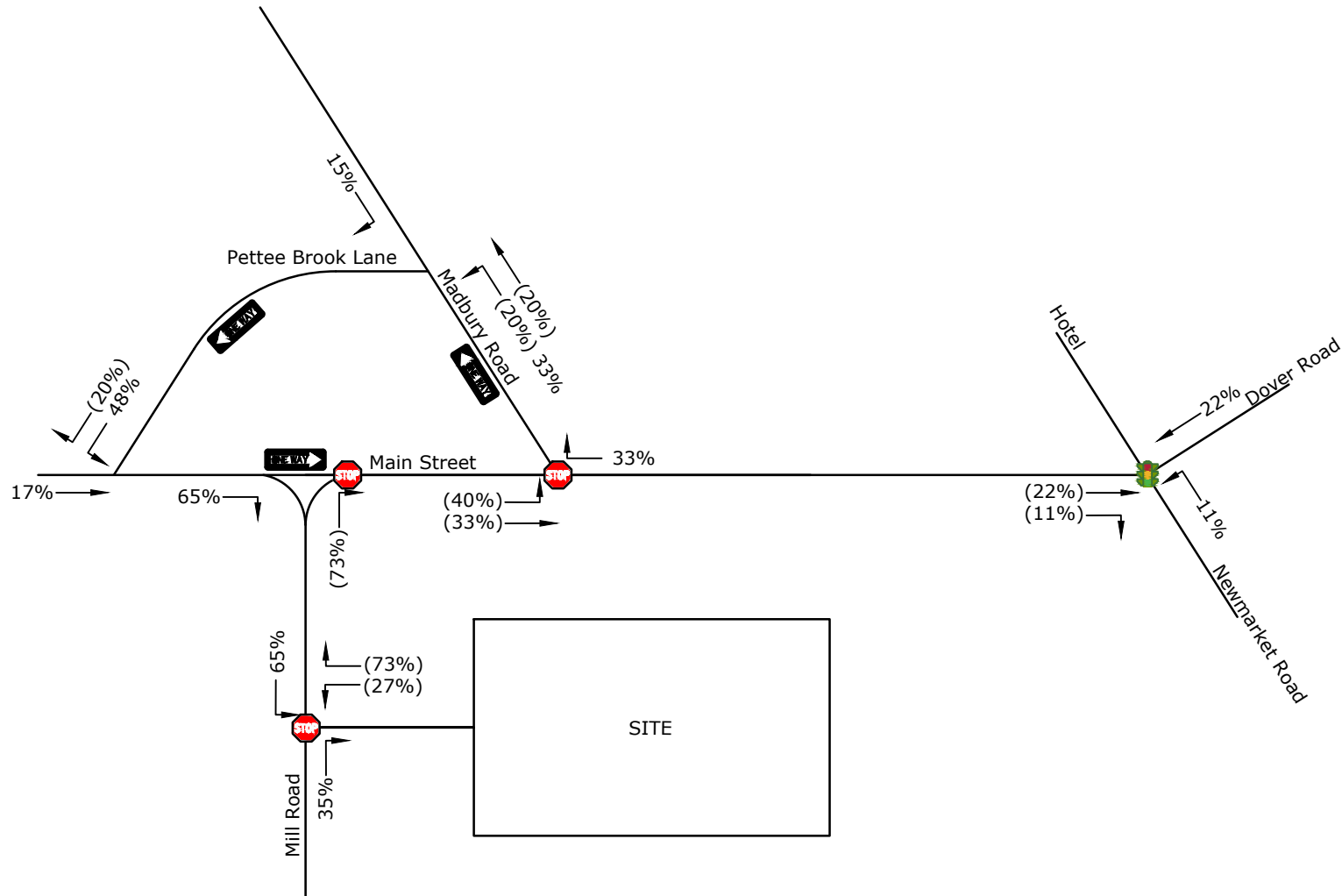
2031 Evening Peak Hour  
No-Build Traffic Volumes


DATE: 12/13/2019

SCALE: No Scale

FIGURE 5

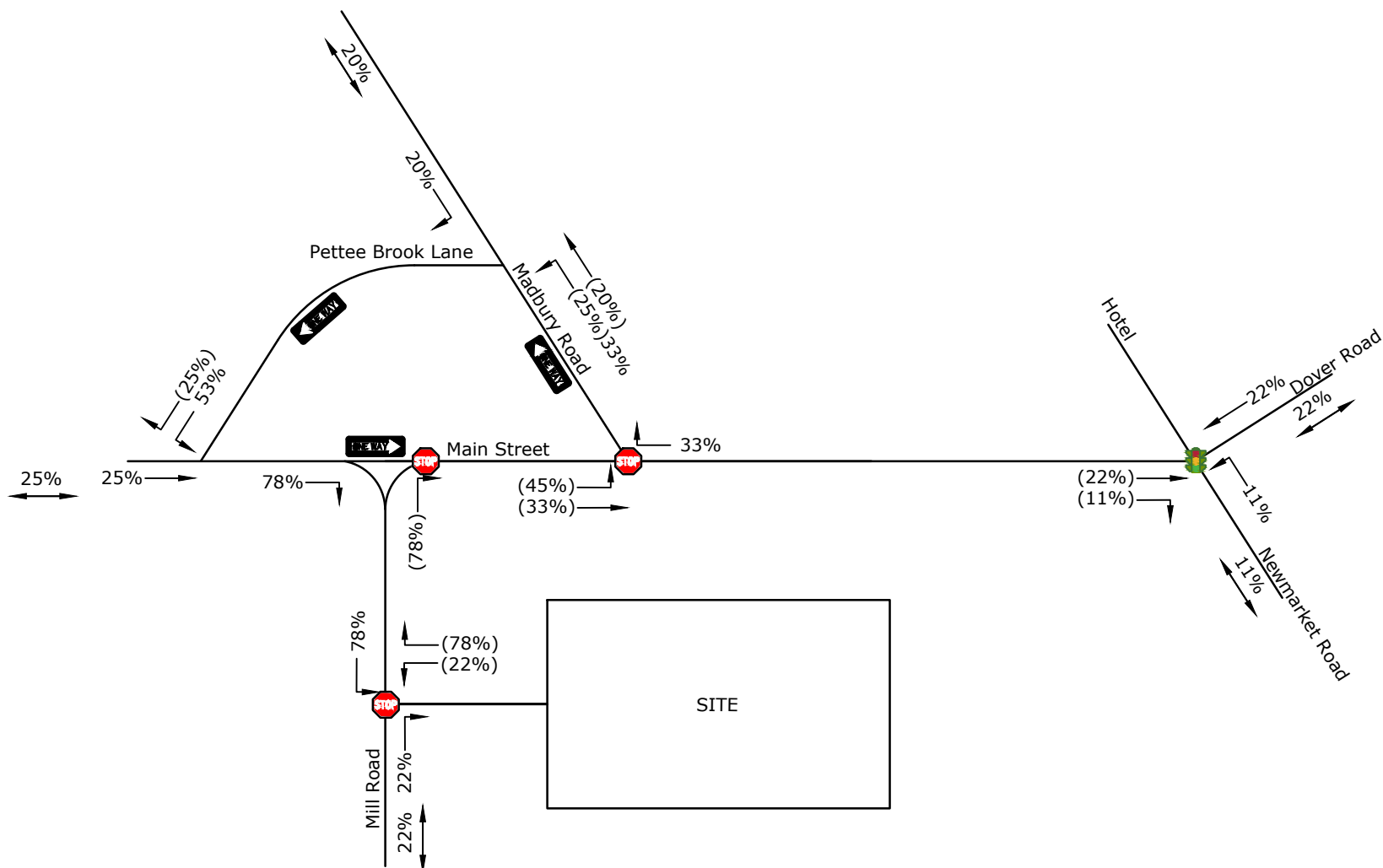
**Tighe & Bond**  
Engineers | Environmental Specialists




Mill Road Plaza Durham, NH	
Existing Trip Distribution	
DATE: 12/13/2019	 Engineers   Environmental Specialists
SCALE: No Scale	
FIGURE 6	

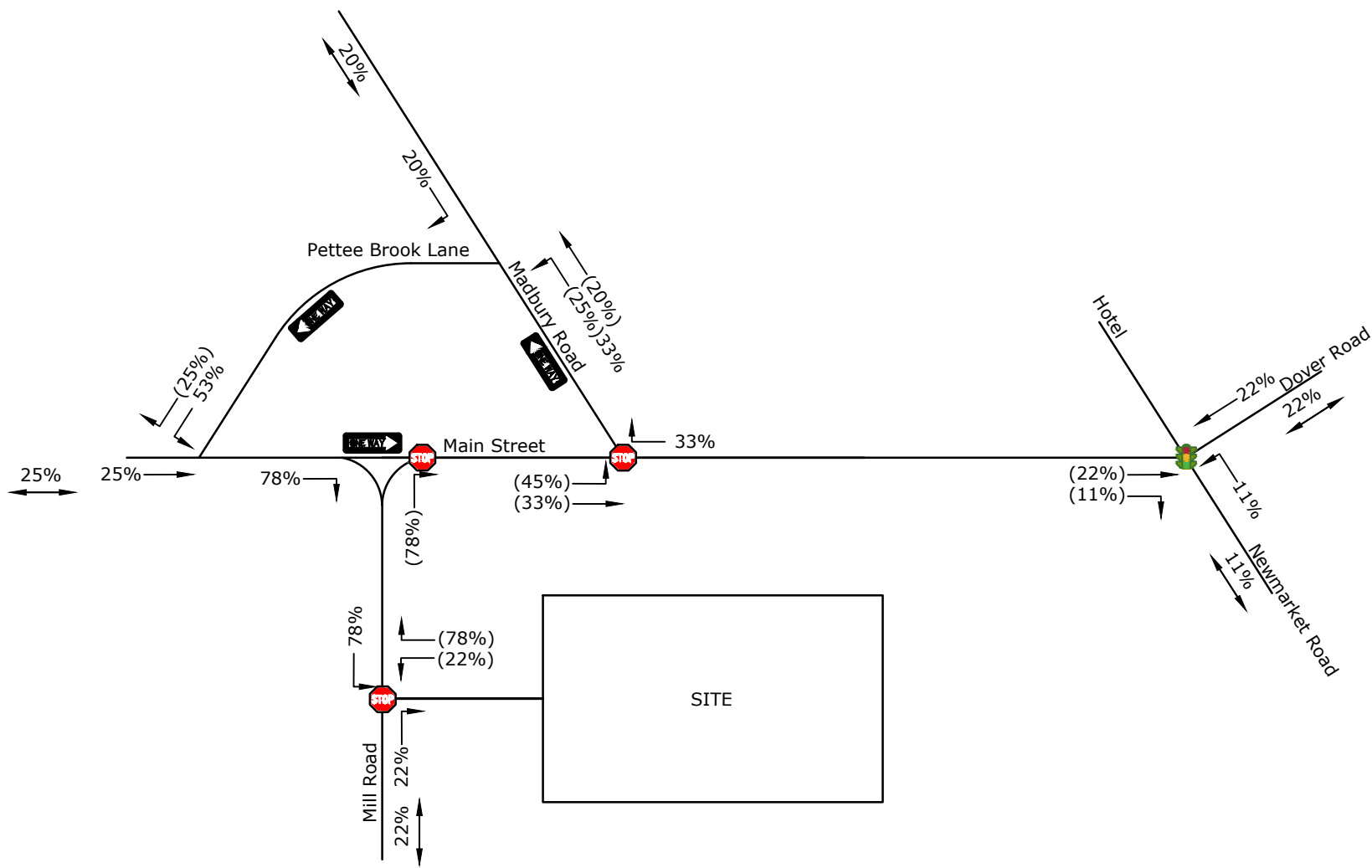


Jul 13, 2020-7:19pm Plotted By: MStoutz  
 Tighe & Bond, Inc. J:\M\1529 McCauley Realty Advisors, LLC\002-Mill Road Plaza\Drawings\_Figures\AutoCAD\Figures\Traffic Volumes.dwg



<b>Mill Road Plaza</b> Durham, NH	
Commercial Trip Distribution	
DATE: 12/13/2019	 <b>Tighe &amp; Bond</b> Engineers   Environmental Specialists
SCALE: No Scale	
FIGURE 7	


Jul 13, 2020-7:19pm Plotted By: MStoutz  
 Tighe & Bond, Inc. J:\M\1529 McCauley Realty Advisors, LLC\002-Mill Road Plaza\Drawings\_Figures\AutoCAD\Figures\Traffic Volumes.dwg



Legend:

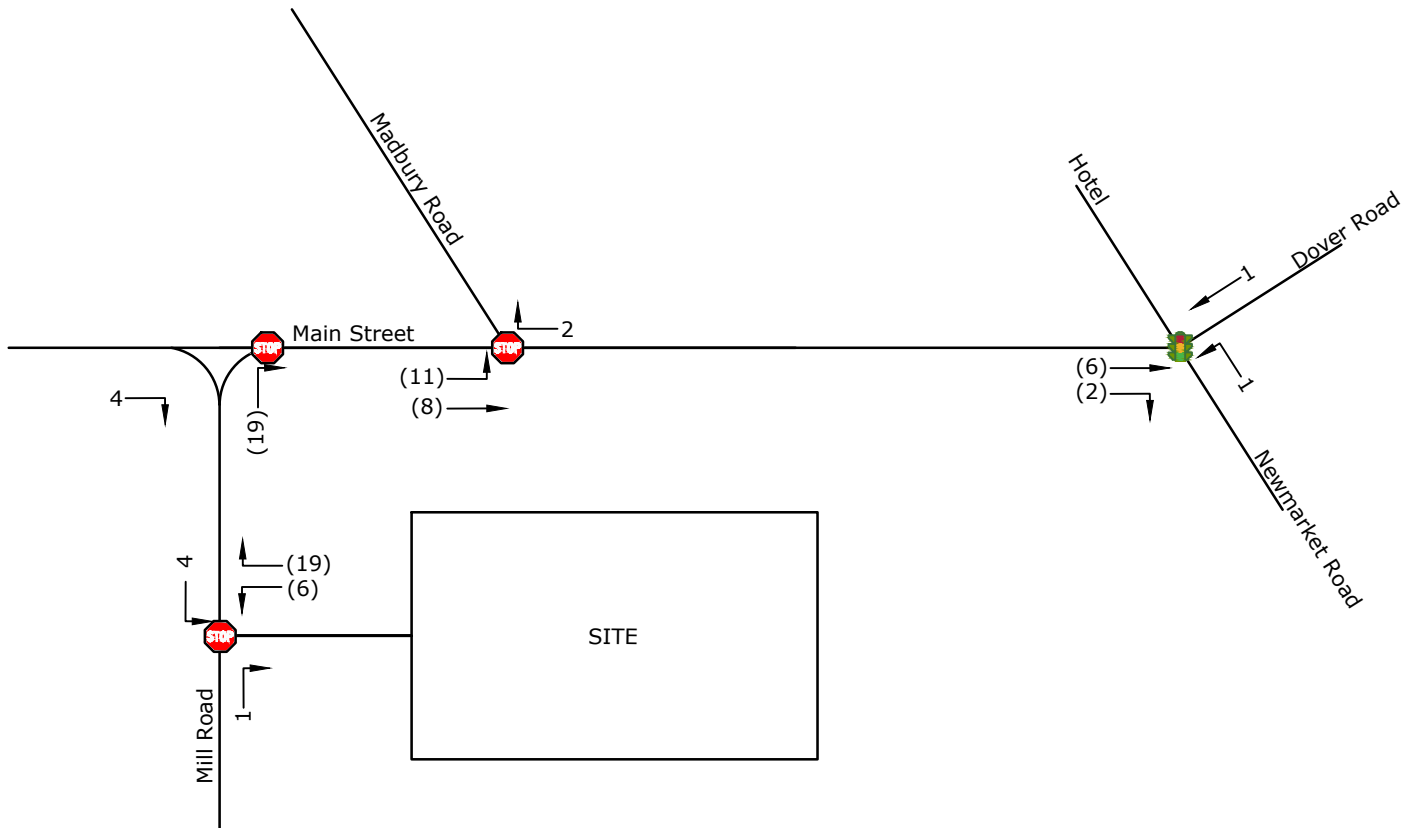
XX Entering Vehicles  
 (XX) Exiting Vehicles

 Signal  
 Stop Sign

<b>Mill Road Plaza</b> Durham, NH	
Office Trip Distribution	
DATE: 12/13/2019 SCALE: No Scale FIGURE 8	 <b>Tighe &amp; Bond</b> Engineers   Environmental Specialists

Generated Trips:

	Entering	Exiting	Total
Commercial	3	7	10
Office	<u>2</u>	<u>18</u>	<u>20</u>
Total	5	25	30



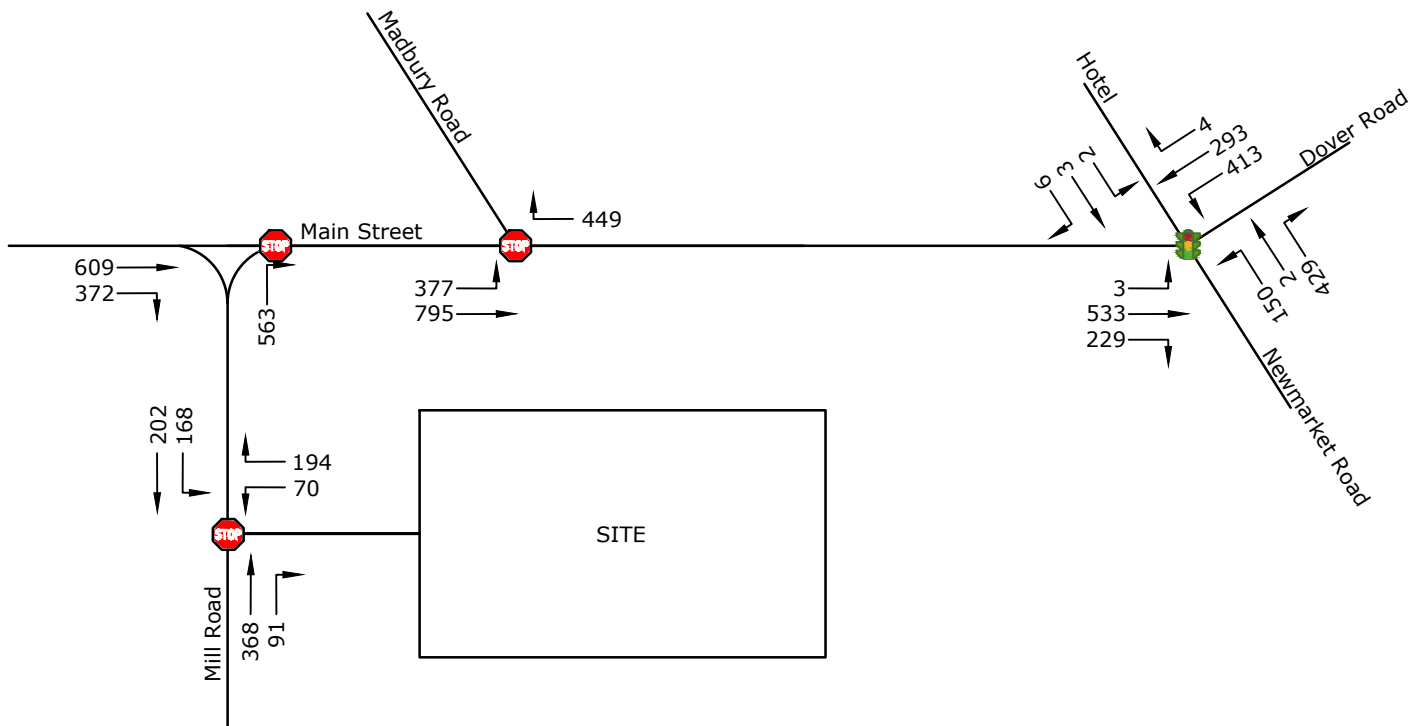
Legend:

XX Entering Vehicles  
 (XX) Exiting Vehicles



Signal  
 Stop Sign

Mill Road Plaza Durham, NH	
Site Generated Trips for Evening Peak Hour	
DATE: 12/13/2019	
SCALE: No Scale	
FIGURE 9	




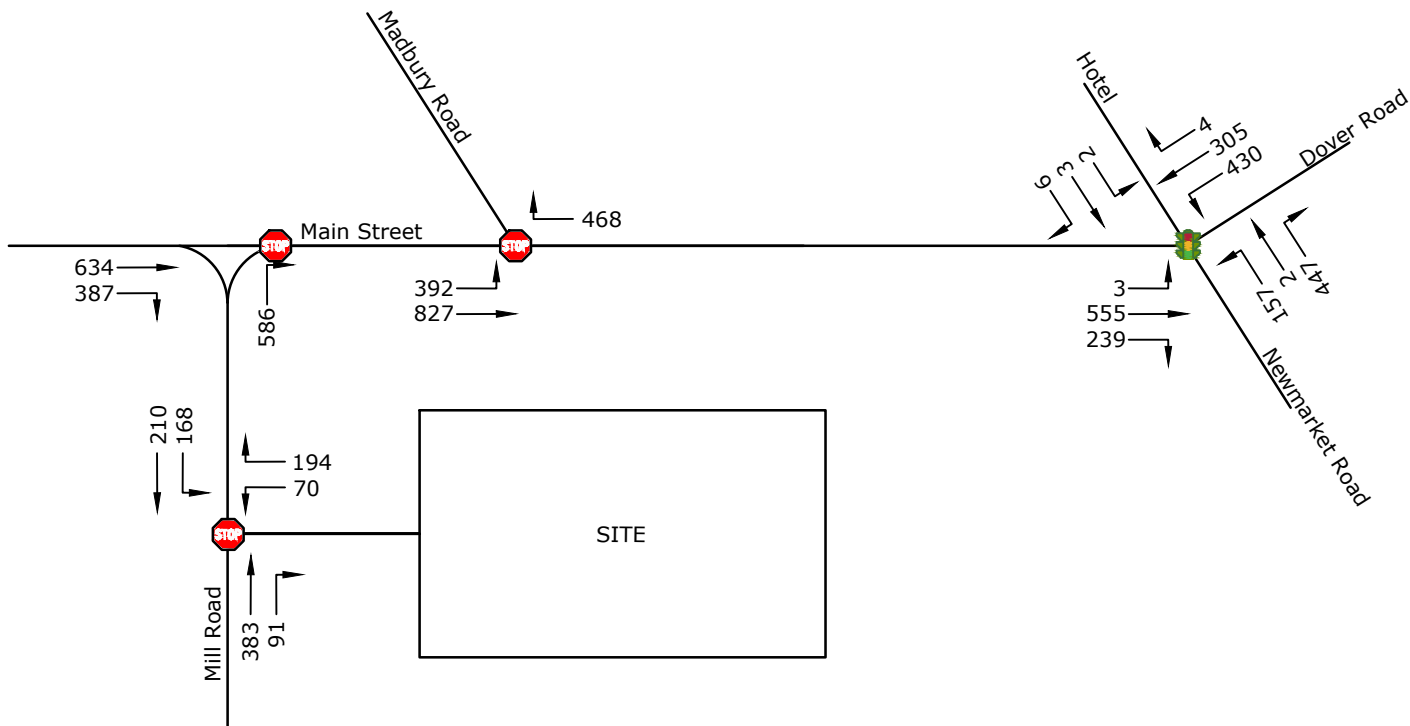
Legend:

XX Entering Vehicles  
 (XX) Exiting Vehicles



Signal  
 Stop Sign

<b>Mill Road Plaza</b> Durham, NH	
2021 Evening Peak Hour Build Traffic Volumes	
DATE: 12/13/2019	 <b>Tighe &amp; Bond</b> Engineers   Environmental Specialists
SCALE: No Scale	
FIGURE 10	




Legend:

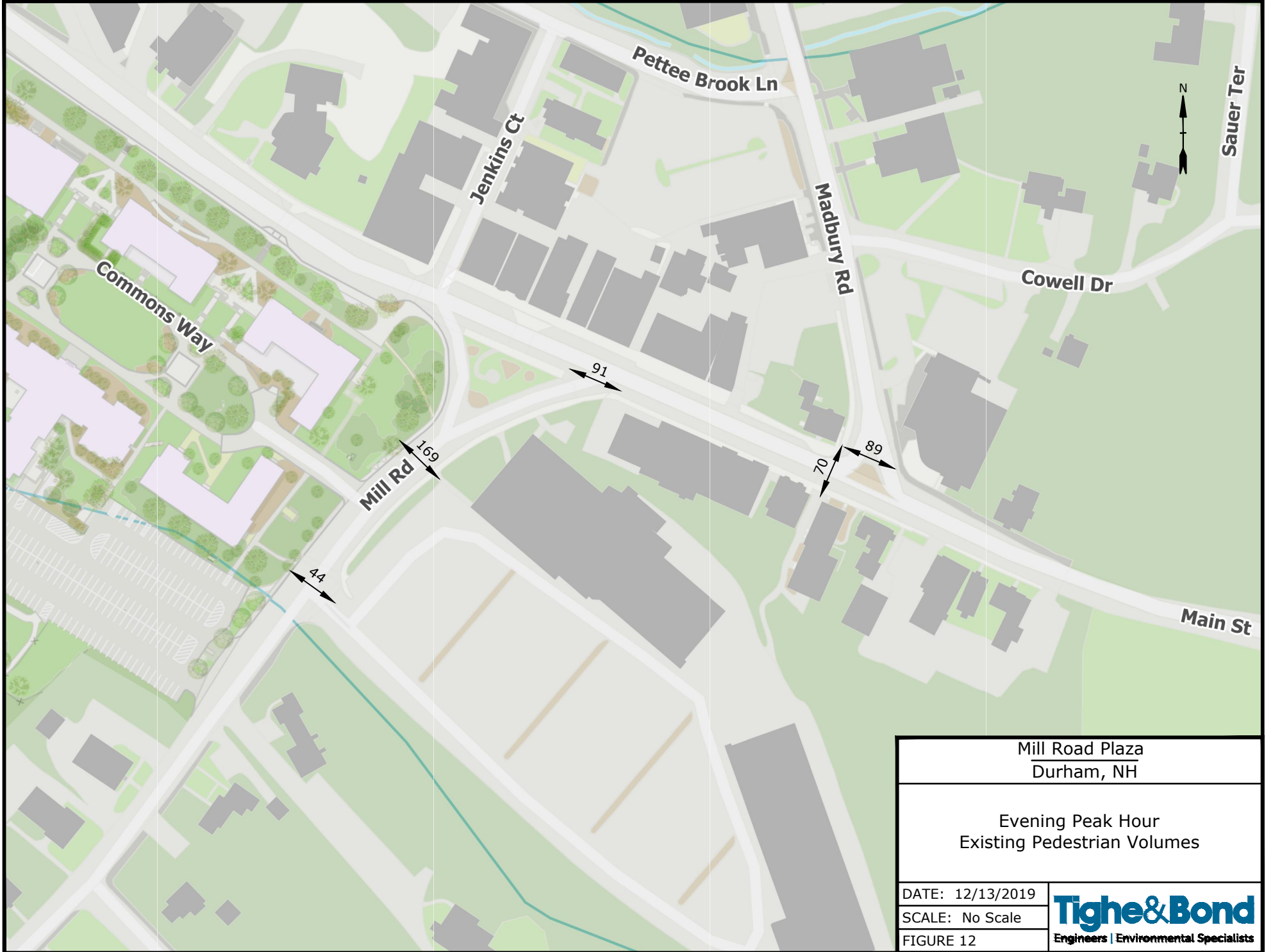
XX Entering Vehicles  
 (XX) Exiting Vehicles



Signal  
 Stop Sign

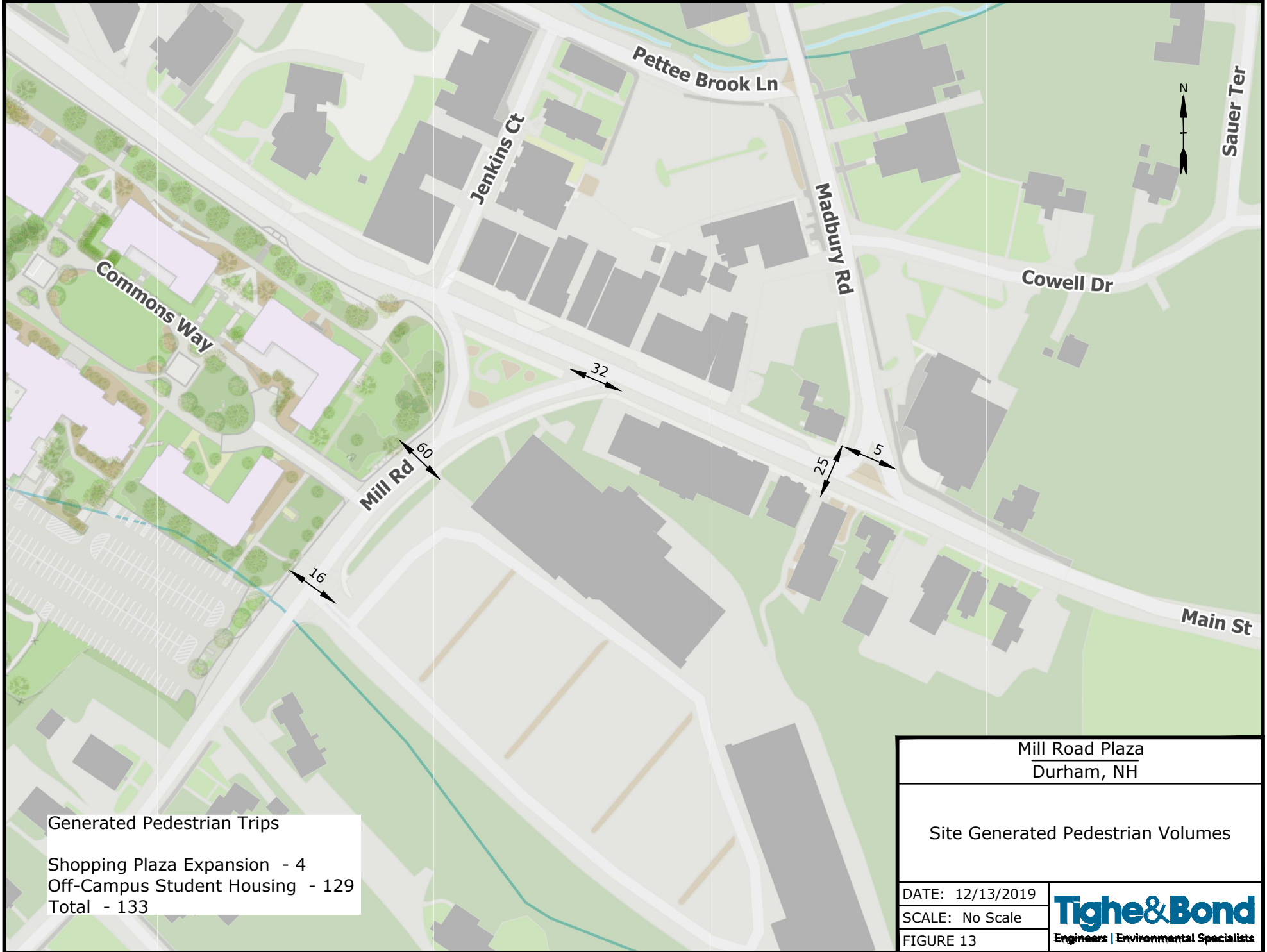
<b>Mill Road Plaza</b> Durham, NH	
2031 Evening Peak Hour Build Traffic Volumes	
DATE: 12/13/2019	 <b>Tighe &amp; Bond</b> Engineers   Environmental Specialists
SCALE: No Scale	
FIGURE 11	

Jul 13, 2020-7:19pm Plotted By: MStoutz  
Tighe & Bond, Inc. J:\M\1529 McCauley Realty Advisors, LLC\002-Mill Road Plaza\Drawings\_Figures\AutoCAD\Figures\Traffic Volumes.dwg



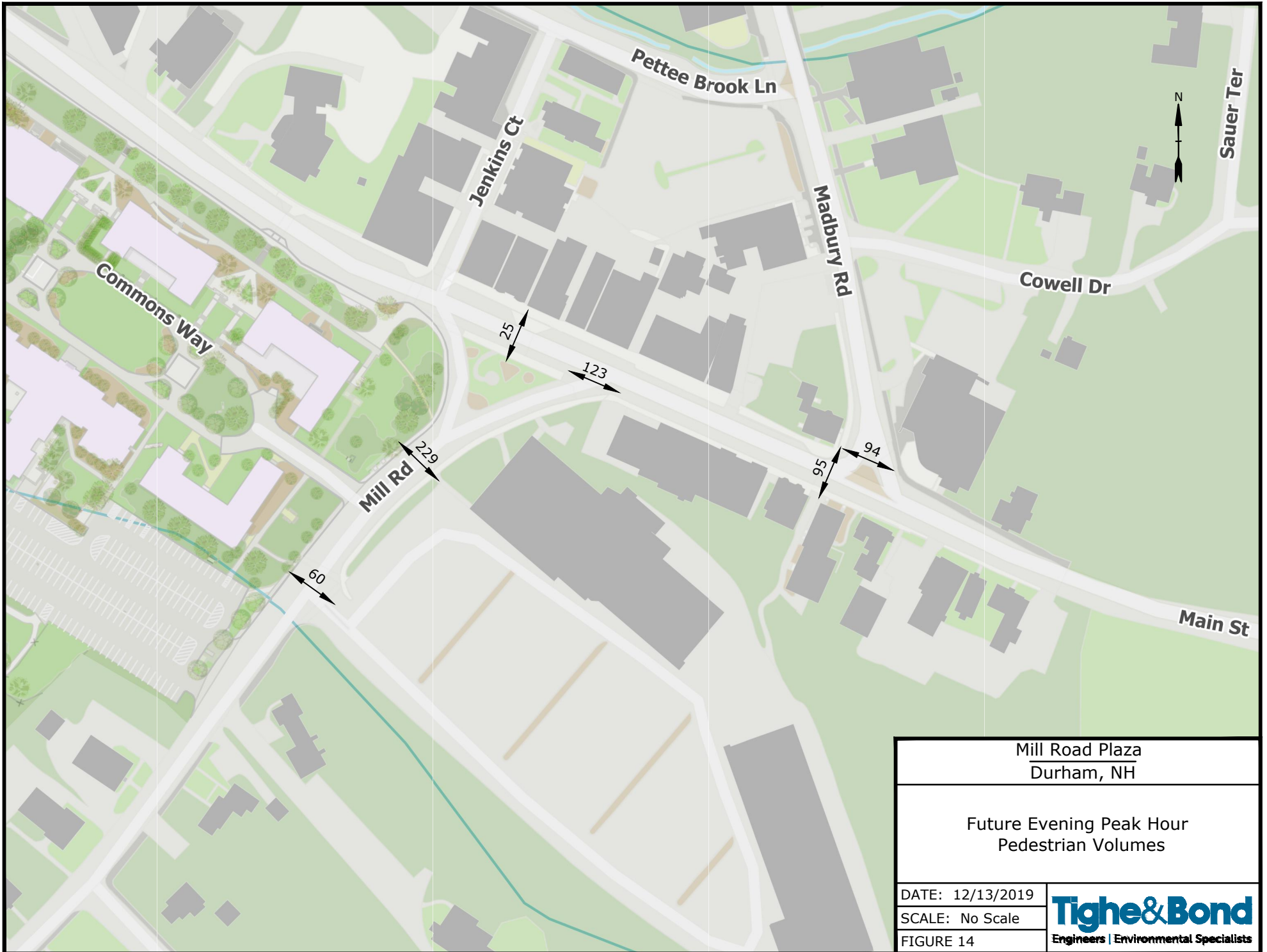
Mill Road Plaza Durham, NH	
Evening Peak Hour Existing Pedestrian Volumes	
DATE: 12/13/2019	<b>Tighe &amp; Bond</b> Engineers   Environmental Specialists
SCALE: No Scale	
FIGURE 12	

Jul 13, 2020-7:20pm Plotted By: MStoutz  
Tighe & Bond, Inc. J:\M1529 McCauley Realty Advisors, LLC\002-Mill Road Plaza\Drawings\_Figures\AutoCAD\Figures\Traffic Volumes.dwg



Generated Pedestrian Trips  
Shopping Plaza Expansion - 4  
Off-Campus Student Housing - 129  
Total - 133

Mill Road Plaza Durham, NH	
Site Generated Pedestrian Volumes	
DATE: 12/13/2019	<b>Tighe &amp; Bond</b> Engineers   Environmental Specialists
SCALE: No Scale	
FIGURE 13	



Mill Road Plaza  
Durham, NH

Future Evening Peak Hour  
Pedestrian Volumes

DATE: 12/13/2019

SCALE: No Scale

FIGURE 14

**Tighe & Bond**  
Engineers | Environmental Specialists



**TABLE 6-1: Weekday Evening Peak Hour Operations Summary for Unsignalized Intersections**

Intersection / Lane Group	2019 Existing				2021 Opening Year No-Build				2021 Opening Year Build				2031 Horizon No-Build				2031 Horizon Build			
	LOS	Del	V/C	95 <sup>th</sup> Q	LOS	Del	V/C	95 <sup>th</sup> Q	LOS	Del	V/C	95 <sup>th</sup> Q	LOS	Del	V/C	95 <sup>th</sup> Q	LOS	Del	V/C	95 <sup>th</sup> Q
<b>Main Street / Mill Road:</b>																				
Mill Road NBR	C	21	0.58	91	C	21	0.59	93	C	25	0.64	113	C	20	0.57	89	D	27	0.68	128
<b>Main Street / Madbury Road: *</b>																				
Main Street WBR	B	12	†	197	B	13	†	203	B	15	†	271	B	15	†	262	B	15	†	274
<b>Mill Road / Driveway:</b>																				
Mill Road SBL	A	9	0.16	<20	A	9	0.16	<20	A	9	0.16	<20	A	9	0.16	<20	A	9	0.16	<20
Driveway WBL	D	28	0.35	26	D	28	0.31	26	D	29	0.34	36	D	30	0.36	28	D	31	0.35	38
Driveway WBR	C	15	0.31	30	C	15	0.35	32	C	16	0.40	47	C	16	0.33	32	C	17	0.41	49

LOS level-of-service  
 Del Average intersection delay, measured in seconds  
 v/c Volume to capacity ratio  
 95<sup>th</sup> Q Percentile queues measured in feet  
 \* Intersection analyzed using Sim Traffic  
 † SimTraffic does not does compute volume/capacity ratio

**TABLE 6-2: Weekday Evening Peak Hour Signalized Intersection Operations Summary**

Intersection / Lane Group	2019 Existing					2021 Opening Year No-Build					2021 Opening Year Build					2031 Horizon No-Build					2031 Horizon Build									
	LOS	Del	V/C	50 <sup>th</sup> Q	95 <sup>th</sup> Q	LOS	Del	V/C	50 <sup>th</sup> Q	95 <sup>th</sup> Q	LOS	Del	V/C	50 <sup>th</sup> Q	95 <sup>th</sup> Q	LOS	Del	V/C	50 <sup>th</sup> Q	95 <sup>th</sup> Q	LOS	Del	V/C	50 <sup>th</sup> Q	95 <sup>th</sup> Q					
<b>Main St/Newmarket Rd/Dover Rd/Hotel Driveway</b>																														
Main St EBL	A	8	0.01	1	3	A	8	0.01	1	3	A	8	0.01	1	3	A	8	0.01	<20	<20	A	8	0.01	<20	<20					
Main St EBT	C	34	0.78	232	#490	D	35	0.8	236	#498	D	36	0.8	240	#506	D	41	0.85	256	#542	D	42	0.86	260	#549					
Main St EBR	A	5	0.32	0	50	A	5	0.32	0	50	A	5	0.32	0	51	A	5	0.34	<20	53	A	5	0.34	<20	52					
Dover Rd WBL	B	15	0.70	81	175	B	16	0.72	86	181	B	16	0.72	89	184	B	20	0.75	112	211	C	20	0.76	115	214					
Dover Rd WBT/R	A	7	0.25	48	123	A	7	0.25	49	124	A	7	0.25	49	124	A	7	0.26	51	130	A	7	0.26	51	130					
Newmarket Rd NBL/T	E	55	0.74	70	#186	E	56	0.75	70	#187	E	56	0.75	71	#188	E	59	0.78	75	#198	E	60	0.78	76	#201					
Newmarket Rd NBR	B	11	0.71	0	90	B	11	0.72	0	90	B	11	0.72	0	90	B	11	0.73	<20	94	B	11	0.73	<20	94					
Hotel Driveway SBL/T/R	C	26	0.07	2	17	C	26	0.07	2	17	C	26	0.07	2	17	C	26	0.07	<20	<20	C	26	0.07	<20	<20					
<b>Overall Intersection</b>	<b>B</b>	<b>20</b>	<b>0.78</b>			<b>C</b>	<b>20</b>	<b>0.80</b>			<b>C</b>	<b>21</b>	<b>0.80</b>			<b>C</b>	<b>23</b>	<b>0.82</b>			<b>C</b>	<b>23</b>	<b>0.86</b>							

LOS level-of-service  
 Del Average intersection delay, measured in seconds  
 v/c Volume to capacity ratio  
 50<sup>th</sup> Q and 95<sup>th</sup> Q Percentile queues measured in feet  
 # 95<sup>th</sup> percentile volume exceeds capacity, queue may be longer

**Tighe&Bond**

**APPENDIX A**

**SITE DATA:**  
(BASED ON TOWN OF DURHAM ZONING ORDINANCE, DATE VARIES/VESTED)  
ZONING DISTRICT: CENTRAL BUSINESS DISTRICT (CB)  
PERMITTED USES: PARKING, RESTAURANT, RETAIL, OFFICES, MIXED USE/RESIDENTIAL, BANK WITH DRIVE-THROUGH

**DIMENSIONAL REQUIREMENTS:**

	REQUIRED	PROPOSED
MINIMUM LOT SIZE:	5,000 SF	449,341 SF
MINIMUM LOT AREA PER UNIT:	1,200 SF	1,742 SF (258 UNITS)
MAXIMUM OCCUPANTS:	N/A	258
MINIMUM STREET FRONTAGE:	50 FT	475 FT
MINIMUM FRONT YARD SETBACK:	N/A	N/A
SIDE SETBACK:	N/A	N/A
REAR SETBACK:	N/A	N/A
MAXIMUM IMPERVIOUS SURFACE RATIO:	100%	<100%
MAXIMUM BUILDING HEIGHT:	30 FT	<41 FT
	(50 FT W/ PB APPROVAL)	
MAXIMUM BUILDING HEIGHT (MIXED USE):	4 STORIES	4 STORIES
MINIMUM BUFFER STRIP TO PROPERTY LINE:	5 FT	10 FT
MINIMUM BUFFER STRIP TO ROW:	0 FT	>10 FT

**AREA CALCULATIONS:**

	EXISTING	PROPOSED
IMPERVIOUS (ACRES)	6.33	6.73
EFFECTIVE IMPERVIOUS COVER (ACRES)	6.33	0.19

**PARKING REQUIREMENTS:**

	REQUIRED	PROPOSED
STANDARD STALL DIMENSIONS:	9 FT X 18 FT	9 FT X 18 FT
COMPACT STALL DIMENSIONS:	8 FT X 16 FT	8 FT X 16-18 FT
MINIMUM AISLE WIDTH:	22 FT	24 FT
MINIMUM DRIVEWAY WIDTH:	22 FT	24 FT
NUMBER OF ACCESSIBLE SPACES:	12 SPACES	15 SPACES
	2% OF TOTAL FOR 501 TO 1000 SPACES	

**NON-RESIDENTIAL PARKING REQUIREMENTS**

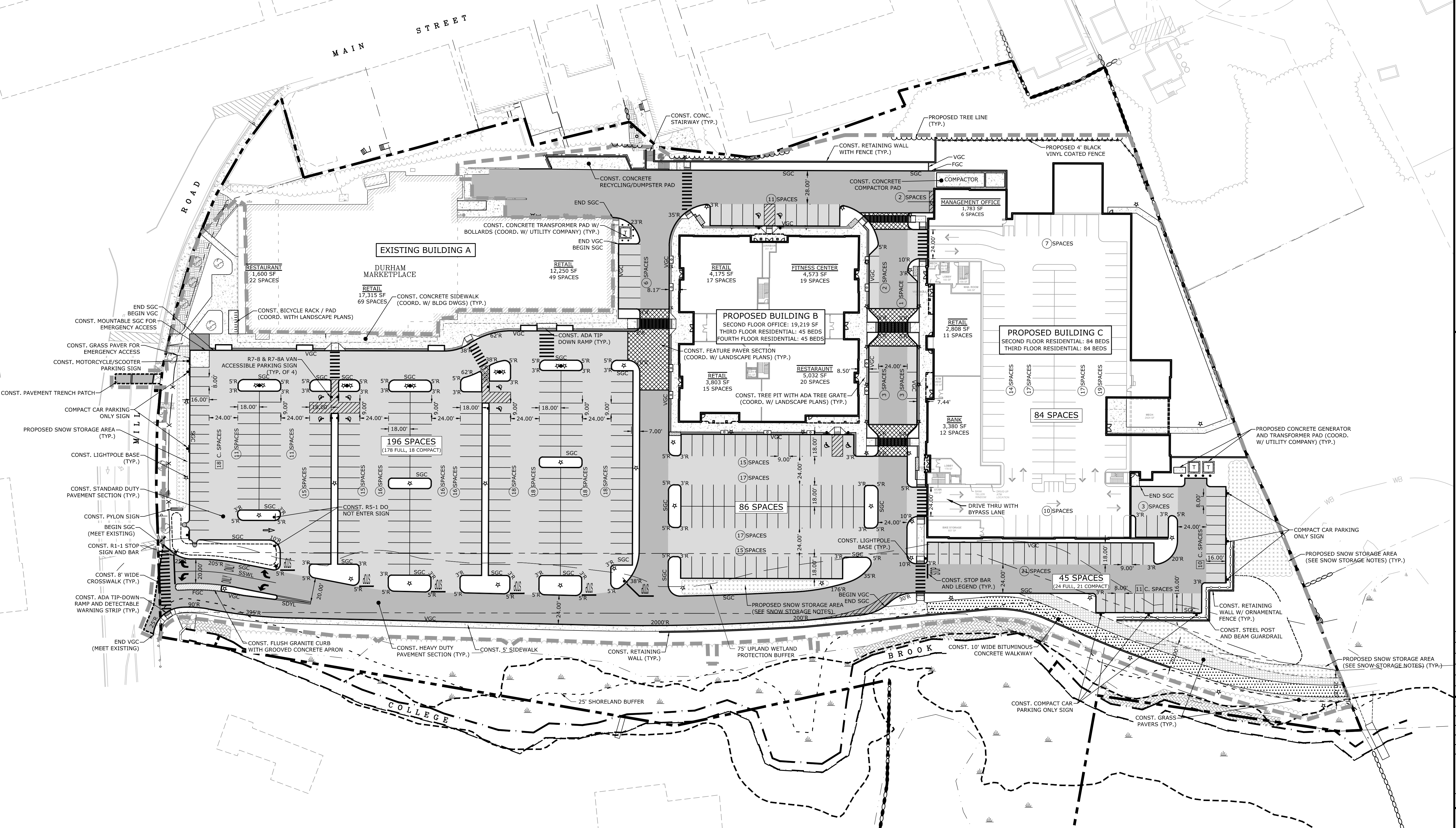
	REQUIRED	PROPOSED
BANK: 1 PER 250 SF (3,505 SF)	14 SPACES	16 + 6 SPACES
RESTAURANT <4,000 SF: 1 PER 100 SF + 1 PER EMPLOYEE (1,600 SF)	46 SPACES	64 SPACES
RESTAURANT >4,000 SF: 40 + 1 PER 200 SF OVER 4,000 SF (5,032 SF)	64 SPACES	192 SPACES
PROFESSIONAL OFFICE: 1 PER 350 SF (22,226 SF)	64 SPACES	64 SPACES
RETAIL/COMMERCIAL: 1 PER 250 SF (47,887 SF)	192 SPACES	192 SPACES
<b>NON-RESIDENTIAL TOTAL: (80,250 SF)</b>	<b>338 SPACES</b>	<b>411 SPACES</b>

**RESIDENTIAL PARKING REQUIREMENTS**

	REQUIRED	PROPOSED
DWELLING UNITS: 1 PER RESIDENT (258 BEDS)	258 SPACES	0 SPACES
<b>RESIDENTIAL TOTAL: (258 BEDS)</b>	<b>258 SPACES</b>	<b>0 SPACES</b>
<b>TOTAL PARKING REQUIREMENTS</b>	<b>596 SPACES</b>	<b>411 SPACES (1)</b>

**PARKING NOTES:**  
(1) EXISTING SITE CONTAINS 345 PARKING SPACES. THE PROPOSED 411 SPACES CONSIST OF 327 SURFACE PARKING (39 COMPACT, 288 STANDARD) PLUS 84 GARAGE SPACES.  
(2) PER AGREEMENT WITH TOWN OF DURHAM, DATED DECEMBER 14, 2015, PARKING ON SITE SHALL BE INCREASED BEYOND THE 345 SPACES THAT CURRENTLY EXIST.  
(3) SECTION 175-112.A., OF THE DURHAM ZONING ORDINANCE ALLOWS AN EXEMPTION FROM THE PARKING REQUIREMENTS IN THE CENTRAL BUSINESS DISTRICT. THIS PLAN REQUIRES AN EXEMPTION OF 15 PARKING SPACES.

**SNOW STORAGE NOTES:**  
(1) SNOW SHALL NOT BE STORED ALONG COLLEGE BROOK OR IN THE PROPOSED STORMWATER TREATMENT AREAS, INCLUDING THE GRAVEL WETLAND AND RAIN GARDEN.  
(2) SNOW THAT CANNOT BE STORED ON SITE SHALL BE REMOVED FROM THE SITE.  
(3) SNOW STORAGE AND REMOVAL OPERATIONS SHALL AVOID DAMAGING LANDSCAPING TO THE EXTENT FEASIBLE. LANDSCAPING THAT HAS BEEN DAMAGED SHALL BE REPLACED.



**Tighe & Bond**  
Engineers | Environmental Specialists

**HARRIMAN**  
AUBURN PORTLAND PORTSMOUTH BOSTON

Harriman Project No. 16117

**PERMIT DRAWINGS  
NOT FOR CONSTRUCTION**

SCALE IN FEET  
0 40 80'  
GRAPHIC SCALE

**Mill Plaza  
Redevelopment**

Colonial Durham  
Associates, LP

7 Mill Road, Unit L  
Durham,  
New Hampshire 03824

3	7/13/2020	REV. FOR TRAFFIC STUDY
2	5/20/2020	RESPONSE TO COMMENTS
1	1/2/2020	GENERAL REVISIONS
MARK	DATE	DESCRIPTION
PROJECT NO.:	M1529-002	
DATE:	5/23/2018	
FILE:	M1529-002_C-SITE.dwg	
DRAWN BY:	EGD	
CHECKED:	JMP	
APPROVED:	BLM	

SITE PLAN

SCALE: AS SHOWN

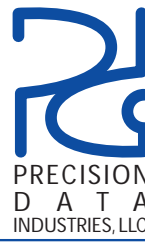
C-102

Last Saved: 7/31/2020  
 Plotted On: Jul 31, 2020 8:53am By: Edoremus  
 Tighe & Bond: 31 Mill Plaza  
 Figures AutoCAD: Sheet Figures 02/00731 - M1529-002\_C-SITE.dwg  
 L:\002-Mill Plaza Drawings - Figures AutoCAD: Sheet Figures 02/00731 - M1529-002\_C-SITE.dwg

**Tighe&Bond**

**APPENDIX B**

PDI File #: **186243 A**  
 Location: **N: Driveway S: Mill Road**  
 Location: **E: Main Street W: Main Street**  
 City, State: **Durham, NH**  
 Client: **Tighe & Bond/ V. Kalikiri**  
 Site Code: **22-1529-002**  
 Count Date: **Tuesday, May 08, 2018**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



46 Morton Street, Framingham, MA 01702  
 Office: 508-875-0100 Fax: 508-875-0118  
 Email: datarequests@pdillc.com

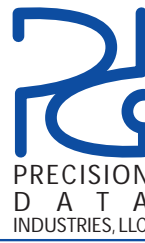
**Cars and Heavy Vehicles (Combined)**

	Driveway					Main Street					Mill Road					Main Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	97	0	1	0	98	0	135	1	0	136	234
4:15 PM	0	0	0	0	0	0	0	0	0	0	87	0	4	0	91	0	129	1	0	130	221
4:30 PM	0	0	0	0	0	0	0	0	0	0	115	0	0	0	115	0	149	0	0	149	264
4:45 PM	0	0	0	0	0	0	0	0	0	0	135	0	1	0	136	0	160	1	0	161	297
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	434	0	6	0	440	0	573	3	0	576	1016
5:00 PM	0	0	0	0	0	0	0	0	0	0	121	0	0	0	121	0	163	1	0	164	285
5:15 PM	0	0	0	0	0	0	0	0	0	0	111	0	0	0	111	0	113	0	0	113	224
5:30 PM	0	0	0	0	0	0	0	0	0	0	92	0	0	0	92	0	139	0	0	139	231
5:45 PM	0	0	0	0	0	0	0	0	0	0	114	1	0	0	115	0	110	1	0	111	226
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	438	1	0	0	439	0	525	2	0	527	966
Grand Total	0	0	0	0	0	0	0	0	0	0	872	1	6	0	879	0	1098	5	0	1103	1982
Approach %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	99.2	0.1	0.7	0.0	0.0	99.5	0.5	0.0			
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	44.0	0.1	0.3	0.0	44.3	0.0	55.4	0.3	0.0	55.7	
Exiting Leg Total	6					1970					0					6					1982
Cars	0	0	0	0	0	0	0	0	0	0	870	1	6	0	877	0	1067	5	0	1072	1949
% Cars	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	99.8	100.0	100.0	0.0	99.8	0.0	97.2	100.0	0.0	97.2	98.3
Exiting Leg Total	6					1937					0					6					1949
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	31	0	0	31	33
% Heavy Vehicles	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.2	0.0	2.8	0.0	0.0	2.8	1.7
Exiting Leg Total	0					33					0					0					33

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

	Driveway					Main Street					Mill Road					Main Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:30 PM	0	0	0	0	0	0	0	0	0	0	115	0	0	0	115	0	149	0	0	149	264
4:45 PM	0	0	0	0	0	0	0	0	0	0	135	0	1	0	136	0	160	1	0	161	297
5:00 PM	0	0	0	0	0	0	0	0	0	0	121	0	0	0	121	0	163	1	0	164	285
5:15 PM	0	0	0	0	0	0	0	0	0	0	111	0	0	0	111	0	113	0	0	113	224
Total Volume	0	0	0	0	0	0	0	0	0	0	482	0	1	0	483	0	585	2	0	587	1070
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	99.8	0.0	0.2	0.0	0.0	99.7	0.3	0.0			
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.893	0.000	0.250	0.000	0.888	0.000	0.897	0.500	0.000	0.895	0.901
Cars	0	0	0	0	0	0	0	0	0	0	481	0	1	0	482	0	570	2	0	572	1054
Cars %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	99.8	0.0	100.0	0.0	99.8	0.0	97.4	100.0	0.0	97.4	98.5
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	15	0	0	15	16
Heavy Vehicles %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.2	0.0	2.6	0.0	0.0	2.6	1.5
Cars Enter Leg	0	0	0	0	0	0	0	0	0	0	481	0	1	0	482	0	570	2	0	572	1054
Heavy Enter Leg	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	15	0	0	15	16
Total Entering Leg	0	0	0	0	0	0	0	0	0	0	482	0	1	0	483	0	585	2	0	587	1070
Cars Exiting Leg	2					1051					0					1					1054
Heavy Exiting Leg	0					16					0					0					16
Total Exiting Leg	2					1067					0					1					1070

PDI File #: **186243 A**  
 Location: **N: Driveway S: Mill Road**  
 Location: **E: Main Street W: Main Street**  
 City, State: **Durham, NH**  
 Client: **Tighe & Bond/ V. Kalikiri**  
 Site Code: **22-1529-002**  
 Count Date: **Tuesday, May 08, 2018**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



46 Morton Street, Framingham, MA 01702  
 Office: 508-875-0100 Fax: 508-875-0118  
 Email: datarequests@pdillc.com

**Cars-Combined (Motorcycles, Cars, Light Goods)**

	Driveway					Main Street					Mill Road					Main Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	97	0	1	0	98	0	129	1	0	130	228
4:15 PM	0	0	0	0	0	0	0	0	0	0	87	0	4	0	91	0	125	1	0	126	217
4:30 PM	0	0	0	0	0	0	0	0	0	0	115	0	0	0	115	0	145	0	0	145	260
4:45 PM	0	0	0	0	0	0	0	0	0	0	134	0	1	0	135	0	156	1	0	157	292
Total	0	0	0	0	0	0	0	0	0	0	433	0	6	0	439	0	555	3	0	558	997
5:00 PM	0	0	0	0	0	0	0	0	0	0	121	0	0	0	121	0	159	1	0	160	281
5:15 PM	0	0	0	0	0	0	0	0	0	0	111	0	0	0	111	0	110	0	0	110	221
5:30 PM	0	0	0	0	0	0	0	0	0	0	92	0	0	0	92	0	135	0	0	135	227
5:45 PM	0	0	0	0	0	0	0	0	0	0	113	1	0	0	114	0	108	1	0	109	223
Total	0	0	0	0	0	0	0	0	0	0	437	1	0	0	438	0	512	2	0	514	952
Grand Total	0	0	0	0	0	0	0	0	0	0	870	1	6	0	877	0	1067	5	0	1072	1949
Approach %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	99.2	0.1	0.7	0.0		0.0	99.5	0.5	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	44.6	0.1	0.3	0.0	45.0	0.0	54.7	0.3	0.0	55.0	
Exiting Leg Total						6						1937						0	6	1949	

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

	Driveway					Main Street					Mill Road					Main Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:30 PM	0	0	0	0	0	0	0	0	0	0	115	0	0	0	115	0	145	0	0	145	260
4:30 PM	0	0	0	0	0	0	0	0	0	0	134	0	1	0	135	0	156	1	0	157	292
4:45 PM	0	0	0	0	0	0	0	0	0	0	121	0	0	0	121	0	159	1	0	160	281
5:00 PM	0	0	0	0	0	0	0	0	0	0	111	0	0	0	111	0	110	0	0	110	221
5:15 PM	0	0	0	0	0	0	0	0	0	0	481	0	1	0	482	0	570	2	0	572	1054
Total Volume	0	0	0	0	0	0	0	0	0	0	481	0	1	0	482	0	570	2	0	572	1054
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	99.8	0.0	0.2	0.0		0.0	99.7	0.3	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.897	0.000	0.250	0.000	0.893	0.000	0.896	0.500	0.000	0.894	0.902
Entering Leg	0	0	0	0	0	0	0	0	0	0	481	0	1	0	482	0	570	2	0	572	1054
Exiting Leg						2						1051						0	1	1054	
Total						2						1051						482	573	2108	

PDI File #: **186243 A**  
 Location: **N: Driveway S: Mill Road**  
 Location: **E: Main Street W: Main Street**  
 City, State: **Durham, NH**  
 Client: **Tighe & Bond/ V. Kalikiri**  
 Site Code: **22-1529-002**  
 Count Date: **Tuesday, May 08, 2018**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



46 Morton Street, Framingham, MA 01702  
 Office: 508-875-0100 Fax: 508-875-0118  
 Email: datarequests@pdillc.com

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

	Driveway					Main Street					Mill Road					Main Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	6
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	4
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	4
4:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	4	0	0	4	5
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>19</b>
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	4
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	4
5:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	0	0	2	3
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>14</b>
<b>Grand Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>31</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>33</b>
Approach %	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.1	0.0	0.0	0.0	6.1	0.0	93.9	0.0	0.0	93.9	
Exiting Leg Total	0					33					0					0					33
Buses	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	24	0	0	24	25
% Buses	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	50.0	0.0	77.4	0.0	0.0	77.4	75.8
Exiting Leg Total	0					25					0					0					25
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	5	0	0	5	6
% Single-Unit	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	50.0	0.0	16.1	0.0	0.0	16.1	18.2
Exiting Leg Total	0					6					0					0					6
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
% Articulated	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.5	0.0	0.0	6.5	6.1
Exiting Leg Total	0					2					0					0					2

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

	Driveway					Main Street					Mill Road					Main Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	6
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	4
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	4
4:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	4	0	0	4	5
<b>Total Volume</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>19</b>
% Approach Total	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.750	0.000	0.000	0.750	0.792
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	0	0	13	13
Buses %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	72.2	0.0	0.0	72.2	68.4
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	3	0	0	3	4
Single-Unit %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	100.0	0.0	16.7	0.0	0.0	16.7	21.1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
Articulated %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11.1	0.0	0.0	11.1	10.5
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	0	0	13	13
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	3	0	0	3	4
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
Total Entering Leg	0					19					0					18					19
Buses	0					13					0					0					13
Single-Unit Trucks	0					4					0					0					4
Articulated Trucks	0					2					0					0					2
Total Exiting Leg	0					19					0					0					19



PDI File #: **186243 A**  
 Location: **N: Driveway S: Mill Road**  
 Location: **E: Main Street W: Main Street**  
 City, State: **Durham, NH**  
 Client: **Tighe & Bond/ V. Kalikiri**  
 Site Code: **22-1529-002**  
 Count Date: **Tuesday, May 08, 2018**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



46 Morton Street, Framingham, MA 01702  
 Office: 508-875-0100 Fax: 508-875-0118  
 Email: datarequests@pdillc.com

**Cars**

	Driveway					Main Street					Mill Road					Main Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	83	0	1	0	84	0	114	1	0	115	199
4:15 PM	0	0	0	0	0	0	0	0	0	0	81	0	3	0	84	0	111	1	0	112	196
4:30 PM	0	0	0	0	0	0	0	0	0	0	108	0	0	0	108	0	123	0	0	123	231
4:45 PM	0	0	0	0	0	0	0	0	0	0	126	0	0	0	126	0	131	1	0	132	258
Total	0	0	0	0	0	0	0	0	0	0	398	0	4	0	402	0	479	3	0	482	884
5:00 PM	0	0	0	0	0	0	0	0	0	0	108	0	0	0	108	0	142	1	0	143	251
5:15 PM	0	0	0	0	0	0	0	0	0	0	99	0	0	0	99	0	101	0	0	101	200
5:30 PM	0	0	0	0	0	0	0	0	0	0	81	0	0	0	81	0	121	0	0	121	202
5:45 PM	0	0	0	0	0	0	0	0	0	0	96	1	0	0	97	0	91	1	0	92	189
Total	0	0	0	0	0	0	0	0	0	0	384	1	0	0	385	0	455	2	0	457	842
Grand Total	0	0	0	0	0	0	0	0	0	0	782	1	4	0	787	0	934	5	0	939	1726
Approach %	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		99.4	0.1	0.5	0.0		0.0	99.5	0.5	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	45.3	0.1	0.2	0.0	45.6	0.0	54.1	0.3	0.0	54.4	
Exiting Leg Total						6						1716						0	4	1726	

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

	Driveway					Main Street					Mill Road					Main Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:30 PM	0	0	0	0	0	0	0	0	0	0	108	0	0	0	108	0	123	0	0	123	231
4:45 PM	0	0	0	0	0	0	0	0	0	0	126	0	0	0	126	0	131	1	0	132	258
5:00 PM	0	0	0	0	0	0	0	0	0	0	108	0	0	0	108	0	142	1	0	143	251
5:15 PM	0	0	0	0	0	0	0	0	0	0	99	0	0	0	99	0	101	0	0	101	200
Total Volume	0	0	0	0	0	0	0	0	0	0	441	0	0	0	441	0	497	2	0	499	940
% Approach Total	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0		0.0	99.6	0.4	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.875	0.000	0.000	0.000	0.875	0.000	0.875	0.500	0.000	0.872	0.911
Entering Leg	0	0	0	0	0	0	0	0	0	0	441	0	0	0	441	0	497	2	0	499	940
Exiting Leg						2						938						0	940		
Total						2						938						441	499	1880	

PDI File #: **186243 A**  
 Location: **N: Driveway S: Mill Road**  
 Location: **E: Main Street W: Main Street**  
 City, State: **Durham, NH**  
 Client: **Tighe & Bond/ V. Kalikiri**  
 Site Code: **22-1529-002**  
 Count Date: **Tuesday, May 08, 2018**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



46 Morton Street, Framingham, MA 01702  
 Office: 508-875-0100 Fax: 508-875-0118  
 Email: datarequests@pdillc.com

**Light Goods Vehicle**

	Driveway					Main Street					Mill Road					Main Street					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
4:00 PM	0	0	0	0	0	0	0	0	0	0	11	0	0	0	11	0	11	0	0	11	22	
4:15 PM	0	0	0	0	0	0	0	0	0	0	6	0	1	0	7	0	8	0	0	8	15	
4:30 PM	0	0	0	0	0	0	0	0	0	0	7	0	0	0	7	0	17	0	0	17	24	
4:45 PM	0	0	0	0	0	0	0	0	0	0	7	0	0	0	7	0	17	0	0	17	24	
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	31	0	1	0	32	0	53	0	0	53	85	
5:00 PM	0	0	0	0	0	0	0	0	0	0	11	0	0	0	11	0	10	0	0	10	21	
5:15 PM	0	0	0	0	0	0	0	0	0	0	8	0	0	0	8	0	7	0	0	7	15	
5:30 PM	0	0	0	0	0	0	0	0	0	0	9	0	0	0	9	0	9	0	0	9	18	
5:45 PM	0	0	0	0	0	0	0	0	0	0	10	0	0	0	10	0	9	0	0	9	19	
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	38	0	0	0	38	0	35	0	0	35	73	
<b>Grand Total</b>	0	0	0	0	0	0	0	0	0	0	69	0	1	0	70	0	88	0	0	88	158	
Approach %	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		98.6	0.0	1.4	0.0		0.0	100.0	0.0	0.0			
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	43.7	0.0	0.6	0.0	44.3	0.0	55.7	0.0	0.0	55.7		
Exiting Leg Total						0					157					0					1	158

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

	Driveway					Main Street					Mill Road					Main Street					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
4:00 PM	0	0	0	0	0	0	0	0	0	0	11	0	0	0	11	0	11	0	0	11	22	
4:15 PM	0	0	0	0	0	0	0	0	0	0	6	0	1	0	7	0	8	0	0	8	15	
4:30 PM	0	0	0	0	0	0	0	0	0	0	7	0	0	0	7	0	17	0	0	17	24	
4:45 PM	0	0	0	0	0	0	0	0	0	0	7	0	0	0	7	0	17	0	0	17	24	
<b>Total Volume</b>	0	0	0	0	0	0	0	0	0	0	31	0	1	0	32	0	53	0	0	53	85	
% Approach Total	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		96.9	0.0	3.1	0.0		0.0	100.0	0.0	0.0			
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.705	0.000	0.250	0.000	0.727	0.000	0.779	0.000	0.000	0.779	0.885	
Entering Leg	0	0	0	0	0	0	0	0	0	0	31	0	1	0	32	0	53	0	0	53	85	
Exiting Leg						0					84					0					1	85
<b>Total</b>						0					84					32					54	170

PDI File #: **186243 A**  
 Location: **N: Driveway S: Mill Road**  
 Location: **E: Main Street W: Main Street**  
 City, State: **Durham, NH**  
 Client: **Tighe & Bond/ V. Kalikiri**  
 Site Code: **22-1529-002**  
 Count Date: **Tuesday, May 08, 2018**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



46 Morton Street, Framingham, MA 01702  
 Office: 508-875-0100 Fax: 508-875-0118  
 Email: datarequests@pdillc.com

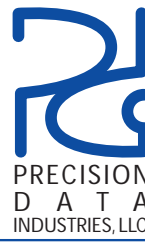
**Buses**

	Driveway					Main Street					Mill Road					Main Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	5
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	0	0	13	13
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	4
5:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	2
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	11	0	0	11	12
<b>Grand Total</b>	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	24	0	0	24	25
Approach %	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	0.0	0.0	0.0	4.0	0.0	96.0	0.0	0.0	96.0	
Exiting Leg Total	0					25					0					0					25

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

4:00 PM	Driveway					Main Street					Mill Road					Main Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	5
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
<b>Total Volume</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	0	0	13	13
<b>% Approach Total</b>	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.650	0.000	0.000	0.650	0.650
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	0	0	13	13
Exiting Leg	0					13					0					0					13
<b>Total</b>	0					13					0					13					26

PDI File #: **186243 A**  
 Location: **N: Driveway S: Mill Road**  
 Location: **E: Main Street W: Main Street**  
 City, State: **Durham, NH**  
 Client: **Tighe & Bond/ V. Kalikiri**  
 Site Code: **22-1529-002**  
 Count Date: **Tuesday, May 08, 2018**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



46 Morton Street, Framingham, MA 01702  
 Office: 508-875-0100 Fax: 508-875-0118  
 Email: datarequests@pdillc.com

**Single-Unit Trucks**

	Driveway					Main Street					Mill Road					Main Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	3	0	0	3	4
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
<b>Grand Total</b>	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	5	0	0	5	6
Approach %	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16.7	0.0	0.0	0.0	16.7	0.0	83.3	0.0	0.0	83.3	
Exiting Leg Total	0					6					0					0					6

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

4:00 PM	Driveway					Main Street					Mill Road					Main Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
<b>Total Volume</b>	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	3	0	0	3	4
<b>% Approach Total</b>	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.750	0.000	0.000	0.750	1.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	3	0	0	3	4
Exiting Leg	0					4					0					0					4
<b>Total</b>	0					4					1					3					8

PDI File #: **186243 A**  
 Location: **N: Driveway S: Mill Road**  
 Location: **E: Main Street W: Main Street**  
 City, State: **Durham, NH**  
 Client: **Tighe & Bond/ V. Kalikiri**  
 Site Code: **22-1529-002**  
 Count Date: **Tuesday, May 08, 2018**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



46 Morton Street, Framingham, MA 01702  
 Office: 508-875-0100 Fax: 508-875-0118  
 Email: datarequests@pdillc.com

**Articulated Trucks**

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

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

4:00 PM	Driveway					Main Street					Mill Road					Main Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
% Approach Total	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.500	0.500
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
Exiting Leg	0					2					0					0					2
Total	0					2					0					2					4

PDI File #: 186243 A  
 Location: N: Driveway S: Mill Road  
 Location: E: Main Street W: Main Street  
 City, State: Durham, NH  
 Client: Tighe & Bond/ V. Kalikiri  
 Site Code: 22-1529-002  
 Count Date: Tuesday, May 08, 2018  
 Start Time: 4:00 PM  
 End Time: 6:00 PM  
 Class:



46 Morton Street, Framingham, MA 01702  
 Office: 508-875-0100 Fax: 508-875-0118  
 Email: datarequests@pdillc.com

**Bicycles (on Roadway and Crosswalks)**

	Driveway							Main Street							Mill Road							Main Street							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1			
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1				
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2				
5:00 PM	0	0	0	0	2	1	3	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	4				
5:15 PM	0	0	0	0	0	0	0	0	0	0	2	0	2	1	0	0	0	0	0	0	1	0	1	0	4				
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
5:45 PM	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2				
Total	0	0	0	0	3	1	4	0	0	0	0	2	1	3	1	0	0	0	0	0	1	0	2	0	10				
Grand Total	0	0	0	0	3	1	4	0	0	0	0	2	1	3	1	0	0	0	0	0	1	0	4	0	12				
Approach %	0.0	0.0	0.0	0.0	75.0	25.0		0.0	0.0	0.0	0.0	66.7	33.3		100.0	0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0				
Total %	0.0	0.0	0.0	0.0	25.0	8.3	33.3	0.0	0.0	0.0	0.0	16.7	8.3	25.0	8.3	0.0	0.0	0.0	0.0	0.0	8.3	0.0	33.3	0.0	33.3				
Exiting Leg Total	4							8							0							0							12

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

	Driveway							Main Street							Mill Road							Main Street							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
5:00 PM	0	0	0	0	2	1	3	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	4				
5:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	2	1	0	0	0	0	0	0	1	0	1	0	4				
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
5:30 PM	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2				
Total Volume	0	0	0	0	3	1	4	0	0	0	0	2	1	3	1	0	0	0	0	0	1	0	2	0	10				
% Approach Total	0.0	0.0	0.0	0.0	75.0	25.0		0.0	0.0	0.0	0.0	66.7	33.3		100.0	0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0				
PHF	0.000	0.000	0.000	0.000	0.375	0.250	0.333	0.000	0.000	0.000	0.000	0.250	0.250	0.375	0.250	0.000	0.000	0.000	0.000	0.250		0.000	0.500	0.000	0.625				
Entering Leg	0	0	0	0	3	1	4	0	0	0	0	2	1	3	1	0	0	0	0	0	1	0	2	0	10				
Exiting Leg	4							6							0							0							10
Total	8							9							1							2							20

PDI File #: 186243 A  
 Location: N: Driveway S: Mill Road  
 Location: E: Main Street W: Main Street  
 City, State: Durham, NH  
 Client: Tighe & Bond/ V. Kalikiri  
 Site Code: 22-1529-002  
 Count Date: Tuesday, May 08, 2018  
 Start Time: 4:00 PM  
 End Time: 6:00 PM  
 Class:



46 Morton Street, Framingham, MA 01702  
 Office: 508-875-0100 Fax: 508-875-0118  
 Email: datarequests@pdillc.com

**Pedestrians**

	Driveway							Main Street							Mill Road							Main Street							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
4:00 PM	0	0	0	0	55	31	86	0	0	0	0	0	1	1	0	0	0	0	7	4	11	0	0	0	0	0	0	0	98
4:15 PM	0	0	0	0	44	44	88	0	0	0	0	1	0	1	0	0	0	0	5	16	21	0	0	0	0	0	0	0	110
4:30 PM	0	0	0	0	31	32	63	0	0	0	0	1	6	7	0	0	0	0	7	13	20	0	0	0	0	0	0	0	90
4:45 PM	0	0	0	0	33	28	61	0	0	0	0	1	7	8	0	0	0	0	7	14	21	0	0	0	0	0	0	0	90
Total	0	0	0	0	163	135	298	0	0	0	0	3	14	17	0	0	0	0	26	47	73	0	0	0	0	0	0	0	388
5:00 PM	0	0	0	0	40	40	80	0	0	0	0	1	4	5	0	0	0	0	9	16	25	0	0	0	0	0	0	0	110
5:15 PM	0	0	0	0	31	27	58	0	0	0	0	0	5	5	0	0	0	0	15	10	25	0	0	0	0	0	0	0	88
5:30 PM	0	0	0	0	33	24	57	0	0	0	0	2	4	6	0	0	0	0	9	14	23	0	0	0	0	0	0	0	86
5:45 PM	0	0	0	0	25	36	61	0	0	0	0	2	1	3	0	0	0	0	17	13	30	0	0	0	0	0	0	0	94
Total	0	0	0	0	129	127	256	0	0	0	0	5	14	19	0	0	0	0	50	53	103	0	0	0	0	0	0	0	378
Grand Total	0	0	0	0	292	262	554	0	0	0	0	8	28	36	0	0	0	0	76	100	176	0	0	0	0	0	0	0	766
Approach %	0	0	0	0	52.7	47.3		0	0	0	0	22.2	77.8		0	0	0	0	43.2	56.8		0	0	0	0	0	0	0	
Total %	0	0	0	0	38.1	34.2	72.3	0	0	0	0	1.04	3.66	4.7	0	0	0	0	9.92	13.1	23	0	0	0	0	0	0	0	
Exiting Leg Total	554							36							176							0	766						

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

4:15 PM	Driveway							Main Street							Mill Road							Main Street							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
4:15 PM	0	0	0	0	44	44	88	0	0	0	0	1	0	1	0	0	0	0	5	16	21	0	0	0	0	0	0	0	110
4:30 PM	0	0	0	0	31	32	63	0	0	0	0	1	6	7	0	0	0	0	7	13	20	0	0	0	0	0	0	0	90
4:45 PM	0	0	0	0	33	28	61	0	0	0	0	1	7	8	0	0	0	0	7	14	21	0	0	0	0	0	0	0	90
5:00 PM	0	0	0	0	40	40	80	0	0	0	0	1	4	5	0	0	0	0	9	16	25	0	0	0	0	0	0	0	110
Total Volume	0	0	0	0	148	144	292	0	0	0	0	4	17	21	0	0	0	0	28	59	87	0	0	0	0	0	0	0	400
% Approach Total	0.0	0.0	0.0	0.0	50.7	49.3		0.0	0.0	0.0	0.0	19.0	81.0		0.0	0.0	0.0	0.0	32.2	67.8		0.0	0.0	0.0	0.0	0.0	0.0	0.0	
PHF	0.000	0.000	0.000	0.000	0.841	0.818	0.830	0.000	0.000	0.000	0.000	1.000	0.607	0.656	0.000	0.000	0.000	0.000	0.778	0.922	0.870	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.909
Entering Leg	0	0	0	0	148	144	292	0	0	0	0	4	17	21	0	0	0	0	28	59	87	0	0	0	0	0	0	0	400
Exiting Leg	292							21							87							0	400						
Total	584							42							174							0	800						

PDI File #: **186243 C**  
 Location: **N: Mill Road S: Mill Road**  
 Location: **E: Mill Road Plaza Driveway**  
 City, State: **Durham, NH**  
 Client: **Tighe & Bond/ V. Kalikiri**  
 Site Code: **22-1529-002**  
 Count Date: **Tuesday, May 08, 2018**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



46 Morton Street, Framingham, MA 01702  
 Office: 508-875-0100 Fax: 508-875-0118  
 Email: datarequests@pdillc.com

**Cars and Heavy Vehicles (Combined)**

	Mill Road				Mill Road Plaza Driveway				Mill Road				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:00 PM	40	36	0	76	32	12	0	44	24	58	0	82	202
4:15 PM	40	35	0	75	34	27	0	61	19	57	0	76	212
4:30 PM	42	45	0	87	45	10	0	55	19	77	0	96	238
4:45 PM	44	44	0	88	49	16	0	65	30	82	0	112	265
<b>Total</b>	<b>166</b>	<b>160</b>	<b>0</b>	<b>326</b>	<b>160</b>	<b>65</b>	<b>0</b>	<b>225</b>	<b>92</b>	<b>274</b>	<b>0</b>	<b>366</b>	<b>917</b>
5:00 PM	53	35	0	88	45	18	0	63	20	83	0	103	254
5:15 PM	50	40	0	90	36	20	0	56	21	71	0	92	238
5:30 PM	42	36	0	78	43	20	0	63	21	49	0	70	211
5:45 PM	47	38	0	85	51	10	0	61	14	64	0	78	224
<b>Total</b>	<b>192</b>	<b>149</b>	<b>0</b>	<b>341</b>	<b>175</b>	<b>68</b>	<b>0</b>	<b>243</b>	<b>76</b>	<b>267</b>	<b>0</b>	<b>343</b>	<b>927</b>
Grand Total	358	309	0	667	335	133	0	468	168	541	0	709	1844
Approach %	53.7	46.3	0.0		71.6	28.4	0.0		23.7	76.3	0.0		
Total %	19.4	16.8	0.0	36.2	18.2	7.2	0.0	25.4	9.1	29.3	0.0	38.4	
Exiting Leg Total				876				477				491	1844
Cars	350	307	0	657	333	133	0	466	168	541	0	709	1832
% Cars	97.8	99.4	0.0	98.5	99.4	100.0	0.0	99.6	100.0	100.0	0.0	100.0	99.3
Exiting Leg Total				874				475				483	1832
Heavy Vehicles	8	2	0	10	2	0	0	2	0	0	0	0	12
% Heavy Vehicles	2.2	0.6	0.0	1.5	0.6	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.7
Exiting Leg Total				2				2				8	12

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

4:30 PM	Mill Road				Mill Road Plaza Driveway				Mill Road				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:30 PM	42	45	0	87	45	10	0	55	19	77	0	96	238
4:45 PM	44	44	0	88	49	16	0	65	30	82	0	112	265
5:00 PM	53	35	0	88	45	18	0	63	20	83	0	103	254
5:15 PM	50	40	0	90	36	20	0	56	21	71	0	92	238
Total Volume	189	164	0	353	175	64	0	239	90	313	0	403	995
% Approach Total	53.5	46.5	0.0		73.2	26.8	0.0		22.3	77.7	0.0		
PHF	0.892	0.911	0.000	0.981	0.893	0.800	0.000	0.919	0.750	0.943	0.000	0.900	0.939
Cars	183	163	0	346	174	64	0	238	90	313	0	403	987
Cars %	96.8	99.4	0.0	98.0	99.4	100.0	0.0	99.6	100.0	100.0	0.0	100.0	99.2
Heavy Vehicles	6	1	0	7	1	0	0	1	0	0	0	0	8
Heavy Vehicles %	3.2	0.6	0.0	2.0	0.6	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.8
Cars Enter Leg	183	163	0	346	174	64	0	238	90	313	0	403	987
Heavy Enter Leg	6	1	0	7	1	0	0	1	0	0	0	0	8
Total Entering Leg	189	164	0	353	175	64	0	239	90	313	0	403	995
Cars Exiting Leg				487				253				247	987
Heavy Exiting Leg				1				1				6	8
Total Exiting Leg				488				254				253	995



PDI File #: **186243 C**  
 Location: **N: Mill Road S: Mill Road**  
 Location: **E: Mill Road Plaza Driveway**  
 City, State: **Durham, NH**  
 Client: **Tighe & Bond/ V. Kalikiri**  
 Site Code: **22-1529-002**  
 Count Date: **Tuesday, May 08, 2018**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**



46 Morton Street, Framingham, MA 01702  
 Office: 508-875-0100 Fax: 508-875-0118  
 Email: datarequests@pdillc.com

**Cars-Combined (Motorcycles, Cars, Light Goods)**

Class:

	Mill Road				Mill Road Plaza Driveway				Mill Road				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:00 PM	40	36	0	76	32	12	0	44	24	58	0	82	202
4:15 PM	39	35	0	74	34	27	0	61	19	57	0	76	211
4:30 PM	39	44	0	83	45	10	0	55	19	77	0	96	234
4:45 PM	43	44	0	87	48	16	0	64	30	82	0	112	263
Total	161	159	0	320	159	65	0	224	92	274	0	366	910
5:00 PM	53	35	0	88	45	18	0	63	20	83	0	103	254
5:15 PM	48	40	0	88	36	20	0	56	21	71	0	92	236
5:30 PM	41	35	0	76	43	20	0	63	21	49	0	70	209
5:45 PM	47	38	0	85	50	10	0	60	14	64	0	78	223
Total	189	148	0	337	174	68	0	242	76	267	0	343	922
Grand Total	350	307	0	657	333	133	0	466	168	541	0	709	1832
Approach %	53.3	46.7	0.0		71.5	28.5	0.0		23.7	76.3	0.0		
Total %	19.1	16.8	0.0	35.9	18.2	7.3	0.0	25.4	9.2	29.5	0.0	38.7	
Exiting Leg Total				874				475				483	1832

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

	Mill Road				Mill Road Plaza Driveway				Mill Road				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:30 PM	39	44	0	83	45	10	0	55	19	77	0	96	234
4:45 PM	43	44	0	87	48	16	0	64	30	82	0	112	263
5:00 PM	53	35	0	88	45	18	0	63	20	83	0	103	254
5:15 PM	48	40	0	88	36	20	0	56	21	71	0	92	236
Total Volume	183	163	0	346	174	64	0	238	90	313	0	403	987
% Approach Total	52.9	47.1	0.0		73.1	26.9	0.0		22.3	77.7	0.0		
PHF	0.863	0.926	0.000	0.983	0.906	0.800	0.000	0.930	0.750	0.943	0.000	0.900	0.938
Entering Leg	183	163	0	346	174	64	0	238	90	313	0	403	987
Exiting Leg				487				253				247	987
Total				833				491				650	1974

PDI File #: **186243 C**  
 Location: **N: Mill Road S: Mill Road**  
 Location: **E: Mill Road Plaza Driveway**  
 City, State: **Durham, NH**  
 Client: **Tighe & Bond/ V. Kalikiri**  
 Site Code: **22-1529-002**  
 Count Date: **Tuesday, May 08, 2018**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**



46 Morton Street, Framingham, MA 01702  
 Office: 508-875-0100 Fax: 508-875-0118  
 Email: datarequests@pdillc.com

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

	Mill Road				Mill Road Plaza Driveway				Mill Road				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	1	0	0	1	0	0	0	0	0	0	0	0	1
4:30 PM	3	1	0	4	0	0	0	0	0	0	0	0	4
4:45 PM	1	0	0	1	1	0	0	1	0	0	0	0	2
<b>Total</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	2	0	0	2	0	0	0	0	0	0	0	0	2
5:30 PM	1	1	0	2	0	0	0	0	0	0	0	0	2
5:45 PM	0	0	0	0	1	0	0	1	0	0	0	0	1
<b>Total</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>
<b>Grand Total</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>
Approach %	80.0	20.0	0.0		100.0	0.0	0.0		0.0	0.0	0.0		
Total %	66.7	16.7	0.0	83.3	16.7	0.0	0.0	16.7	0.0	0.0	0.0	0.0	
Exiting Leg Total	2				2				8				12
Buses	7	1	0	8	1	0	0	1	0	0	0	0	9
% Buses	87.5	50.0	0.0	80.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	75.0
Exiting Leg Total	1				1				7				9
Single-Unit Trucks	1	1	0	2	1	0	0	1	0	0	0	0	3
% Single-Unit	12.5	50.0	0.0	20.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	25.0
Exiting Leg Total	1				1				1				3
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
% Articulated	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total	0				0				0				0

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

	Mill Road				Mill Road Plaza Driveway				Mill Road				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:30 PM	3	1	0	4	0	0	0	0	0	0	0	0	4
4:45 PM	1	0	0	1	1	0	0	1	0	0	0	0	2
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	2	0	0	2	0	0	0	0	0	0	0	0	2
<b>Total Volume</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>
% Approach Total	85.7	14.3	0.0		100.0	0.0	0.0		0.0	0.0	0.0		
PHF	0.500	0.250	0.000	0.438	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.500
Buses	5	0	0	5	0	0	0	0	0	0	0	0	5
Buses %	83.3	0.0	0.0	71.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	62.5
Single-Unit Trucks	1	1	0	2	1	0	0	1	0	0	0	0	3
Single-Unit %	16.7	100.0	0.0	28.6	100.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	37.5
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Buses	5	0	0	5	0	0	0	0	0	0	0	0	5
Single-Unit Trucks	1	1	0	2	1	0	0	1	0	0	0	0	3
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Entering Leg</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>
Buses	0				0				5				5
Single-Unit Trucks	1				1				1				3
Articulated Trucks	0				0				0				0
<b>Total Exiting Leg</b>	<b>1</b>				<b>1</b>				<b>6</b>				<b>8</b>

PDI File #: **186243 C**  
 Location: **N: Mill Road S: Mill Road**  
 Location: **E: Mill Road Plaza Driveway**  
 City, State: **Durham, NH**  
 Client: **Tighe & Bond/ V. Kalikiri**  
 Site Code: **22-1529-002**  
 Count Date: **Tuesday, May 08, 2018**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



46 Morton Street, Framingham, MA 01702  
 Office: 508-875-0100 Fax: 508-875-0118  
 Email: datarequests@pdillc.com

**Cars**

	Mill Road				Mill Road Plaza Driveway				Mill Road				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:00 PM	38	34	0	72	27	10	0	37	20	49	0	69	178
4:15 PM	33	32	0	65	34	23	0	57	19	49	0	68	190
4:30 PM	34	41	0	75	42	10	0	52	17	71	0	88	215
4:45 PM	36	37	0	73	43	12	0	55	26	78	0	104	232
<b>Total</b>	<b>141</b>	<b>144</b>	<b>0</b>	<b>285</b>	<b>146</b>	<b>55</b>	<b>0</b>	<b>201</b>	<b>82</b>	<b>247</b>	<b>0</b>	<b>329</b>	<b>815</b>
5:00 PM	49	32	0	81	37	17	0	54	18	75	0	93	228
5:15 PM	41	38	0	79	30	18	0	48	20	67	0	87	214
5:30 PM	37	30	0	67	40	16	0	56	17	41	0	58	181
5:45 PM	44	36	0	80	45	10	0	55	12	53	0	65	200
<b>Total</b>	<b>171</b>	<b>136</b>	<b>0</b>	<b>307</b>	<b>152</b>	<b>61</b>	<b>0</b>	<b>213</b>	<b>67</b>	<b>236</b>	<b>0</b>	<b>303</b>	<b>823</b>
Grand Total	312	280	0	592	298	116	0	414	149	483	0	632	1638
Approach %	52.7	47.3	0.0		72.0	28.0	0.0		23.6	76.4	0.0		
Total %	19.0	17.1	0.0	36.1	18.2	7.1	0.0	25.3	9.1	29.5	0.0	38.6	
Exiting Leg Total				781				429				428	1638

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

	Mill Road				Mill Road Plaza Driveway				Mill Road				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:30 PM	34	41	0	75	42	10	0	52	17	71	0	88	215
4:45 PM	36	37	0	73	43	12	0	55	26	78	0	104	232
5:00 PM	49	32	0	81	37	17	0	54	18	75	0	93	228
5:15 PM	41	38	0	79	30	18	0	48	20	67	0	87	214
Total Volume	160	148	0	308	152	57	0	209	81	291	0	372	889
% Approach Total	51.9	48.1	0.0		72.7	27.3	0.0		21.8	78.2	0.0		
PHF	0.816	0.902	0.000	0.951	0.884	0.792	0.000	0.950	0.779	0.933	0.000	0.894	0.958
Entering Leg	160	148	0	308	152	57	0	209	81	291	0	372	889
Exiting Leg				443				229				217	889
Total				751				438				589	1778

PDI File #: **186243 C**  
 Location: **N: Mill Road S: Mill Road**  
 Location: **E: Mill Road Plaza Driveway**  
 City, State: **Durham, NH**  
 Client: **Tighe & Bond/ V. Kalikiri**  
 Site Code: **22-1529-002**  
 Count Date: **Tuesday, May 08, 2018**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



46 Morton Street, Framingham, MA 01702  
 Office: 508-875-0100 Fax: 508-875-0118  
 Email: datarequests@pdillc.com

**Light Goods Vehicle**

	Mill Road				Mill Road Plaza Driveway				Mill Road				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:00 PM	1	1	0	2	4	2	0	6	4	7	0	11	19
4:15 PM	4	3	0	7	0	4	0	4	0	8	0	8	19
4:30 PM	5	3	0	8	3	0	0	3	1	6	0	7	18
4:45 PM	6	4	0	10	5	4	0	9	4	2	0	6	25
<b>Total</b>	<b>16</b>	<b>11</b>	<b>0</b>	<b>27</b>	<b>12</b>	<b>10</b>	<b>0</b>	<b>22</b>	<b>9</b>	<b>23</b>	<b>0</b>	<b>32</b>	<b>81</b>
5:00 PM	3	2	0	5	6	0	0	6	2	6	0	8	19
5:15 PM	4	1	0	5	5	2	0	7	1	3	0	4	16
5:30 PM	3	3	0	6	3	4	0	7	4	6	0	10	23
5:45 PM	2	2	0	4	2	0	0	2	2	7	0	9	15
<b>Total</b>	<b>12</b>	<b>8</b>	<b>0</b>	<b>20</b>	<b>16</b>	<b>6</b>	<b>0</b>	<b>22</b>	<b>9</b>	<b>22</b>	<b>0</b>	<b>31</b>	<b>73</b>
<b>Grand Total</b>	<b>28</b>	<b>19</b>	<b>0</b>	<b>47</b>	<b>28</b>	<b>16</b>	<b>0</b>	<b>44</b>	<b>18</b>	<b>45</b>	<b>0</b>	<b>63</b>	<b>154</b>
Approach %	59.6	40.4	0.0		63.6	36.4	0.0		28.6	71.4	0.0		
Total %	18.2	12.3	0.0	30.5	18.2	10.4	0.0	28.6	11.7	29.2	0.0	40.9	
Exiting Leg Total				73				37				44	154

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

	Mill Road				Mill Road Plaza Driveway				Mill Road				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:45 PM	6	4	0	10	5	4	0	9	4	2	0	6	25
5:00 PM	3	2	0	5	6	0	0	6	2	6	0	8	19
5:15 PM	4	1	0	5	5	2	0	7	1	3	0	4	16
5:30 PM	3	3	0	6	3	4	0	7	4	6	0	10	23
Total Volume	16	10	0	26	19	10	0	29	11	17	0	28	83
% Approach Total	61.5	38.5	0.0		65.5	34.5	0.0		39.3	60.7	0.0		
PHF	0.667	0.625	0.000	0.650	0.792	0.625	0.000	0.806	0.688	0.708	0.000	0.700	0.830
Entering Leg	16	10	0	26	19	10	0	29	11	17	0	28	83
Exiting Leg				36				21				26	83
<b>Total</b>				<b>62</b>				<b>50</b>				<b>54</b>	<b>166</b>

PDI File #: **186243 C**  
 Location: **N: Mill Road S: Mill Road**  
 Location: **E: Mill Road Plaza Driveway**  
 City, State: **Durham, NH**  
 Client: **Tighe & Bond/ V. Kalikiri**  
 Site Code: **22-1529-002**  
 Count Date: **Tuesday, May 08, 2018**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



46 Morton Street, Framingham, MA 01702  
 Office: 508-875-0100 Fax: 508-875-0118  
 Email: datarequests@pdillc.com

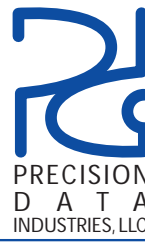
**Buses**

	Mill Road				Mill Road Plaza Driveway				Mill Road				Total	
	from North				from East				from South					
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	1
4:30 PM	3	0	0	3	0	0	0	0	0	0	0	0	0	3
4:45 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	1
<b>Total</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	1
5:30 PM	1	1	0	2	0	0	0	0	0	0	0	0	0	2
5:45 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	1
<b>Total</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>
<b>Grand Total</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>
Approach %	87.5	12.5	0.0		100.0	0.0	0.0		0.0	0.0	0.0			
Total %	77.8	11.1	0.0	88.9	11.1	0.0	0.0	11.1	0.0	0.0	0.0	0.0		
Exiting Leg Total				1				1					7	9

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

4:00 PM	Mill Road				Mill Road Plaza Driveway				Mill Road				Total	
	from North				from East				from South					
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	1
4:30 PM	3	0	0	3	0	0	0	0	0	0	0	0	0	3
4:45 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	1
Total Volume	5	0	0	5	0	0	0	0	0	0	0	0	0	5
% Approach Total	100.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0			
PHF	0.417	0.000	0.000	0.417	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.417
Entering Leg	5	0	0	5	0	0	0	0	0	0	0	0	0	5
Exiting Leg				0				0					5	5
Total				5				0					5	10

PDI File #: **186243 C**  
 Location: **N: Mill Road S: Mill Road**  
 Location: **E: Mill Road Plaza Driveway**  
 City, State: **Durham, NH**  
 Client: **Tighe & Bond/ V. Kalikiri**  
 Site Code: **22-1529-002**  
 Count Date: **Tuesday, May 08, 2018**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



46 Morton Street, Framingham, MA 01702  
 Office: 508-875-0100 Fax: 508-875-0118  
 Email: datarequests@pdillc.com

**Single-Unit Trucks**

	Mill Road				Mill Road Plaza Driveway				Mill Road				Total	
	from North				from East				from South					
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	1	
4:45 PM	0	0	0	0	1	0	0	1	0	0	0	0	1	
<b>Total</b>	0	1	0	1	1	0	0	1	0	0	0	0	2	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:15 PM	1	0	0	1	0	0	0	0	0	0	0	0	1	
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
<b>Total</b>	1	0	0	1	0	0	0	0	0	0	0	0	1	
<b>Grand Total</b>	1	1	0	2	1	0	0	1	0	0	0	0	3	
Approach %	50.0	50.0	0.0		100.0	0.0	0.0		0.0	0.0	0.0			
Total %	33.3	33.3	0.0	66.7	33.3	0.0	0.0	33.3	0.0	0.0	0.0	0.0		
Exiting Leg Total				1				1					1	3

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

4:30 PM	Mill Road				Mill Road Plaza Driveway				Mill Road				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	1	0	0	1	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	1	0	0	1	0	0	0	0	0	0	0	0	1
<b>Total Volume</b>	1	1	0	2	1	0	0	1	0	0	0	0	3
<b>% Approach Total</b>	50.0	50.0	0.0		100.0	0.0	0.0		0.0	0.0	0.0		
PHF	0.250	0.250	0.000	0.500	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.750
Entering Leg	1	1	0	2	1	0	0	1	0	0	0	0	3
Exiting Leg				1				1				1	3
<b>Total</b>				3				2				1	6

PDI File #: **186243 C**  
 Location: **N: Mill Road S: Mill Road**  
 Location: **E: Mill Road Plaza Driveway**  
 City, State: **Durham, NH**  
 Client: **Tighe & Bond/ V. Kalikiri**  
 Site Code: **22-1529-002**  
 Count Date: **Tuesday, May 08, 2018**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



46 Morton Street, Framingham, MA 01702  
 Office: 508-875-0100 Fax: 508-875-0118  
 Email: datarequests@pdillc.com

**Articulated Trucks**

	Mill Road				Mill Road Plaza Driveway				Mill Road				Total	
	from North				from East				from South					
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0			
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Exiting Leg Total				0				0					0	0

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

4:00 PM	Mill Road				Mill Road Plaza Driveway				Mill Road				Total	
	from North				from East				from South					
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0			
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000		0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg				0				0					0	0
Total				0				0					0	0

PDI File #: 186243 C  
 Location: N: Mill Road S: Mill Road  
 Location: E: Mill Road Plaza Driveway  
 City, State: Durham, NH  
 Client: Tighe & Bond/ V. Kalikiri  
 Site Code: 22-1529-002  
 Count Date: Tuesday, May 08, 2018  
 Start Time: 4:00 PM  
 End Time: 6:00 PM  
 Class:



46 Morton Street, Framingham, MA 01702  
 Office: 508-875-0100 Fax: 508-875-0118  
 Email: datarequests@pdillc.com

**Bicycles (on Roadway and Crosswalks)**

	Mill Road						Mill Road Plaza Driveway						Mill Road						Total			
	from North						from East						from South									
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total				
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4:15 PM	1	0	0	0	3	4	1	0	0	0	0	1	0	1	0	0	0	1	6			
4:30 PM	1	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	2	3			
4:45 PM	0	0	0	0	0	0	1	0	0	0	1	2	0	2	0	0	0	2	4			
<b>Total</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>13</b>			
5:00 PM	0	0	0	1	0	1	0	0	0	0	0	0	0	1	0	0	0	1	2			
5:15 PM	1	0	0	0	0	1	0	2	0	0	0	2	0	1	0	0	0	1	4			
5:30 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1			
5:45 PM	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1			
<b>Total</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>8</b>			
<b>Grand Total</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>9</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>5</b>	<b>1</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>21</b>			
<b>Approach %</b>	<b>44.4</b>	<b>11.1</b>	<b>0.0</b>	<b>11.1</b>	<b>33.3</b>		<b>40.0</b>	<b>40.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20.0</b>		<b>14.3</b>	<b>85.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>					
<b>Total %</b>	<b>19.0</b>	<b>4.8</b>	<b>0.0</b>	<b>4.8</b>	<b>14.3</b>	<b>42.9</b>	<b>9.5</b>	<b>9.5</b>	<b>0.0</b>	<b>0.0</b>	<b>4.8</b>	<b>23.8</b>	<b>4.8</b>	<b>28.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>33.3</b>				
<b>Exiting Leg Total</b>							<b>12</b>							<b>3</b>							<b>6</b>	<b>21</b>

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

	Mill Road						Mill Road Plaza Driveway						Mill Road						Total			
	from North						from East						from South									
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total				
4:15 PM	1	0	0	0	3	4	1	0	0	0	0	1	0	1	0	0	0	1	6			
4:30 PM	1	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	2	3			
4:45 PM	0	0	0	0	0	0	1	0	0	0	1	2	0	2	0	0	0	2	4			
5:00 PM	0	0	0	1	0	1	0	0	0	0	0	0	0	1	0	0	0	1	2			
<b>Total Volume</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>1</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>15</b>			
<b>% Approach Total</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>16.7</b>	<b>50.0</b>		<b>66.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>33.3</b>		<b>16.7</b>	<b>83.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>					
<b>PHF</b>	<b>0.500</b>	<b>0.000</b>	<b>0.000</b>	<b>0.250</b>	<b>0.250</b>	<b>0.375</b>	<b>0.500</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.250</b>	<b>0.375</b>	<b>0.250</b>	<b>0.625</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.750</b>	<b>0.625</b>			
<b>Entering Leg</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>1</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>15</b>			
<b>Exiting Leg</b>							<b>11</b>							<b>2</b>							<b>15</b>	
<b>Total</b>							<b>17</b>							<b>5</b>							<b>8</b>	<b>30</b>



PDI File #: 186243 C  
 Location: N: Mill Road S: Mill Road  
 Location: E: Mill Road Plaza Driveway  
 City, State: Durham, NH  
 Client: Tighe & Bond/ V. Kalikiri  
 Site Code: 22-1529-002  
 Count Date: Tuesday, May 08, 2018  
 Start Time: 4:00 PM  
 End Time: 6:00 PM  
 Class:



46 Morton Street, Framingham, MA 01702  
 Office: 508-875-0100 Fax: 508-875-0118  
 Email: datarequests@pdillc.com

**Pedestrians**

	Mill Road						Mill Road Plaza Driveway						Mill Road						Total	
	from North						from East						from South							
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total		
4:00 PM	0	0	0	11	2	13	0	0	0	3	13	16	0	0	0	0	0	0	0	29
4:15 PM	0	0	0	9	1	10	0	0	0	0	6	6	0	0	0	0	0	0	0	16
4:30 PM	0	0	0	8	7	15	0	0	0	2	40	42	0	0	0	0	0	1	1	58
4:45 PM	0	0	0	5	5	10	0	0	0	3	5	8	0	0	0	0	0	0	0	18
<b>Total</b>	0	0	0	33	15	48	0	0	0	8	64	72	0	0	0	0	0	1	1	121
5:00 PM	0	0	0	4	5	9	1	0	0	3	21	25	0	0	0	0	0	0	0	34
5:15 PM	0	0	0	6	4	10	0	0	0	4	9	13	0	0	0	0	0	0	0	23
5:30 PM	0	0	0	14	4	18	0	0	0	1	1	2	0	0	0	0	0	0	0	20
5:45 PM	0	0	0	4	5	9	0	0	0	3	4	7	0	0	0	0	1	0	1	17
<b>Total</b>	0	0	0	28	18	46	1	0	0	11	35	47	0	0	0	0	1	0	1	94
<b>Grand Total</b>	0	0	0	61	33	94	1	0	0	19	99	119	0	0	0	0	1	1	2	215
Approach %	0	0	0	64.894	35.106		0.8403	0	0	15.966	83.193		0	0	0	50	50			
Total %	0	0	0	28.372	15.349	43.721	0.4651	0	0	8.8372	46.047	55.349	0	0	0	0.4651	0.4651	0.9302		
Exiting Leg Total	95						118						2						215	

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

	Mill Road						Mill Road Plaza Driveway						Mill Road						Total	
	from North						from East						from South							
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total		
4:30 PM	0	0	0	8	7	15	0	0	0	2	40	42	0	0	0	0	0	1	1	58
4:45 PM	0	0	0	5	5	10	0	0	0	3	5	8	0	0	0	0	0	0	0	18
5:00 PM	0	0	0	4	5	9	1	0	0	3	21	25	0	0	0	0	0	0	0	34
5:15 PM	0	0	0	6	4	10	0	0	0	4	9	13	0	0	0	0	0	0	0	23
<b>Total Volume</b>	0	0	0	23	21	44	1	0	0	12	75	88	0	0	0	0	0	1	1	133
<b>% Approach Total</b>	0.0	0.0	0.0	52.3	47.7		1.1	0.0	0.0	13.6	85.2		0.0	0.0	0.0	0.0	100.0			
PHF	0.000	0.000	0.000	0.719	0.750	0.733	0.250	0.000	0.000	0.750	0.469	0.524	0.000	0.000	0.000	0.000	0.250	0.250	0.573	
Entering Leg	0	0	0	23	21	44	1	0	0	12	75	88	0	0	0	0	0	1	1	133
Exiting Leg	45						87						1						133	
<b>Total</b>	89						175						2						266	



PRECISION  
D A T A  
INDUSTRIES, LLC

46 Morton Street, Framingham, MA 01702  
Office: 508-875-0100 Fax: 508-875-0118  
Email: datarequests@pdillc.com

File Name : 186243 BBB Pathway

Site Code : 22-1529-

Start Date : 5/8/2018

Page No : 1

Mill Road  
south of Main St (Mid Block Crosswalk)  
City, State: Durham, NH  
Client: Tighe & Bond/V. Kalikiri

Groups Printed- Pedestrians - Bicycles

Start Time	Mill Road From North		Mid Block Crosswalk From East		Mill Road From South		Mid Block Crosswalk From West		Int. Total
	EB	WB	EB	WB	EB	WB	EB	WB	
04:00 PM	0	0	0	9	0	0	14	0	23
04:15 PM	0	0	0	25	0	0	24	0	49
04:30 PM	0	0	0	41	0	0	19	0	60
04:45 PM	0	0	0	18	0	0	20	0	38
Total	0	0	0	93	0	0	77	0	170
05:00 PM	0	0	0	31	0	0	13	0	44
05:15 PM	0	0	0	9	0	0	19	0	28
05:30 PM	0	0	0	19	0	0	32	0	51
05:45 PM	0	0	0	20	0	0	18	0	38
Total	0	0	0	79	0	0	82	0	161
Grand Total	0	0	0	172	0	0	159	0	331
Apprch %	0	0	0	100	0	0	100	0	
Total %	0	0	0	52	0	0	48	0	
Pedestrians	0	0	0	171	0	0	157	0	328
% Pedestrians	0	0	0	99.4	0	0	98.7	0	99.1
Bicycles	0	0	0	1	0	0	2	0	3
% Bicycles	0	0	0	0.6	0	0	1.3	0	0.9

Start Time	Mill Road From North			Mid Block Crosswalk From East			Mill Road From South			Mid Block Crosswalk From West			Int. Total
	EB	WB	App. Total	EB	WB	App. Total	EB	WB	App. Total	EB	WB	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:15 PM													
04:15 PM	0	0	0	0	25	25	0	0	0	24	0	24	49
04:30 PM	0	0	0	0	41	41	0	0	0	19	0	19	60
04:45 PM	0	0	0	0	18	18	0	0	0	20	0	20	38
05:00 PM	0	0	0	0	31	31	0	0	0	13	0	13	44
Total Volume	0	0	0	0	115	115	0	0	0	76	0	76	191
% App. Total	0	0	0	0	100	100	0	0	0	100	0	100	
PHF	.000	.000	.000	.000	.701	.701	.000	.000	.000	.792	.000	.792	.796
Pedestrians	0	0	0	0	115	115	0	0	0	75	0	75	190
% Pedestrians	0	0	0	0	100	100	0	0	0	98.7	0	98.7	99.5
Bicycles	0	0	0	0	0	0	0	0	0	1	0	1	1
% Bicycles	0	0	0	0	0	0	0	0	0	1.3	0	1.3	0.5



PRECISION  
D A T A  
INDUSTRIES, LLC

46 Morton Street, Framingham, MA 01702  
Office: 508-875-0100 Fax: 508-875-0118  
Email: datarequests@pdillc.com

File Name : 186243 BBB Pathway

Site Code : 22-1529-

Start Date : 5/8/2018

Page No : 1

Mill Road  
south of Main St (Mid Block Crosswalk)  
City, State: Durham, NH  
Client: Tighe & Bond/V. Kalikiri

Groups Printed- Pedestrians

Start Time	Mill Road From North		Mid Block Crosswalk From East		Mill Road From South		Mid Block Crosswalk From West		Int. Total
	EB	WB	EB	WB	EB	WB	EB	WB	
04:00 PM	0	0	0	9	0	0	14	0	23
04:15 PM	0	0	0	25	0	0	24	0	49
04:30 PM	0	0	0	41	0	0	18	0	59
04:45 PM	0	0	0	18	0	0	20	0	38
Total	0	0	0	93	0	0	76	0	169
05:00 PM	0	0	0	31	0	0	13	0	44
05:15 PM	0	0	0	9	0	0	19	0	28
05:30 PM	0	0	0	19	0	0	31	0	50
05:45 PM	0	0	0	19	0	0	18	0	37
Total	0	0	0	78	0	0	81	0	159
Grand Total	0	0	0	171	0	0	157	0	328
Apprch %	0	0	0	100	0	0	100	0	
Total %	0	0	0	52.1	0	0	47.9	0	

Start Time	Mill Road From North			Mid Block Crosswalk From East			Mill Road From South			Mid Block Crosswalk From West			Int. Total
	EB	WB	App. Total	EB	WB	App. Total	EB	WB	App. Total	EB	WB	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:15 PM													
04:15 PM	0	0	0	0	25	25	0	0	0	24	0	24	49
04:30 PM	0	0	0	0	41	41	0	0	0	18	0	18	59
04:45 PM	0	0	0	0	18	18	0	0	0	20	0	20	38
05:00 PM	0	0	0	0	31	31	0	0	0	13	0	13	44
Total Volume	0	0	0	0	115	115	0	0	0	75	0	75	190
% App. Total	0	0		0	100		0	0		100	0		
PHF	.000	.000	.000	.000	.701	.701	.000	.000	.000	.781	.000	.781	.805



PRECISION  
D A T A  
INDUSTRIES, LLC

46 Morton Street, Framingham, MA 01702  
Office: 508-875-0100 Fax: 508-875-0118  
Email: datarequests@pdillc.com

File Name : 186243 BBB Pathway  
Site Code : 22-1529-  
Start Date : 5/8/2018  
Page No : 1

Mill Road  
south of Main St (Mid Block Crosswalk)  
City, State: Durham, NH  
Client: Tighe & Bond/V. Kalikiri

Groups Printed- Bicycles

Start Time	Mill Road From North		Mid Block Crosswalk From East		Mill Road From South		Mid Block Crosswalk From West		Int. Total
	EB	WB	EB	WB	EB	WB	EB	WB	
04:00 PM	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	1	0	1
04:45 PM	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	0	1
05:00 PM	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	1	0	1
05:45 PM	0	0	0	1	0	0	0	0	1
Total	0	0	0	1	0	0	1	0	2
Grand Total	0	0	0	1	0	0	2	0	3
Apprch %	0	0	0	100	0	0	100	0	
Total %	0	0	0	33.3	0	0	66.7	0	

Start Time	Mill Road From North			Mid Block Crosswalk From East			Mill Road From South			Mid Block Crosswalk From West			Int. Total
	EB	WB	App. Total	EB	WB	App. Total	EB	WB	App. Total	EB	WB	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 05:00 PM													
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
05:45 PM	0	0	0	0	1	1	0	0	0	0	0	0	1
Total Volume	0	0	0	0	1	1	0	0	0	1	0	1	2
% App. Total	0	0		0	100		0	0		100	0		
PHF	.000	.000	.000	.000	.250	.250	.000	.000	.000	.250	.000	.250	.500



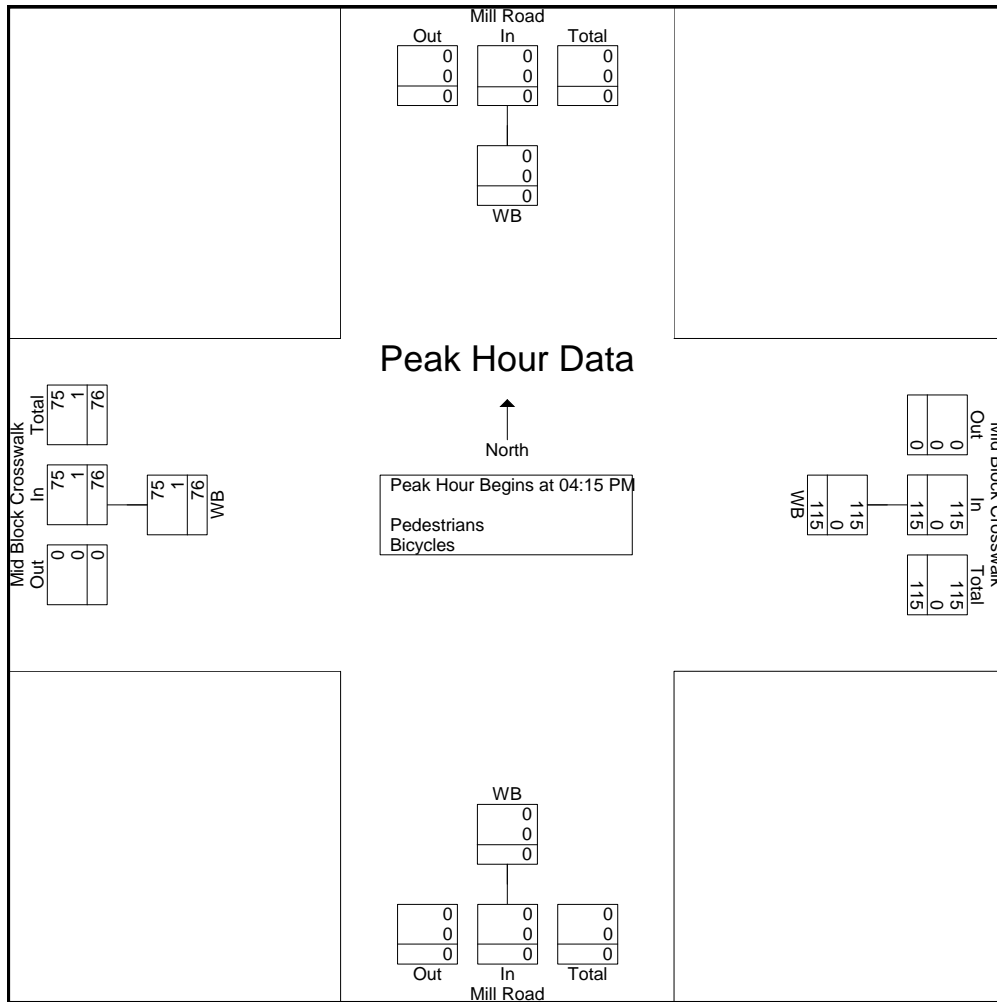
PRECISION  
D A T A  
INDUSTRIES, LLC

46 Morton Street, Framingham, MA 01702  
Office: 508-875-0100 Fax: 508-875-0118  
Email: datarequests@pdillc.com

Mill Road  
south of Main St (Mid Block Crosswalk)  
City, State: Durham, NH  
Client: Tighe & Bond/V. Kalikiri

File Name : 186243 BBB Pathway  
Site Code : 22-1529-  
Start Date : 5/8/2018  
Page No : 1

Start Time	Mill Road From North			Mid Block Crosswalk From East			Mill Road From South			Mid Block Crosswalk From West			Int. Total
	EB	WB	App. Total	EB	WB	App. Total	EB	WB	App. Total	EB	WB	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:15 PM													
04:15 PM	0	0	0	0	25	25	0	0	0	24	0	24	49
04:30 PM	0	0	0	0	41	41	0	0	0	19	0	19	60
04:45 PM	0	0	0	0	18	18	0	0	0	20	0	20	38
05:00 PM	0	0	0	0	31	31	0	0	0	13	0	13	44
Total Volume	0	0	0	0	115	115	0	0	0	76	0	76	191
% App. Total	0	0	0	0	100	100	0	0	0	100	0	100	99.5
PHF	.000	.000	.000	.000	.701	.701	.000	.000	.000	.792	.000	.792	.796
Pedestrians	0	0	0	0	115	115	0	0	0	75	0	75	190
% Pedestrians	0	0	0	0	100	100	0	0	0	98.7	0	98.7	99.5
Bicycles	0	0	0	0	0	0	0	0	0	1	0	1	1
% Bicycles	0	0	0	0	0	0	0	0	0	1.3	0	1.3	0.5







PRECISION  
D A T A  
INDUSTRIES, LLC

46 Morton Street, Framingham, MA 01702  
Office: 508-875-0100 Fax: 508-875-0118  
Email: datarequests@pdillc.com

File Name : 186243 DDD Pathway West  
Site Code : 22-1529-  
Start Date : 5/8/2018  
Page No : 1

Main Street  
west of Mill Rd (West Path Jay Walkers)  
City, State: Durham, NH  
Client: Tighe & Bond/V. Kalikiri

Groups Printed- Pedestrians

Start Time	Main Street Sidewalk (north) From North		Main Street From East		Main Street Sidewalk (south) From South		Main Street From West		Int. Total
	SB	NB	EB	WB	SB	NB	EB	WB	
04:00 PM	5	0	0	0	0	8	0	0	13
04:15 PM	8	0	0	0	0	8	0	0	16
04:30 PM	10	0	0	0	0	12	0	0	22
04:45 PM	9	0	0	0	0	8	0	0	17
Total	32	0	0	0	0	36	0	0	68
05:00 PM	6	0	0	0	0	11	0	0	17
05:15 PM	10	0	0	0	0	11	0	0	21
05:30 PM	11	0	0	0	0	13	0	0	24
05:45 PM	10	0	0	0	0	19	0	0	29
Total	37	0	0	0	0	54	0	0	91
Grand Total	69	0	0	0	0	90	0	0	159
Apprch %	100	0	0	0	0	100	0	0	
Total %	43.4	0	0	0	0	56.6	0	0	

Start Time	Main Street Sidewalk (north) From North			Main Street From East			Main Street Sidewalk (south) From South			Main Street From West			Int. Total
	SB	NB	App. Total	EB	WB	App. Total	SB	NB	App. Total	EB	WB	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 05:00 PM													
05:00 PM	6	0	6	0	0	0	0	11	11	0	0	0	17
05:15 PM	10	0	10	0	0	0	0	11	11	0	0	0	21
05:30 PM	11	0	11	0	0	0	0	13	13	0	0	0	24
05:45 PM	10	0	10	0	0	0	0	19	19	0	0	0	29
Total Volume	37	0	37	0	0	0	0	54	54	0	0	0	91
% App. Total	100	0		0	0		0	100		0	0		
PHF	.841	.000	.841	.000	.000	.000	.000	.711	.711	.000	.000	.000	.784







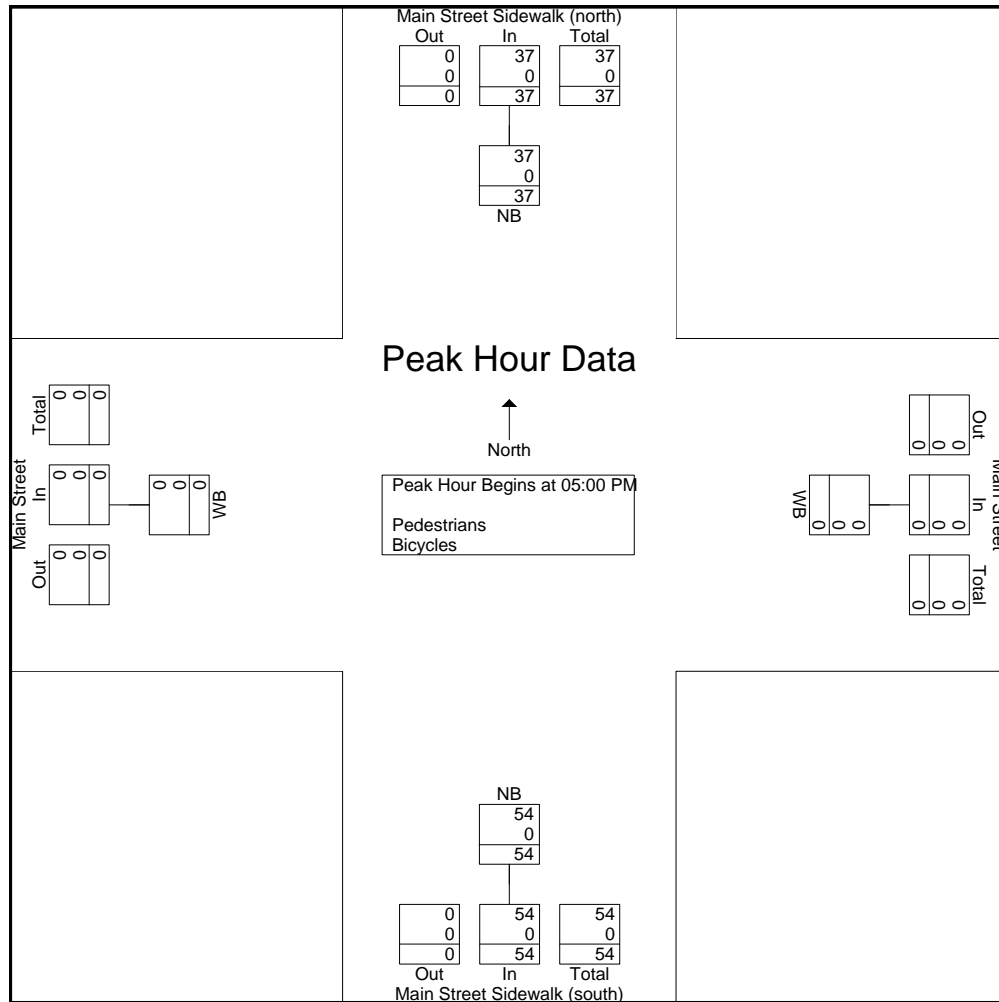
PRECISION  
D A T A  
INDUSTRIES, LLC

46 Morton Street, Framingham, MA 01702  
Office: 508-875-0100 Fax: 508-875-0118  
Email: datarequests@pdillc.com

File Name : 186243 DDD Pathway West  
Site Code : 22-1529-  
Start Date : 5/8/2018  
Page No : 1

Main Street  
west of Mill Rd (West Path Jay Walkers)  
City, State: Durham, NH  
Client: Tighe & Bond/V. Kalikiri

Start Time	Main Street Sidewalk (north) From North			Main Street From East			Main Street Sidewalk (south) From South			Main Street From West			Int. Total
	SB	NB	App. Total	EB	WB	App. Total	SB	NB	App. Total	EB	Peds	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 05:00 PM													
05:00 PM	6	0	6	0	0	0	0	11	11	0	0	0	17
05:15 PM	10	0	10	0	0	0	0	11	11	0	0	0	21
05:30 PM	11	0	11	0	0	0	0	13	13	0	0	0	24
05:45 PM	10	0	10	0	0	0	0	19	19	0	0	0	29
Total Volume	37	0	37	0	0	0	0	54	54	0	0	0	91
% App. Total	100	0		0	0		0	100		0	0		
PHF	.841	.000	.841	.000	.000	.000	.000	.711	.711	.000	.000	.000	.784
Pedestrians	37	0	37	0	0	0	0	54	54	0	0	0	91
% Pedestrians	100	0	100	0	0	0	0	100	100	0	0	0	100
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0





PRECISION  
D A T A  
INDUSTRIES, LLC

46 Morton Street, Framingham, MA 01702  
Office: 508-875-0100 Fax: 508-875-0118  
Email: datarequests@pdillc.com

File Name : 186243 EEE Pathway  
Site Code : 22-1529-  
Start Date : 5/8/2018  
Page No : 1

Main Street (East Path Jay Walkers &  
west of Mill Rd (Madbury West Crosswalk)  
City, State: Durham, NH  
Client: Tighe & Bond/V. Kalikiri

Groups Printed- Pedestrians - Bicycles

Start Time	Main Street Sidewalk (north) From North		Main Street From East		Main Street Sidewalk (south) From South		Main Street From West		Int. Total
	SB J-Walk	SB X-Walk	EB	WB	NB J-Walk	NB X-Walk	EB	Peds	
04:00 PM	0	17	0	0	0	11	0	0	28
04:15 PM	0	11	0	0	1	10	0	0	22
04:30 PM	0	14	0	0	1	11	0	0	26
04:45 PM	1	12	0	0	0	20	0	0	33
<b>Total</b>	<b>1</b>	<b>54</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>52</b>	<b>0</b>	<b>0</b>	<b>109</b>
05:00 PM	0	10	0	0	0	9	0	0	19
05:15 PM	0	8	0	0	0	6	0	0	14
05:30 PM	0	14	0	0	0	14	0	0	28
05:45 PM	0	14	0	0	4	11	0	0	29
<b>Total</b>	<b>0</b>	<b>46</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>90</b>
<b>Grand Total</b>	<b>1</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>92</b>	<b>0</b>	<b>0</b>	<b>199</b>
Apprch %	1	99	0	0	6.1	93.9	0	0	
Total %	0.5	50.3	0	0	3	46.2	0	0	
Pedestrians	1	100	0	0	5	83	0	0	189
% Pedestrians	100	100	0	0	83.3	90.2	0	0	95
Bicycles	0	0	0	0	1	9	0	0	10
% Bicycles	0	0	0	0	16.7	9.8	0	0	5

Start Time	Main Street Sidewalk (north) From North			Main Street From East			Main Street Sidewalk (south) From South			Main Street From West			Int. Total
	SB J-Walk	SB X-Walk	App. Total	EB	WB	App. Total	NB J-Walk	NB X-Walk	App. Total	EB	Peds	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:00 PM													
04:00 PM	0	17	17	0	0	0	0	11	11	0	0	0	28
04:15 PM	0	11	11	0	0	0	1	10	11	0	0	0	22
04:30 PM	0	14	14	0	0	0	1	11	12	0	0	0	26
04:45 PM	1	12	13	0	0	0	0	20	20	0	0	0	33
<b>Total Volume</b>	<b>1</b>	<b>54</b>	<b>55</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>52</b>	<b>54</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>109</b>
<b>% App. Total</b>	<b>1.8</b>	<b>98.2</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>3.7</b>	<b>96.3</b>		<b>0</b>	<b>0</b>		
PHF	.250	.794	.809	.000	.000	.000	.500	.650	.675	.000	.000	.000	.826
Pedestrians	1	54	55	0	0	0	1	44	45	0	0	0	100
% Pedestrians	100	100	100	0	0	0	50.0	84.6	83.3	0	0	0	91.7
Bicycles	0	0	0	0	0	0	1	8	9	0	0	0	9
% Bicycles	0	0	0	0	0	0	50.0	15.4	16.7	0	0	0	8.3



**PRECISION  
D A T A  
INDUSTRIES, LLC**

46 Morton Street, Framingham, MA 01702  
Office: 508-875-0100 Fax: 508-875-0118  
Email: datarequests@pdillc.com

Main Street (East Path Jay Walkers &  
west of Mill Rd (Madbury West Crosswalk)  
City, State: Durham, NH  
Client: Tighe & Bond/V. Kalikiri

File Name : 186243 EEE Pathway  
Site Code : 22-1529-  
Start Date : 5/8/2018  
Page No : 1

**Groups Printed- Pedestrians**

Start Time	Main Street Sidewalk (north) From North		Main Street From East		Main Street Sidewalk (south) From South		Main Street From West		Int. Total
	SB J-Walk	SB X-Walk	EB	WB	NB J-Walk	NB X-Walk	EB	WB	
04:00 PM	0	17	0	0	0	10	0	0	27
04:15 PM	0	11	0	0	1	10	0	0	22
04:30 PM	0	14	0	0	0	9	0	0	23
04:45 PM	1	12	0	0	0	15	0	0	28
<b>Total</b>	<b>1</b>	<b>54</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>44</b>	<b>0</b>	<b>0</b>	<b>100</b>
05:00 PM	0	10	0	0	0	8	0	0	18
05:15 PM	0	8	0	0	0	6	0	0	14
05:30 PM	0	14	0	0	0	14	0	0	28
05:45 PM	0	14	0	0	4	11	0	0	29
<b>Total</b>	<b>0</b>	<b>46</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>39</b>	<b>0</b>	<b>0</b>	<b>89</b>
<b>Grand Total</b>	<b>1</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>83</b>	<b>0</b>	<b>0</b>	<b>189</b>
Apprch %	1	99	0	0	5.7	94.3	0	0	
Total %	0.5	52.9	0	0	2.6	43.9	0	0	

Start Time	Main Street Sidewalk (north) From North			Main Street From East			Main Street Sidewalk (south) From South			Main Street From West			Int. Total
	SB J-Walk	SB X-Walk	App. Total	EB	WB	App. Total	NB J-Walk	NB X-Walk	App. Total	EB	WB	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:00 PM													
04:00 PM	0	17	17	0	0	0	0	10	10	0	0	0	27
04:15 PM	0	11	11	0	0	0	1	10	11	0	0	0	22
04:30 PM	0	14	14	0	0	0	0	9	9	0	0	0	23
04:45 PM	1	12	13	0	0	0	0	15	15	0	0	0	28
<b>Total Volume</b>	<b>1</b>	<b>54</b>	<b>55</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>44</b>	<b>45</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100</b>
<b>% App. Total</b>	<b>1.8</b>	<b>98.2</b>		<b>0</b>	<b>0</b>		<b>2.2</b>	<b>97.8</b>		<b>0</b>	<b>0</b>		
PHF	.250	.794	.809	.000	.000	.000	.250	.733	.750	.000	.000	.000	.893



PRECISION  
D A T A  
INDUSTRIES, LLC

46 Morton Street, Framingham, MA 01702  
Office: 508-875-0100 Fax: 508-875-0118  
Email: datarequests@pdillc.com

File Name : 186243 EEE Pathway  
Site Code : 22-1529-  
Start Date : 5/8/2018  
Page No : 1

Main Street (East Path Jay Walkers &  
west of Mill Rd (Madbury West Crosswalk)  
City, State: Durham, NH  
Client: Tighe & Bond/V. Kalikiri

Groups Printed- Bicycles

Start Time	Main Street Sidewalk (north) From North		Main Street From East		Main Street Sidewalk (south) From South		Main Street From West		Int. Total
	SB J-Walk	SB X-Walk	EB	WB	NB J-Walk	NB X-Walk	EB	Peds	
04:00 PM	0	0	0	0	0	1	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	1	2	0	0	3
04:45 PM	0	0	0	0	0	5	0	0	5
Total	0	0	0	0	1	8	0	0	9
05:00 PM	0	0	0	0	0	1	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	0	1
Grand Total	0	0	0	0	1	9	0	0	10
Apprch %	0	0	0	0	10	90	0	0	
Total %	0	0	0	0	10	90	0	0	

Start Time	Main Street Sidewalk (north) From North			Main Street From East			Main Street Sidewalk (south) From South			Main Street From West			Int. Total
	SB J-Walk	SB X-Walk	App. Total	EB	WB	App. Total	NB J-Walk	NB X-Walk	App. Total	EB	Peds	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:00 PM													
04:00 PM	0	0	0	0	0	0	0	1	1	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	1	2	3	0	0	0	3
04:45 PM	0	0	0	0	0	0	0	5	5	0	0	0	5
Total Volume	0	0	0	0	0	0	1	8	9	0	0	0	9
% App. Total	0	0		0	0		11.1	88.9		0	0		
PHF	.000	.000	.000	.000	.000	.000	.250	.400	.450	.000	.000	.000	.450



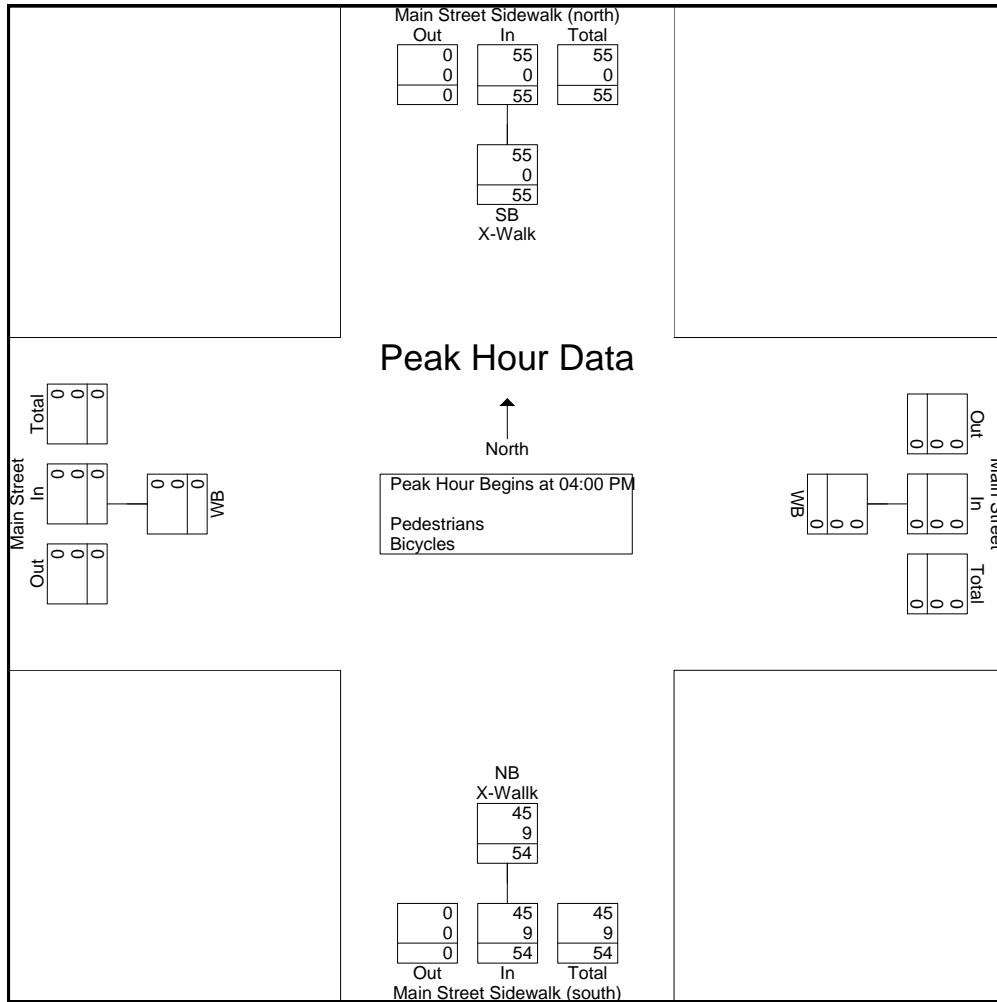
PRECISION  
D A T A  
INDUSTRIES, LLC

46 Morton Street, Framingham, MA 01702  
Office: 508-875-0100 Fax: 508-875-0118  
Email: datarequests@pdillc.com

Main Street (East Path Jay Walkers &  
west of Mill Rd (Madbury West Crosswalk)  
City, State: Durham, NH  
Client: Tighe & Bond/V. Kalikiri

File Name : 186243 EEE Pathway  
Site Code : 22-1529-  
Start Date : 5/8/2018  
Page No : 1

Start Time	Main Street Sidewalk (north) From North			Main Street From East			Main Street Sidewalk (south) From South			Main Street From West			Int. Total
	SB J-Walk	SB X-Walk	App. Total	EB	WB	App. Total	NB J-Walk	NB X-Walk	App. Total	EB	Peds	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:00 PM													
04:00 PM	0	17	17	0	0	0	0	11	11	0	0	0	28
04:15 PM	0	11	11	0	0	0	1	10	11	0	0	0	22
04:30 PM	0	14	14	0	0	0	1	11	12	0	0	0	26
04:45 PM	1	12	13	0	0	0	0	20	20	0	0	0	33
Total Volume	1	54	55	0	0	0	2	52	54	0	0	0	109
% App. Total	1.8	98.2		0	0		3.7	96.3		0	0		
PHF	.250	.794	.809	.000	.000	.000	.500	.650	.675	.000	.000	.000	.826
Pedestrians	1	54	55	0	0	0	1	44	45	0	0	0	100
% Pedestrians	100	100	100	0	0	0	50.0	84.6	83.3	0	0	0	91.7
Bicycles	0	0	0	0	0	0	1	8	9	0	0	0	9
% Bicycles	0	0	0	0	0	0	50.0	15.4	16.7	0	0	0	8.3









PRECISION  
D A T A  
INDUSTRIES, LLC

46 Morton Street, Framingham, MA 01702  
Office: 508-875-0100 Fax: 508-875-0118  
Email: datarequests@pdillc.com

Mill Road  
south of Main Street  
City, State: Durham, NH  
Client: Tighe & Bond/ V. Kalikiri

186243 A Volume  
Site Code: 22-1529-002

Start Time	SB		NB		Combin ed		5/5/2018					
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	Sat					
12:00	20	56	21	60	41	116						
12:15	21	60	19	64	40	124						
12:30	17	64	16	87	33	151						
12:45	13	71	68	248	13	69	59	270	26	140	127	518
01:00	14	56	19	56	33	112						
01:15	16	61	14	55	30	116						
01:30	8	64	10	59	18	123						
01:45	13	51	53	234	15	58	51	221	28	109	104	455
02:00	12	42	10	53	22	95						
02:15	9	53	6	59	15	112						
02:30	9	48	6	54	15	102						
02:45	2	32	65	208	5	27	72	238	7	59	137	446
03:00	4	50	6	62	10	112						
03:15	3	54	0	50	3	104						
03:30	0	35	6	50	6	85						
03:45	2	9	48	187	4	16	60	222	6	25	108	409
04:00	1	55	3	65	4	120						
04:15	0	54	4	63	4	117						
04:30	2	43	2	60	4	103						
04:45	3	6	46	198	5	14	62	250	8	20	108	448
05:00	3	56	4	52	7	108						
05:15	2	45	5	53	7	98						
05:30	3	46	4	52	7	98						
05:45	10	18	58	205	7	20	68	225	17	38	126	430
06:00	6	73	8	68	14	141						
06:15	7	71	13	67	20	138						
06:30	4	49	9	71	13	120						
06:45	11	28	40	233	12	42	55	261	23	70	95	494
07:00	10	35	25	52	35	87						
07:15	10	45	25	52	35	97						
07:30	14	58	18	60	32	118						
07:45	19	53	40	178	34	102	46	210	53	155	86	388
08:00	30	47	43	43	73	90						
08:15	30	39	43	54	73	93						
08:30	47	51	54	47	101	98						
08:45	54	161	40	177	63	203	56	200	117	364	96	377
09:00	72	34	83	62	155	96						
09:15	62	36	85	44	147	80						
09:30	70	37	113	30	183	67						
09:45	62	266	28	135	93	374	24	160	155	640	52	295
10:00	79	36	78	34	157	70						
10:15	65	26	73	30	138	56						
10:30	68	27	76	29	144	56						
10:45	71	283	24	113	71	298	20	113	142	581	44	226
11:00	69	22	71	23	140	45						
11:15	67	19	74	24	141	43						
11:30	52	21	67	24	119	45						
11:45	69	257	21	83	74	286	19	90	143	543	40	173
Total	1235	2199	1509	2460	2744	4659						
Percent	45.0%	47.2%	55.0%	52.8%								
Day Total		3434		3969		7403						
Peak	10:00	-	05:45	-	09:00	-	05:45	-	09:15	-	05:45	-
Vol.	283	-	251	-	374	-	274	-	642	-	525	-
P.H.F.	0.896	-	0.860	-	0.827	-	0.787	-	0.877	-	0.869	-









PRECISION  
DATA  
INDUSTRIES, LLC

46 Morton Street, Framingham, MA 01702  
Office: 508-875-0100 Fax: 508-875-0118  
Email: datarequests@pdillc.com

Mill Road  
south of Main Street  
City, State: Durham, NH  
Client: Tighe & Bond/ V. Kalikiri

186243 AA Volume  
Site Code: 22-1529-002

Start Time	SB		NB		Combin ed		5/8/2018					
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	Tue					
12:00	11	65	11	79	22	144						
12:15	9	85	7	75	16	160						
12:30	7	54	9	67	16	121						
12:45	7	34	66	270	11	38	78	299	18	72	144	569
01:00	4	54	6	93	10	147						
01:15	2	60	6	65	8	125						
01:30	3	55	4	75	7	130						
01:45	3	12	52	221	4	20	74	307	7	32	126	528
02:00	4	74	5	88	9	162						
02:15	1	65	1	97	2	162						
02:30	1	64	1	106	2	170						
02:45	1	7	58	261	3	10	76	367	4	17	134	628
03:00	0	83	2	71	2	154						
03:15	0	86	0	102	0	188						
03:30	0	81	0	113	0	194						
03:45	0	0	73	323	0	2	92	378	0	2	165	701
04:00	4	76	3	94	7	170						
04:15	2	76	1	94	3	170						
04:30	2	85	6	121	8	206						
04:45	4	12	85	322	2	12	133	442	6	24	218	764
05:00	4	88	5	127	9	215						
05:15	7	89	11	106	18	195						
05:30	7	77	4	93	11	170						
05:45	15	33	86	340	9	29	115	441	24	62	201	781
06:00	5	66	10	79	15	145						
06:15	11	68	13	103	24	171						
06:30	22	81	29	88	51	169						
06:45	7	45	56	271	22	74	84	354	29	119	140	625
07:00	25	46	37	57	62	103						
07:15	25	60	45	59	70	119						
07:30	28	57	61	67	89	124						
07:45	61	139	52	215	75	218	69	252	136	357	121	467
08:00	76	48	66	65	142	113						
08:15	55	53	51	49	106	102						
08:30	40	52	36	49	76	101						
08:45	66	237	29	182	51	204	43	206	117	441	72	388
09:00	56	20	45	38	101	58						
09:15	33	24	47	26	80	50						
09:30	41	26	43	24	84	50						
09:45	45	175	11	81	67	202	21	109	112	377	32	190
10:00	45	21	70	28	115	49						
10:15	47	9	55	19	102	28						
10:30	45	17	66	18	111	35						
10:45	59	196	19	66	63	254	14	79	122	450	33	145
11:00	68	8	67	13	135	21						
11:15	54	11	76	7	130	18						
11:30	46	6	64	13	110	19						
11:45	68	236	10	35	83	290	8	41	151	526	18	76
Total	1126		2587		1353		3275		2479		5862	
Percent	45.4%		44.1%		54.6%		55.9%					
Day Total		3713		4628		8341						
Peak	08:00	-	04:30	-	11:00	-	04:30	-	11:00	-	04:30	-
Vol.	237	-	347	-	290	-	487	-	526	-	834	-
P.H.F.	0.780		0.975		0.873		0.915		0.871		0.956	







PRECISION  
DATA  
INDUSTRIES, LLC

46 Morton Street, Framingham, MA 01702  
Office: 508-875-0100 Fax: 508-875-0118  
Email: datarequests@pdillc.com

Mill Road Plaza Driveway  
east of Mill Road  
City, State: Durham, NH  
Client: Tighe & Bond/ V. Kalikiri

186243 B Volume  
Site Code: 22-1529-002

Start Time	WB		EB		Combin ed		5/5/2018						
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	Sat						
12:00	10	33	9	45	19	78							
12:15	11	45	7	46	18	91							
12:30	7	48	5	37	12	85							
12:45	10	38	39	165	6	27	41	169	16	65	80	334	
01:00	5	34	4	32	9	66							
01:15	5	34	5	40	10	74							
01:30	4	39	2	41	6	80							
01:45	7	21	38	145	6	17	30	143	13	38	68	288	
02:00	6	30	4	27	10	57							
02:15	2	34	7	26	9	60							
02:30	5	24	3	23	8	47							
02:45	2	15	23	111	1	15	32	108	3	30	55	219	
03:00	2	38	2	26	4	64							
03:15	0	21	1	27	1	48							
03:30	2	31	0	27	2	58							
03:45	1	5	32	122	3	6	29	109	4	11	61	231	
04:00	2	37	1	38	3	75							
04:15	4	30	0	33	4	63							
04:30	1	29	2	36	3	65							
04:45	3	10	37	133	3	6	29	136	6	16	66	269	
05:00	2	26	2	32	4	58							
05:15	0	34	1	37	1	71							
05:30	0	38	2	41	2	79							
05:45	0	2	40	138	6	11	49	159	6	13	89	297	
06:00	1	42	5	45	6	87							
06:15	2	50	6	47	8	97							
06:30	3	37	2	33	5	70							
06:45	7	13	34	163	12	25	27	152	19	38	61	315	
07:00	10	32	13	31	23	63							
07:15	14	37	16	33	30	70							
07:30	9	37	16	37	25	74							
07:45	20	53	28	134	21	66	29	130	41	119	57	264	
08:00	28	27	30	26	58	53							
08:15	25	29	36	28	61	57							
08:30	30	19	48	33	78	52							
08:45	46	129	34	109	52	166	17	104	98	295	51	213	
09:00	48	33	59	13	107	46							
09:15	53	22	51	9	104	31							
09:30	60	11	56	15	116	26							
09:45	45	206	13	79	49	215	14	51	94	421	27	130	
10:00	61	17	59	14	120	31							
10:15	50	14	49	11	99	25							
10:30	49	11	52	11	101	22							
10:45	49	209	7	49	53	213	8	44	102	422	15	93	
11:00	45	10	47	8	92	18							
11:15	42	16	39	7	81	23							
11:30	36	8	35	6	71	14							
11:45	45	168	4	38	40	161	6	27	85	329	10	65	
Total	869	1386	928	1332	1797	2718							
Percent	48.4%	51.0%	51.6%	49.0%									
Day Total		2255		2260		4515							
Peak	09:15	-	05:30	-	08:45	-	05:30	-	09:15	-	05:30	-	-
Vol.	219	-	170	-	218	-	182	-	434	-	352	-	-
P.H.F.	0.898		0.850		0.924		0.929		0.904		0.907		









PRECISION  
DATA  
INDUSTRIES, LLC

46 Morton Street, Framingham, MA 01702  
Office: 508-875-0100 Fax: 508-875-0118  
Email: datarequests@pdillc.com

Mill Road Plaza Driveway  
east of Mill Road  
City, State: Durham, NH  
Client: Tighe & Bond/ V. Kalikiri

186243 BB Volume  
Site Code: 22-1529-002

Start Time	WB		EB		Combin ed		5/8/2018							
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	Tue							
12:00	4	34	4	44	8	78								
12:15	3	44	5	53	8	97								
12:30	4	49	2	37	6	86								
12:45	7	47	174	2	13	50	184	31	97	358				
01:00	4	52		3	43		7		95					
01:15	3	43		2	41		5		84					
01:30	4	51		4	46		8		97					
01:45	2	13	43	189	1	10	33	163	3	23	76	352		
02:00	2	55		4	53		6		108					
02:15	2	45		2	41		4		86					
02:30	0	46		1	34		1		80					
02:45	1	5	30	176	0	7	35	163	1	12	65	339		
03:00	1	38		0	50		1		88					
03:15	0	54		0	50		0		104					
03:30	0	52		0	55		0		107					
03:45	0	1	62	206	2	2	55	210	2	3	117	416		
04:00	1	44		4	61		5		105					
04:15	2	64		2	54		4		118					
04:30	2	56		2	63		4		119					
04:45	1	6	61	225	5	13	71	249	6	19	132	474		
05:00	1	61		7	54		8		115					
05:15	3	55		11	61		14		116					
05:30	1	63		4	57		5		120					
05:45	2	7	61	240	7	29	52	224	9	36	113	464		
06:00	2	48		7	46		9		94					
06:15	2	64		12	48		14		112					
06:30	20	57		14	60		34		117					
06:45	7	31	50	219	7	40	49	203	14	71	99	422		
07:00	14	42		15	33		29		75					
07:15	11	36		15	37		26		73					
07:30	26	45		19	52		45		97					
07:45	11	62	41	164	30	79	29	151	41	141	70	315		
08:00	22	46		39	37		61		83					
08:15	28	31		35	33		63		64					
08:30	21	33		19	33		40		66					
08:45	21	92	35	145	41	134	15	118	62	226	50	263		
09:00	31	19		30	5		61		24					
09:15	22	17		20	9		42		26					
09:30	36	7		26	8		62		15					
09:45	30	119	8	51	38	114	5	27	68	233	13	78		
10:00	38	12		32	6		70		18					
10:15	43	12		38	2		81		14					
10:30	34	2		40	6		74		8					
10:45	27	142	8	34	34	144	5	19	61	286	13	53		
11:00	41	2		45	3		86		5					
11:15	42	3		44	3		86		6					
11:30	32	1		36	0		68		1					
11:45	40	155	3	9	51	176	5	11	91	331	8	20		
Total	651	1832		761	1722		1412		3554					
Percent	46.1%	51.5%		53.9%	48.5%									
Day Total		2483		2483			4966							
Peak	11:00	-	04:15	-	11:00	-	04:00	-	11:00	-	04:15	-	-	-
Vol.	155	-	242	-	176	-	249	-	331	-	484	-	-	-
P.H.F.	0.901		0.945		0.863		0.877		0.909		0.917			

PDI File #: **197243 B**  
 Location: **S: #19 Driveway**  
 Location: **E: Main Street W: Main Street SW: #21 Driveway**  
 City, State: **Durham, NH**  
 Client: **Tighe & Bond/ V. Kalikiri**  
 Site Code: **22-1529.002**  
 Count Date: **Thursday, October 24, 2019**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



46 Morton Street, Framingham, MA 01702  
 Office: 508-875-0100 Fax: 508-875-0118  
 Email: datarequests@pdilic.com

**Cars and Heavy Vehicles (Combined)**

	Main Street					#19 Driveway					#21 Driveway					Main Street					Total
	from East					from South					from Southwest					from West					
	Thru	Bear Left	Left	U-Turn	Total	Right	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Hard Left	U-Turn	Total	Hard Right	Right	Thru	U-Turn	Total	
4:00 PM	114	0	0	0	114	0	0	0	0	0	0	0	0	0	0	0	2	152	0	154	268
4:15 PM	119	0	0	0	119	0	0	0	0	0	0	1	2	0	3	0	1	160	0	161	283
4:30 PM	102	0	2	0	104	0	0	0	0	0	0	0	1	0	1	0	4	166	0	170	275
4:45 PM	125	0	1	0	126	0	0	0	0	0	0	0	0	0	0	0	1	164	0	165	291
<b>Total</b>	460	0	3	0	463	0	0	0	0	0	0	1	3	0	4	0	8	642	0	650	1117
5:00 PM	108	0	2	0	110	1	0	0	0	1	0	1	1	0	2	0	1	186	0	187	300
5:15 PM	98	0	1	0	99	0	0	0	0	0	0	0	1	0	1	0	1	184	0	185	285
5:30 PM	112	0	1	0	113	0	0	0	0	0	0	2	1	0	3	0	1	156	0	157	273
5:45 PM	108	0	2	0	110	0	0	0	0	0	0	1	1	0	2	0	2	156	0	158	270
<b>Total</b>	426	0	6	0	432	1	0	0	0	1	0	4	4	0	8	0	5	682	0	687	1128
<b>Grand Total</b>	886	0	9	0	895	1	0	0	0	1	0	5	7	0	12	0	13	1324	0	1337	2245
Approach %	99.0	0.0	1.0	0.0		100.0	0.0	0.0	0.0		0.0	41.7	58.3	0.0		0.0	1.0	99.0	0.0		
Total %	39.5	0.0	0.4	0.0	39.9	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.3	0.0	0.5	0.0	0.6	59.0	0.0	59.6	
Exiting Leg Total	1330					22					0					893					2245
Cars	869	0	9	0	878	1	0	0	0	1	0	5	7	0	12	0	13	1309	0	1322	2213
% Cars	98.1	0.0	100.0	0.0	98.1	100.0	0.0	0.0	0.0	100.0	0.0	100.0	100.0	0.0	100.0	0.0	100.0	98.9	0.0	98.9	98.6
Exiting Leg Total	1315					22					0					876					2213
Heavy Vehicles	17	0	0	0	17	0	0	0	0	0	0	0	0	0	0	0	0	15	0	15	32
% Heavy Vehicles	1.9	0.0	0.0	0.0	1.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.1	0.0	1.1	1.4
Exiting Leg Total	15					0					0					17					32

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

	Main Street					#19 Driveway					#21 Driveway					Main Street					Total
	from East					from South					from Southwest					from West					
	Thru	Bear Left	Left	U-Turn	Total	Right	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Hard Left	U-Turn	Total	Hard Right	Right	Thru	U-Turn	Total	
4:30 PM	102	0	2	0	104	0	0	0	0	0	0	0	1	0	1	0	4	166	0	170	275
4:45 PM	125	0	1	0	126	0	0	0	0	0	0	0	0	0	0	0	1	164	0	165	291
5:00 PM	108	0	2	0	110	1	0	0	0	1	0	1	1	0	2	0	1	186	0	187	300
5:15 PM	98	0	1	0	99	0	0	0	0	0	0	0	1	0	1	0	1	184	0	185	285
<b>Total Volume</b>	433	0	6	0	439	1	0	0	0	1	0	1	3	0	4	0	7	700	0	707	1151
% Approach Total	98.6	0.0	1.4	0.0		100.0	0.0	0.0	0.0		0.0	25.0	75.0	0.0		0.0	1.0	99.0	0.0		
PHF	0.866	0.000	0.750	0.000	0.871	0.250	0.000	0.000	0.000	0.250	0.000	0.250	0.750	0.000	0.500	0.000	0.438	0.941	0.000	0.945	0.959
Cars	425	0	6	0	431	1	0	0	0	1	0	1	3	0	4	0	7	693	0	700	1136
Cars %	98.2	0.0	100.0	0.0	98.2	100.0	0.0	0.0	0.0	100.0	0.0	100.0	100.0	0.0	100.0	0.0	100.0	99.0	0.0	99.0	98.7
Heavy Vehicles	8	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	7	0	7	15
Heavy Vehicles %	1.8	0.0	0.0	0.0	1.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	1.0	1.3
Cars Enter Leg	425	0	6	0	431	1	0	0	0	1	0	1	3	0	4	0	7	693	0	700	1136
Heavy Enter Leg	8	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	7	0	7	15
<b>Total Entering Leg</b>	433	0	6	0	439	1	0	0	0	1	0	1	3	0	4	0	7	700	0	707	1151
Cars Exiting Leg	695					13					0					428					1136
Heavy Exiting Leg	7					0					0					8					15
<b>Total Exiting Leg</b>	702					13					0					436					1151

PDI File #: **197243 B**  
 Location: **S: #19 Driveway**  
 Location: **E: Main Street W: Main Street SW: #21 Driveway**  
 City, State: **Durham, NH**  
 Client: **Tighe & Bond/ V. Kalikiri**  
 Site Code: **22-1529.002**  
 Count Date: **Thursday, October 24, 2019**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



**Cars**

	Main Street					#19 Driveway					#21 Driveway					Main Street					Total
	from East					from South					from Southwest					from West					
	Thru	Bear Left	Left	U-Turn	Total	Right	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Hard Left	U-Turn	Total	Hard Right	Right	Thru	U-Turn	Total	
4:00 PM	111	0	0	0	111	0	0	0	0	0	0	0	0	0	0	0	2	149	0	151	262
4:15 PM	117	0	0	0	117	0	0	0	0	0	0	1	2	0	3	0	1	159	0	160	280
4:30 PM	101	0	2	0	103	0	0	0	0	0	0	0	1	0	1	0	4	164	0	168	272
4:45 PM	122	0	1	0	123	0	0	0	0	0	0	0	0	0	0	0	1	162	0	163	286
<b>Total</b>	451	0	3	0	454	0	0	0	0	0	0	1	3	0	4	0	8	634	0	642	1100
5:00 PM	107	0	2	0	109	1	0	0	0	1	0	1	1	0	2	0	1	185	0	186	298
5:15 PM	95	0	1	0	96	0	0	0	0	0	0	0	1	0	1	0	1	182	0	183	280
5:30 PM	112	0	1	0	113	0	0	0	0	0	0	2	1	0	3	0	1	153	0	154	270
5:45 PM	104	0	2	0	106	0	0	0	0	0	0	1	1	0	2	0	2	155	0	157	265
<b>Total</b>	418	0	6	0	424	1	0	0	0	1	0	4	4	0	8	0	5	675	0	680	1113
<b>Grand Total</b>	869	0	9	0	878	1	0	0	0	1	0	5	7	0	12	0	13	1309	0	1322	2213
Approach %	99.0	0.0	1.0	0.0		100.0	0.0	0.0	0.0		0.0	41.7	58.3	0.0		0.0	1.0	99.0	0.0		
Total %	39.3	0.0	0.4	0.0	39.7	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.3	0.0	0.5	0.0	0.6	59.2	0.0	59.7	
Exiting Leg Total	1315					22					0					876					2213

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

	Main Street					#19 Driveway					#21 Driveway					Main Street					Total
	from East					from South					from Southwest					from West					
	Thru	Bear Left	Left	U-Turn	Total	Right	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Hard Left	U-Turn	Total	Hard Right	Right	Thru	U-Turn	Total	
4:15 PM	117	0	0	0	117	0	0	0	0	0	0	1	2	0	3	0	1	159	0	160	280
4:30 PM	101	0	2	0	103	0	0	0	0	0	0	0	1	0	1	0	4	164	0	168	272
4:45 PM	122	0	1	0	123	0	0	0	0	0	0	0	0	0	0	0	1	162	0	163	286
5:00 PM	107	0	2	0	109	1	0	0	0	1	0	1	1	0	2	0	1	185	0	186	298
Total Volume	447	0	5	0	452	1	0	0	0	1	0	2	4	0	6	0	7	670	0	677	1136
% Approach Total	98.9	0.0	1.1	0.0		100.0	0.0	0.0	0.0		0.0	33.3	66.7	0.0		0.0	1.0	99.0	0.0		
PHF	0.916	0.000	0.625	0.000	0.919	0.250	0.000	0.000	0.000	0.250	0.000	0.500	0.500	0.000	0.500	0.000	0.438	0.905	0.000	0.910	0.953
Entering Leg	447	0	5	0	452	1	0	0	0	1	0	2	4	0	6	0	7	670	0	677	1136
Exiting Leg	673					12					0					451					1136
<b>Total</b>	1125					13					6					1128					2272



PDI File #: **197243 B**  
 Location: **S: #19 Driveway**  
 Location: **E: Main Street W: Main Street SW: #21 Driveway**  
 City, State: **Durham, NH**  
 Client: **Tighe & Bond/ V. Kalikiri**  
 Site Code: **22-1529.002**  
 Count Date: **Thursday, October 24, 2019**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



46 Morton Street, Framingham, MA 01702  
 Office: 508-875-0100 Fax: 508-875-0118  
 Email: datarequests@pdilic.com

**Buses**

	Main Street					#19 Driveway					#21 Driveway					Main Street					Total
	from East					from South					from Southwest					from West					
	Thru	Bear Left	Left	U-Turn	Total	Right	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Hard Left	U-Turn	Total	Hard Right	Right	Thru	U-Turn	Total	
4:00 PM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	4
4:15 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:30 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	3
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
<b>Total</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>6</b>	<b>10</b>
5:00 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	4
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
5:45 PM	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	4
<b>Total</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>5</b>	<b>11</b>
Grand Total	10	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	11	0	11	21
Approach %	100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0		
Total %	47.6	0.0	0.0	0.0	47.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	52.4	0.0	52.4	
Exiting Leg Total	11					0					0					10					21

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

	Main Street					#19 Driveway					#21 Driveway					Main Street					Total
	from East					from South					from Southwest					from West					
	Thru	Bear Left	Left	U-Turn	Total	Right	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Hard Left	U-Turn	Total	Hard Right	Right	Thru	U-Turn	Total	
5:00 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	4
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
5:45 PM	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	4
<b>Total Volume</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>5</b>	<b>11</b>
% Approach Total	100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0		
PHF	0.500	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.625	0.000	0.625	0.688
Entering Leg	6	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5	11
Exiting Leg	5					0					0					6					11
<b>Total</b>	<b>11</b>					<b>0</b>					<b>0</b>					<b>11</b>					<b>22</b>

PDI File #: **197243 B**  
 Location: **S: #19 Driveway**  
 Location: **E: Main Street W: Main Street SW: #21 Driveway**  
 City, State: **Durham, NH**  
 Client: **Tighe & Bond/ V. Kalikiri**  
 Site Code: **22-1529.002**  
 Count Date: **Thursday, October 24, 2019**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



46 Morton Street, Framingham, MA 01702  
 Office: 508-875-0100 Fax: 508-875-0118  
 Email: datarequests@pdilic.com

**Single-Unit Trucks**

	Main Street					#19 Driveway					#21 Driveway					Main Street					Total
	from East					from South					from Southwest					from West					
	Thru	Bear Left	Left	U-Turn	Total	Right	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Hard Left	U-Turn	Total	Hard Right	Right	Thru	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
4:15 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
<b>Total</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>5</b>
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
5:15 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
5:45 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
<b>Total</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>4</b>
Grand Total	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	9
Approach %	100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0		
Total %	55.6	0.0	0.0	0.0	55.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	44.4	0.0	44.4	
Exiting Leg Total						4					0					5					9

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

	Main Street					#19 Driveway					#21 Driveway					Main Street					Total
	from East					from South					from Southwest					from West					
	Thru	Bear Left	Left	U-Turn	Total	Right	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Hard Left	U-Turn	Total	Hard Right	Right	Thru	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
4:15 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
<b>Total Volume</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>5</b>
<b>% Approach Total</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>		<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>		<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>		<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>		
PHF	0.375	0.000	0.000	0.000	0.375	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.500	0.625
Entering Leg	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	5
Exiting Leg						2					0					3					5
<b>Total</b>						<b>5</b>					<b>0</b>					<b>5</b>					<b>10</b>

PDI File #: **197243 B**  
 Location: **S: #19 Driveway**  
 Location: **E: Main Street W: Main Street SW: #21 Driveway**  
 City, State: **Durham, NH**  
 Client: **Tighe & Bond/ V. Kalikiri**  
 Site Code: **22-1529.002**  
 Count Date: **Thursday, October 24, 2019**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



46 Morton Street, Framingham, MA 01702  
 Office: 508-875-0100 Fax: 508-875-0118  
 Email: datarequests@pdillc.com

**Articulated Trucks**

	Main Street					#19 Driveway					#21 Driveway					Main Street					Total
	from East					from South					from Southwest					from West					
	Thru	Bear Left	Left	U-Turn	Total	Right	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Hard Left	U-Turn	Total	Hard Right	Right	Thru	U-Turn	Total	
4:00 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
<b>Total</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
Grand Total	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Approach %	100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	100.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	0					0					0					2					2

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

	Main Street					#19 Driveway					#21 Driveway					Main Street					Total
	from East					from South					from Southwest					from West					
	Thru	Bear Left	Left	U-Turn	Total	Right	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Hard Left	U-Turn	Total	Hard Right	Right	Thru	U-Turn	Total	
4:00 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
<b>Total Volume</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>
% Approach Total	100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.500	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500
Entering Leg	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Exiting Leg	0					0					0					2					2
<b>Total</b>	<b>2</b>					<b>0</b>					<b>0</b>					<b>2</b>					<b>4</b>

PDI File #: 197243 B  
 Location: S: #19 Driveway  
 Location: E: Main Street W: Main Street SW: #21 Driveway  
 City, State: Durham, NH  
 Client: Tighe & Bond/ V. Kalikiri  
 Site Code: 22-1529.002  
 Count Date: Thursday, October 24, 2019  
 Start Time: 4:00 PM  
 End Time: 6:00 PM  
 Class:



46 Morton Street, Framingham, MA 01702  
 Office: 508-875-0100 Fax: 508-875-0118  
 Email: datarequests@pdilic.com

**Bicycles (on Roadway and Crosswalks)**

	Main Street							#19 Driveway							#21 Driveway							Main Street							Total	
	from East							from South							from Southwest							from West								
	Thru	Bear Left	Left	U-Turn	CW-SB	CW-NB	Total	Right	Left	Hard Left	U-Turn	CW-WB	CW-EB	Total	Hard Right	Bear Right	Hard Left	U-Turn	CW-NWB	CW-SEB	Total	Hard Right	Right	Thru	U-Turn	CW-NB	CW-SB	Total		
4:00 PM	2	0	0	0	0	0	2	0	0	0	0	0	3	3	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	8
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
4:45 PM	1	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	3	
Total	4	0	0	0	0	0	4	0	0	0	0	0	4	4	0	0	0	0	0	4	4	0	0	0	0	0	0	0	12	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1	
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	1	0	0	0	1	2	
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	2	0	0	0	2	4	
Grand Total	4	0	0	0	0	0	4	0	0	0	0	0	4	4	0	0	0	0	1	5	6	0	0	2	0	0	0	2	16	
Approach %	100.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	100.0		0.0	0.0	0.0	0.0	16.7	83.3		0.0	0.0	100.0	0.0	0.0	0.0			
Total %	25.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	25.0	25.0		0.0	0.0	0.0	0.0	6.3	31.3	37.5	0.0	0.0	12.5	0.0	0.0	0.0	12.5		
Exiting Leg Total	2							4							6							4							16	

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

4:00 PM	Main Street							#19 Driveway							#21 Driveway							Main Street							Total
	from East							from South							from Southwest							from West							
	Thru	Bear Left	Left	U-Turn	CW-SB	CW-NB	Total	Right	Left	Hard Left	U-Turn	CW-WB	CW-EB	Total	Hard Right	Bear Right	Hard Left	U-Turn	CW-NWB	CW-SEB	Total	Hard Right	Right	Thru	U-Turn	CW-NB	CW-SB	Total	
4:00 PM	2	0	0	0	0	0	2	0	0	0	0	0	3	3	0	0	0	0	0	0	3	3	0	0	0	0	0	0	8
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	1	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	3
Total Volume	4	0	0	0	0	0	4	0	0	0	0	0	4	4	0	0	0	0	0	4	4	0	0	0	0	0	0	0	12
% Approach Total	100.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	100.0		0.0	0.0	0.0	0.0	0.0	100.0		0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.500	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.333	0.333		0.000	0.000	0.000	0.000	0.000	0.333	0.333		0.000	0.000	0.000	0.000	0.000	0.375	
Entering Leg	4	0	0	0	0	0	4	0	0	0	0	0	4	4	0	0	0	0	0	4	4	0	0	0	0	0	0	12	
Exiting Leg	0							4							4							4							12
Total	4							8							8							4							24



PDI File #: 197243 B  
 Location: S: #19 Driveway  
 Location: E: Main Street W: Main Street SW: #21 Driveway  
 City, State: Durham, NH  
 Client: Tighe & Bond/ V. Kalikiri  
 Site Code: 22-1529.002  
 Count Date: Thursday, October 24, 2019  
 Start Time: 4:00 PM  
 End Time: 6:00 PM  
 Class:



**Pedestrians**

	Main Street								#19 Driveway								#21 Driveway								Main Street								Total
	from East								from South								from Southwest								from West								
	Thru	Bear Left	Left	U-Turn	CW-SB	CW-NB	Total		Right	Left	Hard Left	U-Turn	CW-WB	CW-EB	Total		Hard Right	Bear Right	Hard Left	U-Turn	CW-NWB	CW-SEB	Total		Hard Right	Right	Thru	U-Turn	CW-NB	CW-SB	Total		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	11	14	25	0	0	0	0	0	11	13	24	0	0	0	0	0	0	0	49		
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	12	2	14	0	0	0	0	0	13	3	16	0	0	0	0	0	0	0	30		
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	14	9	23	0	0	0	0	0	15	9	24	0	0	0	0	1	0	1	48		
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	6	7	13	0	0	0	0	0	7	12	19	0	0	0	0	0	0	0	32		
Total	0	0	0	0	0	0	0	0	0	0	0	0	43	32	75	0	0	0	0	0	46	37	83	0	0	0	0	1	0	1	159		
5:00 PM	0	0	0	0	1	0	1	0	0	0	0	0	3	11	14	0	0	0	0	0	3	15	18	0	0	0	0	0	0	0	33		
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	8	11	19	0	0	0	0	0	8	12	20	0	0	0	0	1	0	1	40		
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	5	7	0	0	0	0	0	2	5	7	0	0	0	0	0	0	0	14		
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	5	7	0	0	0	0	0	1	5	6	0	0	0	0	0	0	0	13		
Total	0	0	0	0	1	0	1	0	0	0	0	0	15	32	47	0	0	0	0	0	14	37	51	0	0	0	0	1	0	1	100		
Grand Total	0	0	0	0	1	0	1	0	0	0	0	58	64	122	0	0	0	0	0	60	74	134	0	0	0	0	2	0	2	259			
Approach %	0	0	0	0	100	0		0	0	0	0	47.5	52.5		0	0	0	0	0	44.8	55.2		0	0	0	0	100	0					
Total %	0	0	0	0	0.39	0	0.39	0	0	0	0	22.4	24.7	47.1	0	0	0	0	0	23.2	28.6	51.7	0	0	0	0	0.77	0	0.77				
Exiting Leg Total	1								122								134								2								259

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

	Main Street								#19 Driveway								#21 Driveway								Main Street								Total
	from East								from South								from Southwest								from West								
	Thru	Bear Left	Left	U-Turn	CW-SB	CW-NB	Total		Right	Left	Hard Left	U-Turn	CW-WB	CW-EB	Total		Hard Right	Bear Right	Hard Left	U-Turn	CW-NWB	CW-SEB	Total		Hard Right	Right	Thru	U-Turn	CW-NB	CW-SB	Total		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	11	14	25	0	0	0	0	0	11	13	24	0	0	0	0	0	0	0	49		
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	12	2	14	0	0	0	0	0	13	3	16	0	0	0	0	0	0	0	30		
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	14	9	23	0	0	0	0	0	15	9	24	0	0	0	0	1	0	1	48		
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	6	7	13	0	0	0	0	0	7	12	19	0	0	0	0	0	0	0	32		
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	43	32	75	0	0	0	0	0	46	37	83	0	0	0	0	1	0	1	159		
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	57.3	42.7		0.0	0.0	0.0	0.0	0.0	55.4	44.6		0.0	0.0	0.0	0.0	100.0	0.0					
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.768	0.571	0.750	0.000	0.000	0.000	0.000	0.000	0.767	0.712	0.865	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.811			
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	43	32	75	0	0	0	0	0	46	37	83	0	0	0	0	1	0	1	159			
Exiting Leg	0								75								83								1								159
Total	0								150								166								2								318

Main St & Mill Rd/Jenkins Ct  
 Durham, NH  
 3/28/2017  
 4th Tuesday

Source: RSG

	Main Street Eastbound Approach			Main Street Westbound Approach			Mill Rd Northbound Approach			Jenkins Ct Southbound Approach			Pedestrians (Crossing Approach)			
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	EB	WB	NB	SB
7:00 AM	3	53	18	0	0	0	0	0	0	0	0	0	0	0	1	0
7:15 AM	3	70	34	0	0	0	0	0	0	0	0	0	1	0	1	0
7:30 AM	3	69	53	0	0	0	0	0	0	0	0	0	4	0	2	0
7:45 AM	5	41	45	0	0	0	0	0	0	0	0	0	9	0	11	0
8:00 AM	1	58	49	0	0	0	0	0	0	0	0	0	4	0	9	0
8:15 AM	3	44	37	0	0	0	0	0	0	0	0	0	7	0	8	0
8:30 AM	0	57	48	0	0	0	0	0	0	0	0	0	4	0	7	0
8:45 AM	4	56	50	0	0	0	0	0	0	0	0	0	9	0	11	0
4:00 PM	7	123	65	0	0	0	0	0	0	0	0	0	22	0	14	36
4:15 PM	6	108	67	0	0	0	0	0	0	0	0	0	21	0	5	26
4:30 PM	7	136	69	0	0	0	0	0	0	0	0	0	22	0	2	23
4:45 PM	8	128	68	0	0	0	0	0	0	0	0	0	19	0	12	39
5:00 PM	7	149	90	0	0	0	0	0	0	0	0	0	13	0	16	37
5:15 PM	8	154	90	0	0	0	0	0	0	0	0	0	9	0	12	31
5:30 PM	11	115	61	0	0	0	0	0	0	0	0	0	16	0	4	19
5:45 PM	4	144	64	0	0	0	0	0	0	0	0	0	10	0	9	33

Main St & Mill Rd  
 Durham, NH  
 3/28/2017  
 4th Tuesday

Source: RSG

	Main Street Eastbound Approach			Main Street Westbound Approach			Mill Rd Northbound Approach			None Southbound Approach			Pedestrians (Crossing Approach)			
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	EB	WB	NB	SB
	7:00 AM	0	53	0	0	0	0	0	0	55	0	0	0	1	0	1
7:15 AM	0	70	0	0	0	0	0	0	71	0	0	0	2	0	0	0
7:30 AM	0	69	0	0	0	0	0	0	58	0	0	0	6	0	2	0
7:45 AM	0	41	0	0	0	0	0	0	42	0	0	0	2	0	11	0
8:00 AM	0	58	0	0	0	0	0	0	36	0	0	0	2	0	7	0
8:15 AM	0	44	0	0	0	0	0	0	39	0	0	0	3	0	7	0
8:30 AM	0	57	0	0	0	0	0	0	48	0	0	0	3	0	3	0
8:45 AM	0	56	0	0	0	0	0	0	34	0	0	0	8	0	13	0
4:00 PM	0	123	0	0	0	0	0	0	98	0	0	0	9	0	14	0
4:15 PM	0	108	0	0	0	0	0	0	80	0	0	0	12	0	16	0
4:30 PM	0	136	0	0	0	0	0	0	124	0	0	0	11	0	10	0
4:45 PM	0	128	0	0	0	0	0	0	103	0	0	0	16	0	21	0
5:00 PM	0	149	0	0	0	0	0	0	155	0	0	0	20	0	34	0
5:15 PM	0	154	0	0	0	0	0	0	125	0	0	0	23	0	24	0
5:30 PM	0	115	0	0	0	0	0	0	87	0	0	0	7	0	14	0
5:45 PM	0	144	0	0	0	0	0	0	86	0	0	0	8	0	26	0

Main St & Madbury Rd  
 Durham, NH  
 3/30/2017  
 5th Thursday

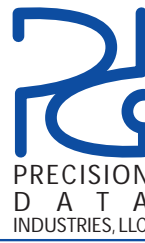
Source: RSG

	Main Street Eastbound Approach			Main Street Westbound Approach			None Northbound Approach			Madbury Road Southbound Approach			Pedestrians (Crossing Approach)			
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	EB	WB	NB	SB
7:00 AM	40	53	0	0	0	88	0	0	0	0	0	0	4	0	0	2
7:15 AM	95	68	0	0	0	133	0	0	0	0	0	0	9	0	0	2
7:30 AM	42	91	0	0	0	121	0	0	0	0	0	0	5	0	0	8
7:45 AM	35	64	0	0	0	151	0	0	0	0	0	0	10	0	0	12
8:00 AM	32	65	0	0	0	84	0	0	0	0	0	0	10	0	0	2
8:15 AM	35	60	0	0	0	89	0	0	0	0	0	0	6	0	0	4
8:30 AM	48	61	0	0	0	122	0	0	0	0	0	0	2	0	0	3
8:45 AM	34	90	0	0	0	125	0	0	0	0	0	0	9	0	0	4
4:00 PM	82	181	0	0	0	99	0	0	0	0	0	0	28	0	0	11
4:15 PM	87	149	0	0	0	104	0	0	0	0	0	0	19	0	0	10
4:30 PM	111	186	0	0	0	110	0	0	0	0	0	0	33	0	0	14
4:45 PM	119	153	0	0	0	119	0	0	0	0	0	0	46	0	0	20
5:00 PM	99	200	0	0	0	132	0	0	0	0	0	0	34	0	0	16
5:15 PM	105	183	0	0	0	151	0	0	0	0	0	0	29	0	0	4
5:30 PM	104	149	0	0	0	124	0	0	0	0	0	0	18	0	0	9
5:45 PM	106	158	0	0	0	117	0	0	0	0	0	0	34	0	0	16





PDI File #: **186243 A**  
 Location: **N: Driveway S: Mill Road**  
 Location: **E: Main Street W: Main Street**  
 City, State: **Durham, NH**  
 Client: **Tighe & Bond/ V. Kalikiri**  
 Site Code: **22-1529-002**  
 Count Date: **Tuesday, May 08, 2018**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



46 Morton Street, Framingham, MA 01702  
 Office: 508-875-0100 Fax: 508-875-0118  
 Email: datarequests@pdillc.com

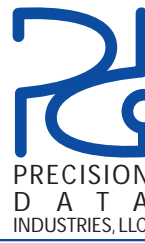
### Cars and Heavy Vehicles (Combined)

	Driveway					Main Street					Mill Road					Main Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	97	0	1	0	98	0	135	1	0	136	234
4:15 PM	0	0	0	0	0	0	0	0	0	0	87	0	4	0	91	0	129	1	0	130	221
4:30 PM	0	0	0	0	0	0	0	0	0	0	115	0	0	0	115	0	149	0	0	149	264
4:45 PM	0	0	0	0	0	0	0	0	0	0	135	0	1	0	136	0	160	1	0	161	297
Total	0	0	0	0	0	0	0	0	0	0	434	0	6	0	440	0	573	3	0	576	1016
5:00 PM	0	0	0	0	0	0	0	0	0	0	121	0	0	0	121	0	163	1	0	164	285
5:15 PM	0	0	0	0	0	0	0	0	0	0	111	0	0	0	111	0	113	0	0	113	224
5:30 PM	0	0	0	0	0	0	0	0	0	0	92	0	0	0	92	0	139	0	0	139	231
5:45 PM	0	0	0	0	0	0	0	0	0	0	114	1	0	0	115	0	110	1	0	111	226
Total	0	0	0	0	0	0	0	0	0	0	438	1	0	0	439	0	525	2	0	527	966
Grand Total	0	0	0	0	0	0	0	0	0	0	872	1	6	0	879	0	1098	5	0	1103	1982
Approach %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	99.2	0.1	0.7	0.0		0.0	99.5	0.5	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	44.0	0.1	0.3	0.0	44.3	0.0	55.4	0.3	0.0	55.7	
Exiting Leg Total	6					1970					0					6					1982
Cars	0	0	0	0	0	0	0	0	0	0	870	1	6	0	877	0	1067	5	0	1072	1949
% Cars	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	99.8	100.0	100.0	0.0	99.8	0.0	97.2	100.0	0.0	97.2	98.3
Exiting Leg Total	6					1937					0					6					1949
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	31	0	0	31	33
% Heavy Vehicles	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.2	0.0	2.8	0.0	0.0	2.8	1.7
Exiting Leg Total	0					33					0					0					33

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

	Driveway					Main Street					Mill Road					Main Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:30 PM	0	0	0	0	0	0	0	0	0	0	115	0	0	0	115	0	149	0	0	149	264
4:45 PM	0	0	0	0	0	0	0	0	0	0	135	0	1	0	136	0	160	1	0	161	297
5:00 PM	0	0	0	0	0	0	0	0	0	0	121	0	0	0	121	0	163	1	0	164	285
5:15 PM	0	0	0	0	0	0	0	0	0	0	111	0	0	0	111	0	113	0	0	113	224
Total Volume	0	0	0	0	0	0	0	0	0	0	482	0	1	0	483	0	585	2	0	587	1070
% Approach Total	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		99.8	0.0	0.2	0.0		0.0	99.7	0.3	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.893	0.000	0.250	0.000	0.888	0.000	0.897	0.500	0.000	0.895	0.901
Cars	0	0	0	0	0	0	0	0	0	0	481	0	1	0	482	0	570	2	0	572	1054
Cars %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	99.8	0.0	100.0	0.0	99.8	0.0	97.4	100.0	0.0	97.4	98.5
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	15	0	0	15	16
Heavy Vehicles %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.2	0.0	2.6	0.0	0.0	2.6	1.5
Cars Enter Leg	0	0	0	0	0	0	0	0	0	0	481	0	1	0	482	0	570	2	0	572	1054
Heavy Enter Leg	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	15	0	0	15	16
Total Entering Leg	0	0	0	0	0	0	0	0	0	0	482	0	1	0	483	0	585	2	0	587	1070
Cars Exiting Leg	2					1051					0					1					1054
Heavy Exiting Leg	0					16					0					0					16
Total Exiting Leg	2					1067					0					1					1070

PDI File #: **186243 A**  
 Location: **N: Driveway S: Mill Road**  
 Location: **E: Main Street W: Main Street**  
 City, State: **Durham, NH**  
 Client: **Tighe & Bond/ V. Kalikiri**  
 Site Code: **22-1529-002**  
 Count Date: **Tuesday, May 08, 2018**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



46 Morton Street, Framingham, MA 01702  
 Office: 508-875-0100 Fax: 508-875-0118  
 Email: datarequests@pdillc.com

**Cars-Combined (Motorcycles, Cars, Light Goods)**

	Driveway					Main Street					Mill Road					Main Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	97	0	1	0	98	0	129	1	0	130	228
4:15 PM	0	0	0	0	0	0	0	0	0	0	87	0	4	0	91	0	125	1	0	126	217
4:30 PM	0	0	0	0	0	0	0	0	0	0	115	0	0	0	115	0	145	0	0	145	260
4:45 PM	0	0	0	0	0	0	0	0	0	0	134	0	1	0	135	0	156	1	0	157	292
Total	0	0	0	0	0	0	0	0	0	0	433	0	6	0	439	0	555	3	0	558	997
5:00 PM	0	0	0	0	0	0	0	0	0	0	121	0	0	0	121	0	159	1	0	160	281
5:15 PM	0	0	0	0	0	0	0	0	0	0	111	0	0	0	111	0	110	0	0	110	221
5:30 PM	0	0	0	0	0	0	0	0	0	0	92	0	0	0	92	0	135	0	0	135	227
5:45 PM	0	0	0	0	0	0	0	0	0	0	113	1	0	0	114	0	108	1	0	109	223
Total	0	0	0	0	0	0	0	0	0	0	437	1	0	0	438	0	512	2	0	514	952
Grand Total	0	0	0	0	0	0	0	0	0	0	870	1	6	0	877	0	1067	5	0	1072	1949
Approach %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	99.2	0.1	0.7	0.0		0.0	99.5	0.5	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	44.6	0.1	0.3	0.0	45.0	0.0	54.7	0.3	0.0	55.0	
Exiting Leg Total						6						1937						0	6	1949	

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

	Driveway					Main Street					Mill Road					Main Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:30 PM	0	0	0	0	0	0	0	0	0	0	115	0	0	0	115	0	145	0	0	145	260
4:30 PM	0	0	0	0	0	0	0	0	0	0	134	0	1	0	135	0	156	1	0	157	292
4:45 PM	0	0	0	0	0	0	0	0	0	0	121	0	0	0	121	0	159	1	0	160	281
5:00 PM	0	0	0	0	0	0	0	0	0	0	111	0	0	0	111	0	110	0	0	110	221
5:15 PM	0	0	0	0	0	0	0	0	0	0	481	0	1	0	482	0	570	2	0	572	1054
Total Volume	0	0	0	0	0	0	0	0	0	0	481	0	1	0	482	0	570	2	0	572	1054
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	99.8	0.0	0.2	0.0		0.0	99.7	0.3	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.897	0.000	0.250	0.000	0.893	0.000	0.896	0.500	0.000	0.894	0.902
Entering Leg	0	0	0	0	0	0	0	0	0	0	481	0	1	0	482	0	570	2	0	572	1054
Exiting Leg						2						1051						0	1	1054	
Total						2						1051						482	573	2108	



PDI File #: **186243 A**  
 Location: **N: Driveway S: Mill Road**  
 Location: **E: Main Street W: Main Street**  
 City, State: **Durham, NH**  
 Client: **Tighe & Bond/ V. Kalikiri**  
 Site Code: **22-1529-002**  
 Count Date: **Tuesday, May 08, 2018**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



46 Morton Street, Framingham, MA 01702  
 Office: 508-875-0100 Fax: 508-875-0118  
 Email: datarequests@pdillc.com

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

	Driveway					Main Street					Mill Road					Main Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	6
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	4
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	4
4:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	4	0	0	4	5
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	18	0	0	18	19
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	4
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	4
5:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	0	0	2	3
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	13	0	0	13	14
<b>Grand Total</b>	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	31	0	0	31	33
Approach %	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.1	0.0	0.0	0.0	6.1	0.0	93.9	0.0	0.0	93.9	
<b>Exiting Leg Total</b>	0					33					0					0					33
Buses	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	24	0	0	24	25
% Buses	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	50.0	0.0	77.4	0.0	0.0	77.4	75.8
<b>Exiting Leg Total</b>	0					25					0					0					25
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	5	0	0	5	6
% Single-Unit	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	50.0	0.0	16.1	0.0	0.0	16.1	18.2
<b>Exiting Leg Total</b>	0					6					0					0					6
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
% Articulated	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.5	0.0	0.0	6.5	6.1
<b>Exiting Leg Total</b>	0					2					0					0					2

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

	Driveway					Main Street					Mill Road					Main Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	6
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	4
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	4
4:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	4	0	0	4	5
<b>Total Volume</b>	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	18	0	0	18	19
% Approach Total	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.750	0.000	0.000	0.750	0.792
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	0	0	13	13
Buses %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	72.2	0.0	0.0	72.2	68.4
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	3	0	0	3	4
Single-Unit %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	100.0	0.0	16.7	0.0	0.0	16.7	21.1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
Articulated %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11.1	0.0	0.0	11.1	10.5
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	0	0	13	13
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	3	0	0	3	4
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
<b>Total Entering Leg</b>	0					19					0					18					19
Buses	0					13					0					0					13
Single-Unit Trucks	0					4					0					0					4
Articulated Trucks	0					2					0					0					2
<b>Total Exiting Leg</b>	0					19					0					0					19

PDI File #: **186243 A**  
 Location: **N: Driveway S: Mill Road**  
 Location: **E: Main Street W: Main Street**  
 City, State: **Durham, NH**  
 Client: **Tighe & Bond/ V. Kalikiri**  
 Site Code: **22-1529-002**  
 Count Date: **Tuesday, May 08, 2018**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



46 Morton Street, Framingham, MA 01702  
 Office: 508-875-0100 Fax: 508-875-0118  
 Email: datarequests@pdillc.com

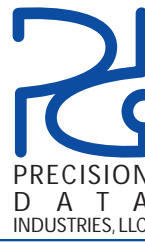
**Cars**

	Driveway					Main Street					Mill Road					Main Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	83	0	1	0	84	0	114	1	0	115	199
4:15 PM	0	0	0	0	0	0	0	0	0	0	81	0	3	0	84	0	111	1	0	112	196
4:30 PM	0	0	0	0	0	0	0	0	0	0	108	0	0	0	108	0	123	0	0	123	231
4:45 PM	0	0	0	0	0	0	0	0	0	0	126	0	0	0	126	0	131	1	0	132	258
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	398	0	4	0	402	0	479	3	0	482	884
5:00 PM	0	0	0	0	0	0	0	0	0	0	108	0	0	0	108	0	142	1	0	143	251
5:15 PM	0	0	0	0	0	0	0	0	0	0	99	0	0	0	99	0	101	0	0	101	200
5:30 PM	0	0	0	0	0	0	0	0	0	0	81	0	0	0	81	0	121	0	0	121	202
5:45 PM	0	0	0	0	0	0	0	0	0	0	96	1	0	0	97	0	91	1	0	92	189
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	384	1	0	0	385	0	455	2	0	457	842
Grand Total	0	0	0	0	0	0	0	0	0	0	782	1	4	0	787	0	934	5	0	939	1726
Approach %	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		99.4	0.1	0.5	0.0		0.0	99.5	0.5	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	45.3	0.1	0.2	0.0	45.6	0.0	54.1	0.3	0.0	54.4	
Exiting Leg Total						6						1716						0	4	1726	

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

	Driveway					Main Street					Mill Road					Main Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:30 PM	0	0	0	0	0	0	0	0	0	0	108	0	0	0	108	0	123	0	0	123	231
4:45 PM	0	0	0	0	0	0	0	0	0	0	126	0	0	0	126	0	131	1	0	132	258
5:00 PM	0	0	0	0	0	0	0	0	0	0	108	0	0	0	108	0	142	1	0	143	251
5:15 PM	0	0	0	0	0	0	0	0	0	0	99	0	0	0	99	0	101	0	0	101	200
Total Volume	0	0	0	0	0	0	0	0	0	0	441	0	0	0	441	0	497	2	0	499	940
% Approach Total	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0		0.0	99.6	0.4	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.875	0.000	0.000	0.000	0.875	0.000	0.875	0.500	0.000	0.872	0.911
Entering Leg	0	0	0	0	0	0	0	0	0	0	441	0	0	0	441	0	497	2	0	499	940
Exiting Leg						2						938						0	940		
Total						2						938						441	499	1880	

PDI File #: **186243 A**  
 Location: **N: Driveway S: Mill Road**  
 Location: **E: Main Street W: Main Street**  
 City, State: **Durham, NH**  
 Client: **Tighe & Bond/ V. Kalikiri**  
 Site Code: **22-1529-002**  
 Count Date: **Tuesday, May 08, 2018**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



46 Morton Street, Framingham, MA 01702  
 Office: 508-875-0100 Fax: 508-875-0118  
 Email: datarequests@pdillc.com

**Light Goods Vehicle**

	Driveway					Main Street					Mill Road					Main Street					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
4:00 PM	0	0	0	0	0	0	0	0	0	0	11	0	0	0	11	0	11	0	0	11	22	
4:15 PM	0	0	0	0	0	0	0	0	0	0	6	0	1	0	7	0	8	0	0	8	15	
4:30 PM	0	0	0	0	0	0	0	0	0	0	7	0	0	0	7	0	17	0	0	17	24	
4:45 PM	0	0	0	0	0	0	0	0	0	0	7	0	0	0	7	0	17	0	0	17	24	
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	31	0	1	0	32	0	53	0	0	53	85	
5:00 PM	0	0	0	0	0	0	0	0	0	0	11	0	0	0	11	0	10	0	0	10	21	
5:15 PM	0	0	0	0	0	0	0	0	0	0	8	0	0	0	8	0	7	0	0	7	15	
5:30 PM	0	0	0	0	0	0	0	0	0	0	9	0	0	0	9	0	9	0	0	9	18	
5:45 PM	0	0	0	0	0	0	0	0	0	0	10	0	0	0	10	0	9	0	0	9	19	
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	38	0	0	0	38	0	35	0	0	35	73	
<b>Grand Total</b>	0	0	0	0	0	0	0	0	0	0	69	0	1	0	70	0	88	0	0	88	158	
Approach %	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		98.6	0.0	1.4	0.0		0.0	100.0	0.0	0.0			
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	43.7	0.0	0.6	0.0	44.3	0.0	55.7	0.0	0.0	55.7		
Exiting Leg Total						0					157					0					1	158

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

	Driveway					Main Street					Mill Road					Main Street					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
4:00 PM	0	0	0	0	0	0	0	0	0	0	11	0	0	0	11	0	11	0	0	11	22	
4:15 PM	0	0	0	0	0	0	0	0	0	0	6	0	1	0	7	0	8	0	0	8	15	
4:30 PM	0	0	0	0	0	0	0	0	0	0	7	0	0	0	7	0	17	0	0	17	24	
4:45 PM	0	0	0	0	0	0	0	0	0	0	7	0	0	0	7	0	17	0	0	17	24	
<b>Total Volume</b>	0	0	0	0	0	0	0	0	0	0	31	0	1	0	32	0	53	0	0	53	85	
% Approach Total	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		96.9	0.0	3.1	0.0		0.0	100.0	0.0	0.0			
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.705	0.000	0.250	0.000	0.727	0.000	0.779	0.000	0.000	0.779	0.885	
Entering Leg	0	0	0	0	0	0	0	0	0	0	31	0	1	0	32	0	53	0	0	53	85	
Exiting Leg						0					84					0					1	85
<b>Total</b>						0					84					32					54	170

PDI File #: **186243 A**  
 Location: **N: Driveway S: Mill Road**  
 Location: **E: Main Street W: Main Street**  
 City, State: **Durham, NH**  
 Client: **Tighe & Bond/ V. Kalikiri**  
 Site Code: **22-1529-002**  
 Count Date: **Tuesday, May 08, 2018**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



46 Morton Street, Framingham, MA 01702  
 Office: 508-875-0100 Fax: 508-875-0118  
 Email: datarequests@pdillc.com

**Buses**

	Driveway					Main Street					Mill Road					Main Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	5
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	0	0	13	13
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	4
5:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	2
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	11	0	0	11	12
<b>Grand Total</b>	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	24	0	0	24	25
Approach %	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	0.0	0.0	0.0	4.0	0.0	96.0	0.0	0.0	96.0	
Exiting Leg Total	0					25					0					0					25

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

4:00 PM	Driveway					Main Street					Mill Road					Main Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	5
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
<b>Total Volume</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	0	0	13	13
<b>% Approach Total</b>	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.650	0.000	0.000	0.650	0.650
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	0	0	13	13
Exiting Leg	0					13					0					0					13
<b>Total</b>	0					13					0					13					26

PDI File #: **186243 A**  
 Location: **N: Driveway S: Mill Road**  
 Location: **E: Main Street W: Main Street**  
 City, State: **Durham, NH**  
 Client: **Tighe & Bond/ V. Kalikiri**  
 Site Code: **22-1529-002**  
 Count Date: **Tuesday, May 08, 2018**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



46 Morton Street, Framingham, MA 01702  
 Office: 508-875-0100 Fax: 508-875-0118  
 Email: datarequests@pdillc.com

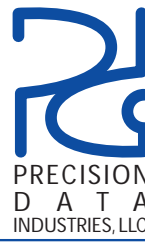
**Single-Unit Trucks**

	Driveway					Main Street					Mill Road					Main Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	3	0	0	3	4
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
<b>Grand Total</b>	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	5	0	0	5	6
Approach %	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16.7	0.0	0.0	0.0	16.7	0.0	83.3	0.0	0.0	83.3	
Exiting Leg Total	0					6					0					0					6

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

4:00 PM	Driveway					Main Street					Mill Road					Main Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
<b>Total Volume</b>	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	3	0	0	3	4
<b>% Approach Total</b>	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.750	0.000	0.000	0.750	1.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	3	0	0	3	4
Exiting Leg	0					4					0					0					4
<b>Total</b>	0					4					1					3					8

PDI File #: **186243 A**  
 Location: **N: Driveway S: Mill Road**  
 Location: **E: Main Street W: Main Street**  
 City, State: **Durham, NH**  
 Client: **Tighe & Bond/ V. Kalikiri**  
 Site Code: **22-1529-002**  
 Count Date: **Tuesday, May 08, 2018**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



46 Morton Street, Framingham, MA 01702  
 Office: 508-875-0100 Fax: 508-875-0118  
 Email: datarequests@pdillc.com

**Articulated Trucks**

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

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

4:00 PM	Driveway					Main Street					Mill Road					Main Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
% Approach Total	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.500	0.500
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
Exiting Leg	0					2					0					0					2
Total	0					2					0					2					4

PDI File #: 186243 A  
 Location: N: Driveway S: Mill Road  
 Location: E: Main Street W: Main Street  
 City, State: Durham, NH  
 Client: Tighe & Bond/ V. Kalikiri  
 Site Code: 22-1529-002  
 Count Date: Tuesday, May 08, 2018  
 Start Time: 4:00 PM  
 End Time: 6:00 PM  
 Class:



46 Morton Street, Framingham, MA 01702  
 Office: 508-875-0100 Fax: 508-875-0118  
 Email: datarequests@pdillc.com

**Bicycles (on Roadway and Crosswalks)**

	Driveway							Main Street							Mill Road							Main Street							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1			
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1				
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2				
5:00 PM	0	0	0	0	2	1	3	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0				
5:15 PM	0	0	0	0	0	0	0	0	0	0	2	0	2	1	0	0	0	0	0	0	1	0	1	0	1				
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
5:45 PM	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1				
Total	0	0	0	0	3	1	4	0	0	0	0	2	1	3	1	0	0	0	0	0	1	0	2	0	2				
Grand Total	0	0	0	0	3	1	4	0	0	0	0	2	1	3	1	0	0	0	0	0	1	0	4	0	4				
Approach %	0.0	0.0	0.0	0.0	75.0	25.0		0.0	0.0	0.0	0.0	66.7	33.3		100.0	0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0				
Total %	0.0	0.0	0.0	0.0	25.0	8.3	33.3	0.0	0.0	0.0	0.0	16.7	8.3	25.0	8.3	0.0	0.0	0.0	0.0	0.0	8.3	0.0	33.3	0.0	0.0				
Exiting Leg Total	4							8							0							0							12

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

	Driveway							Main Street							Mill Road							Main Street							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
5:00 PM	0	0	0	0	2	1	3	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0				
5:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	2	1	0	0	0	0	0	0	1	0	1	0	1				
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
5:30 PM	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1				
Total Volume	0	0	0	0	3	1	4	0	0	0	0	2	1	3	1	0	0	0	0	0	1	0	2	0	2				
% Approach Total	0.0	0.0	0.0	0.0	75.0	25.0		0.0	0.0	0.0	0.0	66.7	33.3		100.0	0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0				
PHF	0.000	0.000	0.000	0.000	0.375	0.250	0.333	0.000	0.000	0.000	0.000	0.250	0.250	0.375	0.250	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.500	0.000	0.625				
Entering Leg	0	0	0	0	3	1	4	0	0	0	0	2	1	3	1	0	0	0	0	0	1	0	2	0	2				
Exiting Leg	4							6							0							0							10
Total	8							9							1							2							20

PDI File #: 186243 A  
 Location: N: Driveway S: Mill Road  
 Location: E: Main Street W: Main Street  
 City, State: Durham, NH  
 Client: Tighe & Bond/ V. Kalikiri  
 Site Code: 22-1529-002  
 Count Date: Tuesday, May 08, 2018  
 Start Time: 4:00 PM  
 End Time: 6:00 PM  
 Class:



46 Morton Street, Framingham, MA 01702  
 Office: 508-875-0100 Fax: 508-875-0118  
 Email: datarequests@pdillc.com

**Pedestrians**

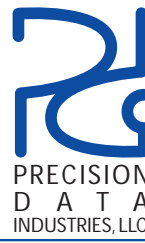
	Driveway							Main Street							Mill Road							Main Street							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
4:00 PM	0	0	0	0	55	31	86	0	0	0	0	0	1	1	0	0	0	0	7	4	11	0	0	0	0	0	0	0	98
4:15 PM	0	0	0	0	44	44	88	0	0	0	0	1	0	1	0	0	0	0	5	16	21	0	0	0	0	0	0	0	110
4:30 PM	0	0	0	0	31	32	63	0	0	0	0	1	6	7	0	0	0	0	7	13	20	0	0	0	0	0	0	0	90
4:45 PM	0	0	0	0	33	28	61	0	0	0	0	1	7	8	0	0	0	0	7	14	21	0	0	0	0	0	0	0	90
Total	0	0	0	0	163	135	298	0	0	0	0	3	14	17	0	0	0	0	26	47	73	0	0	0	0	0	0	0	388
5:00 PM	0	0	0	0	40	40	80	0	0	0	0	1	4	5	0	0	0	0	9	16	25	0	0	0	0	0	0	0	110
5:15 PM	0	0	0	0	31	27	58	0	0	0	0	0	5	5	0	0	0	0	15	10	25	0	0	0	0	0	0	0	88
5:30 PM	0	0	0	0	33	24	57	0	0	0	0	2	4	6	0	0	0	0	9	14	23	0	0	0	0	0	0	0	86
5:45 PM	0	0	0	0	25	36	61	0	0	0	0	2	1	3	0	0	0	0	17	13	30	0	0	0	0	0	0	0	94
Total	0	0	0	0	129	127	256	0	0	0	0	5	14	19	0	0	0	0	50	53	103	0	0	0	0	0	0	0	378
Grand Total	0	0	0	0	292	262	554	0	0	0	0	8	28	36	0	0	0	0	76	100	176	0	0	0	0	0	0	0	766
Approach %	0	0	0	0	52.7	47.3		0	0	0	0	22.2	77.8		0	0	0	0	43.2	56.8		0	0	0	0	0	0	0	
Total %	0	0	0	0	38.1	34.2	72.3	0	0	0	0	1.04	3.66	4.7	0	0	0	0	9.92	13.1	23	0	0	0	0	0	0	0	
Exiting Leg Total	554							36							176							0	766						

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

4:15 PM	Driveway							Main Street							Mill Road							Main Street							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
4:15 PM	0	0	0	0	44	44	88	0	0	0	0	1	0	1	0	0	0	0	5	16	21	0	0	0	0	0	0	0	110
4:30 PM	0	0	0	0	31	32	63	0	0	0	0	1	6	7	0	0	0	0	7	13	20	0	0	0	0	0	0	0	90
4:45 PM	0	0	0	0	33	28	61	0	0	0	0	1	7	8	0	0	0	0	7	14	21	0	0	0	0	0	0	0	90
5:00 PM	0	0	0	0	40	40	80	0	0	0	0	1	4	5	0	0	0	0	9	16	25	0	0	0	0	0	0	0	110
Total Volume	0	0	0	0	148	144	292	0	0	0	0	4	17	21	0	0	0	0	28	59	87	0	0	0	0	0	0	0	400
% Approach Total	0.0	0.0	0.0	0.0	50.7	49.3		0.0	0.0	0.0	0.0	19.0	81.0		0.0	0.0	0.0	0.0	32.2	67.8		0.0	0.0	0.0	0.0	0.0	0.0	0.0	
PHF	0.000	0.000	0.000	0.000	0.841	0.818	0.830	0.000	0.000	0.000	0.000	1.000	0.607	0.656	0.000	0.000	0.000	0.000	0.778	0.922	0.870	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.909
Entering Leg	0	0	0	0	148	144	292	0	0	0	0	4	17	21	0	0	0	0	28	59	87	0	0	0	0	0	0	0	400
Exiting Leg	292							21							87							0	400						
Total	584							42							174							0	800						



PDI File #: **186243 C**  
 Location: **N: Mill Road S: Mill Road**  
 Location: **E: Mill Road Plaza Driveway**  
 City, State: **Durham, NH**  
 Client: **Tighe & Bond/ V. Kalikiri**  
 Site Code: **22-1529-002**  
 Count Date: **Tuesday, May 08, 2018**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



46 Morton Street, Framingham, MA 01702  
 Office: 508-875-0100 Fax: 508-875-0118  
 Email: datarequests@pdillc.com

**Cars and Heavy Vehicles (Combined)**

	Mill Road				Mill Road Plaza Driveway				Mill Road				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:00 PM	40	36	0	76	32	12	0	44	24	58	0	82	202
4:15 PM	40	35	0	75	34	27	0	61	19	57	0	76	212
4:30 PM	42	45	0	87	45	10	0	55	19	77	0	96	238
4:45 PM	44	44	0	88	49	16	0	65	30	82	0	112	265
<b>Total</b>	166	160	0	326	160	65	0	225	92	274	0	366	917
5:00 PM	53	35	0	88	45	18	0	63	20	83	0	103	254
5:15 PM	50	40	0	90	36	20	0	56	21	71	0	92	238
5:30 PM	42	36	0	78	43	20	0	63	21	49	0	70	211
5:45 PM	47	38	0	85	51	10	0	61	14	64	0	78	224
<b>Total</b>	192	149	0	341	175	68	0	243	76	267	0	343	927
Grand Total	358	309	0	667	335	133	0	468	168	541	0	709	1844
Approach %	53.7	46.3	0.0		71.6	28.4	0.0		23.7	76.3	0.0		
Total %	19.4	16.8	0.0	36.2	18.2	7.2	0.0	25.4	9.1	29.3	0.0	38.4	
Exiting Leg Total				876				477				491	1844
Cars	350	307	0	657	333	133	0	466	168	541	0	709	1832
% Cars	97.8	99.4	0.0	98.5	99.4	100.0	0.0	99.6	100.0	100.0	0.0	100.0	99.3
Exiting Leg Total				874				475				483	1832
Heavy Vehicles	8	2	0	10	2	0	0	2	0	0	0	0	12
% Heavy Vehicles	2.2	0.6	0.0	1.5	0.6	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.7
Exiting Leg Total				2				2				8	12

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

4:30 PM	Mill Road				Mill Road Plaza Driveway				Mill Road				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:30 PM	42	45	0	87	45	10	0	55	19	77	0	96	238
4:45 PM	44	44	0	88	49	16	0	65	30	82	0	112	265
5:00 PM	53	35	0	88	45	18	0	63	20	83	0	103	254
5:15 PM	50	40	0	90	36	20	0	56	21	71	0	92	238
Total Volume	189	164	0	353	175	64	0	239	90	313	0	403	995
% Approach Total	53.5	46.5	0.0		73.2	26.8	0.0		22.3	77.7	0.0		
PHF	0.892	0.911	0.000	0.981	0.893	0.800	0.000	0.919	0.750	0.943	0.000	0.900	0.939
Cars	183	163	0	346	174	64	0	238	90	313	0	403	987
Cars %	96.8	99.4	0.0	98.0	99.4	100.0	0.0	99.6	100.0	100.0	0.0	100.0	99.2
Heavy Vehicles	6	1	0	7	1	0	0	1	0	0	0	0	8
Heavy Vehicles %	3.2	0.6	0.0	2.0	0.6	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.8
Cars Enter Leg	183	163	0	346	174	64	0	238	90	313	0	403	987
Heavy Enter Leg	6	1	0	7	1	0	0	1	0	0	0	0	8
Total Entering Leg	189	164	0	353	175	64	0	239	90	313	0	403	995
Cars Exiting Leg				487				253				247	987
Heavy Exiting Leg				1				1				6	8
Total Exiting Leg				488				254				253	995

PDI File #: **186243 C**  
 Location: **N: Mill Road S: Mill Road**  
 Location: **E: Mill Road Plaza Driveway**  
 City, State: **Durham, NH**  
 Client: **Tighe & Bond/ V. Kalikiri**  
 Site Code: **22-1529-002**  
 Count Date: **Tuesday, May 08, 2018**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**



46 Morton Street, Framingham, MA 01702  
 Office: 508-875-0100 Fax: 508-875-0118  
 Email: datarequests@pdillc.com

**Cars-Combined (Motorcycles, Cars, Light Goods)**

Class:

	Mill Road				Mill Road Plaza Driveway				Mill Road				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:00 PM	40	36	0	76	32	12	0	44	24	58	0	82	202
4:15 PM	39	35	0	74	34	27	0	61	19	57	0	76	211
4:30 PM	39	44	0	83	45	10	0	55	19	77	0	96	234
4:45 PM	43	44	0	87	48	16	0	64	30	82	0	112	263
Total	161	159	0	320	159	65	0	224	92	274	0	366	910
5:00 PM	53	35	0	88	45	18	0	63	20	83	0	103	254
5:15 PM	48	40	0	88	36	20	0	56	21	71	0	92	236
5:30 PM	41	35	0	76	43	20	0	63	21	49	0	70	209
5:45 PM	47	38	0	85	50	10	0	60	14	64	0	78	223
Total	189	148	0	337	174	68	0	242	76	267	0	343	922
Grand Total	350	307	0	657	333	133	0	466	168	541	0	709	1832
Approach %	53.3	46.7	0.0		71.5	28.5	0.0		23.7	76.3	0.0		
Total %	19.1	16.8	0.0	35.9	18.2	7.3	0.0	25.4	9.2	29.5	0.0	38.7	
Exiting Leg Total				874				475				483	1832

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

	Mill Road				Mill Road Plaza Driveway				Mill Road				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:30 PM	39	44	0	83	45	10	0	55	19	77	0	96	234
4:45 PM	43	44	0	87	48	16	0	64	30	82	0	112	263
5:00 PM	53	35	0	88	45	18	0	63	20	83	0	103	254
5:15 PM	48	40	0	88	36	20	0	56	21	71	0	92	236
Total Volume	183	163	0	346	174	64	0	238	90	313	0	403	987
% Approach Total	52.9	47.1	0.0		73.1	26.9	0.0		22.3	77.7	0.0		
PHF	0.863	0.926	0.000	0.983	0.906	0.800	0.000	0.930	0.750	0.943	0.000	0.900	0.938
Entering Leg	183	163	0	346	174	64	0	238	90	313	0	403	987
Exiting Leg				487				253				247	987
Total				833				491				650	1974

PDI File #: **186243 C**  
 Location: **N: Mill Road S: Mill Road**  
 Location: **E: Mill Road Plaza Driveway**  
 City, State: **Durham, NH**  
 Client: **Tighe & Bond/ V. Kalikiri**  
 Site Code: **22-1529-002**  
 Count Date: **Tuesday, May 08, 2018**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**



46 Morton Street, Framingham, MA 01702  
 Office: 508-875-0100 Fax: 508-875-0118  
 Email: datarequests@pdillc.com

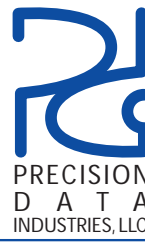
Class: **Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)**

	Mill Road				Mill Road Plaza Driveway				Mill Road				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	1	0	0	1	0	0	0	0	0	0	0	0	1
4:30 PM	3	1	0	4	0	0	0	0	0	0	0	0	4
4:45 PM	1	0	0	1	1	0	0	1	0	0	0	0	2
<b>Total</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	2	0	0	2	0	0	0	0	0	0	0	0	2
5:30 PM	1	1	0	2	0	0	0	0	0	0	0	0	2
5:45 PM	0	0	0	0	1	0	0	1	0	0	0	0	1
<b>Total</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>
<b>Grand Total</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>
Approach %	80.0	20.0	0.0		100.0	0.0	0.0		0.0	0.0	0.0		
Total %	66.7	16.7	0.0	83.3	16.7	0.0	0.0	16.7	0.0	0.0	0.0	0.0	
Exiting Leg Total	2				2				8				12
Buses	7	1	0	8	1	0	0	1	0	0	0	0	9
% Buses	87.5	50.0	0.0	80.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	75.0
Exiting Leg Total	1				1				7				9
Single-Unit Trucks	1	1	0	2	1	0	0	1	0	0	0	0	3
% Single-Unit	12.5	50.0	0.0	20.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	25.0
Exiting Leg Total	1				1				1				3
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
% Articulated	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total	0				0				0				0

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

	Mill Road				Mill Road Plaza Driveway				Mill Road				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:30 PM	3	1	0	4	0	0	0	0	0	0	0	0	4
4:45 PM	1	0	0	1	1	0	0	1	0	0	0	0	2
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	2	0	0	2	0	0	0	0	0	0	0	0	2
<b>Total Volume</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>
% Approach Total	85.7	14.3	0.0		100.0	0.0	0.0		0.0	0.0	0.0		
PHF	0.500	0.250	0.000	0.438	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.500
Buses	5	0	0	5	0	0	0	0	0	0	0	0	5
Buses %	83.3	0.0	0.0	71.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	62.5
Single-Unit Trucks	1	1	0	2	1	0	0	1	0	0	0	0	3
Single-Unit %	16.7	100.0	0.0	28.6	100.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	37.5
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Buses	5	0	0	5	0	0	0	0	0	0	0	0	5
Single-Unit Trucks	1	1	0	2	1	0	0	1	0	0	0	0	3
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Entering Leg</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>
Buses	0				0				5				5
Single-Unit Trucks	1				1				1				3
Articulated Trucks	0				0				0				0
<b>Total Exiting Leg</b>	<b>1</b>				<b>1</b>				<b>6</b>				<b>8</b>

PDI File #: **186243 C**  
 Location: **N: Mill Road S: Mill Road**  
 Location: **E: Mill Road Plaza Driveway**  
 City, State: **Durham, NH**  
 Client: **Tighe & Bond/ V. Kalikiri**  
 Site Code: **22-1529-002**  
 Count Date: **Tuesday, May 08, 2018**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



46 Morton Street, Framingham, MA 01702  
 Office: 508-875-0100 Fax: 508-875-0118  
 Email: datarequests@pdillc.com

**Cars**

	Mill Road				Mill Road Plaza Driveway				Mill Road				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:00 PM	38	34	0	72	27	10	0	37	20	49	0	69	178
4:15 PM	33	32	0	65	34	23	0	57	19	49	0	68	190
4:30 PM	34	41	0	75	42	10	0	52	17	71	0	88	215
4:45 PM	36	37	0	73	43	12	0	55	26	78	0	104	232
<b>Total</b>	<b>141</b>	<b>144</b>	<b>0</b>	<b>285</b>	<b>146</b>	<b>55</b>	<b>0</b>	<b>201</b>	<b>82</b>	<b>247</b>	<b>0</b>	<b>329</b>	<b>815</b>
5:00 PM	49	32	0	81	37	17	0	54	18	75	0	93	228
5:15 PM	41	38	0	79	30	18	0	48	20	67	0	87	214
5:30 PM	37	30	0	67	40	16	0	56	17	41	0	58	181
5:45 PM	44	36	0	80	45	10	0	55	12	53	0	65	200
<b>Total</b>	<b>171</b>	<b>136</b>	<b>0</b>	<b>307</b>	<b>152</b>	<b>61</b>	<b>0</b>	<b>213</b>	<b>67</b>	<b>236</b>	<b>0</b>	<b>303</b>	<b>823</b>
Grand Total	312	280	0	592	298	116	0	414	149	483	0	632	1638
Approach %	52.7	47.3	0.0		72.0	28.0	0.0		23.6	76.4	0.0		
Total %	19.0	17.1	0.0	36.1	18.2	7.1	0.0	25.3	9.1	29.5	0.0	38.6	
Exiting Leg Total				781				429				428	1638

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

	Mill Road				Mill Road Plaza Driveway				Mill Road				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:30 PM	34	41	0	75	42	10	0	52	17	71	0	88	215
4:45 PM	36	37	0	73	43	12	0	55	26	78	0	104	232
5:00 PM	49	32	0	81	37	17	0	54	18	75	0	93	228
5:15 PM	41	38	0	79	30	18	0	48	20	67	0	87	214
Total Volume	160	148	0	308	152	57	0	209	81	291	0	372	889
% Approach Total	51.9	48.1	0.0		72.7	27.3	0.0		21.8	78.2	0.0		
PHF	0.816	0.902	0.000	0.951	0.884	0.792	0.000	0.950	0.779	0.933	0.000	0.894	0.958
Entering Leg	160	148	0	308	152	57	0	209	81	291	0	372	889
Exiting Leg				443				229				217	889
Total				751				438				589	1778

PDI File #: **186243 C**  
 Location: **N: Mill Road S: Mill Road**  
 Location: **E: Mill Road Plaza Driveway**  
 City, State: **Durham, NH**  
 Client: **Tighe & Bond/ V. Kalikiri**  
 Site Code: **22-1529-002**  
 Count Date: **Tuesday, May 08, 2018**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



46 Morton Street, Framingham, MA 01702  
 Office: 508-875-0100 Fax: 508-875-0118  
 Email: datarequests@pdillc.com

**Light Goods Vehicle**

	Mill Road				Mill Road Plaza Driveway				Mill Road				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:00 PM	1	1	0	2	4	2	0	6	4	7	0	11	19
4:15 PM	4	3	0	7	0	4	0	4	0	8	0	8	19
4:30 PM	5	3	0	8	3	0	0	3	1	6	0	7	18
4:45 PM	6	4	0	10	5	4	0	9	4	2	0	6	25
<b>Total</b>	<b>16</b>	<b>11</b>	<b>0</b>	<b>27</b>	<b>12</b>	<b>10</b>	<b>0</b>	<b>22</b>	<b>9</b>	<b>23</b>	<b>0</b>	<b>32</b>	<b>81</b>
5:00 PM	3	2	0	5	6	0	0	6	2	6	0	8	19
5:15 PM	4	1	0	5	5	2	0	7	1	3	0	4	16
5:30 PM	3	3	0	6	3	4	0	7	4	6	0	10	23
5:45 PM	2	2	0	4	2	0	0	2	2	7	0	9	15
<b>Total</b>	<b>12</b>	<b>8</b>	<b>0</b>	<b>20</b>	<b>16</b>	<b>6</b>	<b>0</b>	<b>22</b>	<b>9</b>	<b>22</b>	<b>0</b>	<b>31</b>	<b>73</b>
<b>Grand Total</b>	<b>28</b>	<b>19</b>	<b>0</b>	<b>47</b>	<b>28</b>	<b>16</b>	<b>0</b>	<b>44</b>	<b>18</b>	<b>45</b>	<b>0</b>	<b>63</b>	<b>154</b>
Approach %	59.6	40.4	0.0		63.6	36.4	0.0		28.6	71.4	0.0		
Total %	18.2	12.3	0.0	30.5	18.2	10.4	0.0	28.6	11.7	29.2	0.0	40.9	
Exiting Leg Total				73				37				44	154

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

	Mill Road				Mill Road Plaza Driveway				Mill Road				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:45 PM	6	4	0	10	5	4	0	9	4	2	0	6	25
5:00 PM	3	2	0	5	6	0	0	6	2	6	0	8	19
5:15 PM	4	1	0	5	5	2	0	7	1	3	0	4	16
5:30 PM	3	3	0	6	3	4	0	7	4	6	0	10	23
<b>Total Volume</b>	<b>16</b>	<b>10</b>	<b>0</b>	<b>26</b>	<b>19</b>	<b>10</b>	<b>0</b>	<b>29</b>	<b>11</b>	<b>17</b>	<b>0</b>	<b>28</b>	<b>83</b>
<b>% Approach Total</b>	<b>61.5</b>	<b>38.5</b>	<b>0.0</b>		<b>65.5</b>	<b>34.5</b>	<b>0.0</b>		<b>39.3</b>	<b>60.7</b>	<b>0.0</b>		
PHF	0.667	0.625	0.000	0.650	0.792	0.625	0.000	0.806	0.688	0.708	0.000	0.700	0.830
Entering Leg	16	10	0	26	19	10	0	29	11	17	0	28	83
Exiting Leg				36				21				26	83
<b>Total</b>				<b>62</b>				<b>50</b>				<b>54</b>	<b>166</b>

PDI File #: **186243 C**  
 Location: **N: Mill Road S: Mill Road**  
 Location: **E: Mill Road Plaza Driveway**  
 City, State: **Durham, NH**  
 Client: **Tighe & Bond/ V. Kalikiri**  
 Site Code: **22-1529-002**  
 Count Date: **Tuesday, May 08, 2018**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



46 Morton Street, Framingham, MA 01702  
 Office: 508-875-0100 Fax: 508-875-0118  
 Email: datarequests@pdillc.com

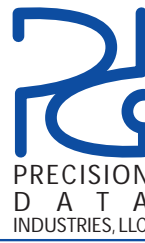
**Buses**

	Mill Road				Mill Road Plaza Driveway				Mill Road				Total	
	from North				from East				from South					
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	1
4:30 PM	3	0	0	3	0	0	0	0	0	0	0	0	0	3
4:45 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	1
<b>Total</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	1
5:30 PM	1	1	0	2	0	0	0	0	0	0	0	0	0	2
5:45 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	1
<b>Total</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>
<b>Grand Total</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>
Approach %	87.5	12.5	0.0		100.0	0.0	0.0		0.0	0.0	0.0			
Total %	77.8	11.1	0.0	88.9	11.1	0.0	0.0	11.1	0.0	0.0	0.0	0.0		
Exiting Leg Total				1				1					7	9

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

4:00 PM	Mill Road				Mill Road Plaza Driveway				Mill Road				Total	
	from North				from East				from South					
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	1
4:30 PM	3	0	0	3	0	0	0	0	0	0	0	0	0	3
4:45 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	1
Total Volume	5	0	0	5	0	0	0	0	0	0	0	0	0	5
% Approach Total	100.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0			
PHF	0.417	0.000	0.000	0.417	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.417
Entering Leg	5	0	0	5	0	0	0	0	0	0	0	0	0	5
Exiting Leg				0				0				5		5
Total				5				0				5		10

PDI File #: **186243 C**  
 Location: **N: Mill Road S: Mill Road**  
 Location: **E: Mill Road Plaza Driveway**  
 City, State: **Durham, NH**  
 Client: **Tighe & Bond/ V. Kalikiri**  
 Site Code: **22-1529-002**  
 Count Date: **Tuesday, May 08, 2018**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



46 Morton Street, Framingham, MA 01702  
 Office: 508-875-0100 Fax: 508-875-0118  
 Email: datarequests@pdillc.com

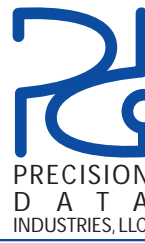
**Single-Unit Trucks**

	Mill Road				Mill Road Plaza Driveway				Mill Road				Total	
	from North				from East				from South					
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	1	
4:45 PM	0	0	0	0	1	0	0	1	0	0	0	0	1	
<b>Total</b>	0	1	0	1	1	0	0	1	0	0	0	0	2	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:15 PM	1	0	0	1	0	0	0	0	0	0	0	0	1	
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
<b>Total</b>	1	0	0	1	0	0	0	0	0	0	0	0	1	
<b>Grand Total</b>	1	1	0	2	1	0	0	1	0	0	0	0	3	
Approach %	50.0	50.0	0.0		100.0	0.0	0.0		0.0	0.0	0.0			
Total %	33.3	33.3	0.0	66.7	33.3	0.0	0.0	33.3	0.0	0.0	0.0	0.0		
Exiting Leg Total				1				1					1	3

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

4:30 PM	Mill Road				Mill Road Plaza Driveway				Mill Road				Total	
	from North				from East				from South					
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total		
4:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	1	
4:45 PM	0	0	0	0	1	0	0	1	0	0	0	0	1	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:15 PM	1	0	0	1	0	0	0	0	0	0	0	0	1	
<b>Total Volume</b>	1	1	0	2	1	0	0	1	0	0	0	0	3	
<b>% Approach Total</b>	50.0	50.0	0.0		100.0	0.0	0.0		0.0	0.0	0.0			
PHF	0.250	0.250	0.000	0.500	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.750	
Entering Leg	1	1	0	2	1	0	0	1	0	0	0	0	3	
Exiting Leg				1				1					1	3
<b>Total</b>				3				2					1	6

PDI File #: **186243 C**  
 Location: **N: Mill Road S: Mill Road**  
 Location: **E: Mill Road Plaza Driveway**  
 City, State: **Durham, NH**  
 Client: **Tighe & Bond/ V. Kalikiri**  
 Site Code: **22-1529-002**  
 Count Date: **Tuesday, May 08, 2018**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



46 Morton Street, Framingham, MA 01702  
 Office: 508-875-0100 Fax: 508-875-0118  
 Email: datarequests@pdillc.com

**Articulated Trucks**

	Mill Road				Mill Road Plaza Driveway				Mill Road				Total	
	from North				from East				from South					
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0			
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Exiting Leg Total				0				0					0	0

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

4:00 PM	Mill Road				Mill Road Plaza Driveway				Mill Road				Total	
	from North				from East				from South					
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0			
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000		0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg				0				0					0	0
Total				0				0					0	0



PDI File #: 186243 C  
 Location: N: Mill Road S: Mill Road  
 Location: E: Mill Road Plaza Driveway  
 City, State: Durham, NH  
 Client: Tighe & Bond/ V. Kalikiri  
 Site Code: 22-1529-002  
 Count Date: Tuesday, May 08, 2018  
 Start Time: 4:00 PM  
 End Time: 6:00 PM  
 Class:



46 Morton Street, Framingham, MA 01702  
 Office: 508-875-0100 Fax: 508-875-0118  
 Email: datarequests@pdillc.com

**Bicycles (on Roadway and Crosswalks)**

	Mill Road						Mill Road Plaza Driveway						Mill Road						Total			
	from North						from East						from South									
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total				
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4:15 PM	1	0	0	0	3	4	1	0	0	0	0	1	0	1	0	0	0	1	6			
4:30 PM	1	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	2	3			
4:45 PM	0	0	0	0	0	0	1	0	0	0	1	2	0	2	0	0	0	2	4			
<b>Total</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>13</b>			
5:00 PM	0	0	0	1	0	1	0	0	0	0	0	0	0	1	0	0	0	1	2			
5:15 PM	1	0	0	0	0	1	0	2	0	0	0	2	0	1	0	0	0	1	4			
5:30 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1			
5:45 PM	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1			
<b>Total</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>8</b>			
<b>Grand Total</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>9</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>5</b>	<b>1</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>21</b>			
<b>Approach %</b>	<b>44.4</b>	<b>11.1</b>	<b>0.0</b>	<b>11.1</b>	<b>33.3</b>		<b>40.0</b>	<b>40.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20.0</b>		<b>14.3</b>	<b>85.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>					
<b>Total %</b>	<b>19.0</b>	<b>4.8</b>	<b>0.0</b>	<b>4.8</b>	<b>14.3</b>	<b>42.9</b>	<b>9.5</b>	<b>9.5</b>	<b>0.0</b>	<b>0.0</b>	<b>4.8</b>	<b>23.8</b>	<b>4.8</b>	<b>28.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>33.3</b>				
<b>Exiting Leg Total</b>							<b>12</b>							<b>3</b>							<b>6</b>	<b>21</b>

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

	Mill Road						Mill Road Plaza Driveway						Mill Road						Total			
	from North						from East						from South									
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total				
4:15 PM	1	0	0	0	3	4	1	0	0	0	0	1	0	1	0	0	0	1	6			
4:30 PM	1	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	2	3			
4:45 PM	0	0	0	0	0	0	1	0	0	0	1	2	0	2	0	0	0	2	4			
5:00 PM	0	0	0	1	0	1	0	0	0	0	0	0	0	1	0	0	0	1	2			
<b>Total Volume</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>1</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>15</b>			
<b>% Approach Total</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>16.7</b>	<b>50.0</b>		<b>66.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>33.3</b>		<b>16.7</b>	<b>83.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>					
<b>PHF</b>	<b>0.500</b>	<b>0.000</b>	<b>0.000</b>	<b>0.250</b>	<b>0.250</b>	<b>0.375</b>	<b>0.500</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.250</b>	<b>0.375</b>	<b>0.250</b>	<b>0.625</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.750</b>	<b>0.625</b>			
<b>Entering Leg</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>1</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>15</b>			
<b>Exiting Leg</b>							<b>11</b>							<b>2</b>							<b>15</b>	
<b>Total</b>							<b>17</b>							<b>5</b>							<b>8</b>	<b>30</b>

PDI File #: 186243 C  
 Location: N: Mill Road S: Mill Road  
 Location: E: Mill Road Plaza Driveway  
 City, State: Durham, NH  
 Client: Tighe & Bond/ V. Kalikiri  
 Site Code: 22-1529-002  
 Count Date: Tuesday, May 08, 2018  
 Start Time: 4:00 PM  
 End Time: 6:00 PM  
 Class:



46 Morton Street, Framingham, MA 01702  
 Office: 508-875-0100 Fax: 508-875-0118  
 Email: datarequests@pdillc.com

**Pedestrians**

	Mill Road						Mill Road Plaza Driveway						Mill Road						Total	
	from North						from East						from South							
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total		
4:00 PM	0	0	0	11	2	13	0	0	0	3	13	16	0	0	0	0	0	0	0	29
4:15 PM	0	0	0	9	1	10	0	0	0	0	6	6	0	0	0	0	0	0	0	16
4:30 PM	0	0	0	8	7	15	0	0	0	2	40	42	0	0	0	0	1	1	58	
4:45 PM	0	0	0	5	5	10	0	0	0	3	5	8	0	0	0	0	0	0	18	
Total	0	0	0	33	15	48	0	0	0	8	64	72	0	0	0	0	1	1	121	
5:00 PM	0	0	0	4	5	9	1	0	0	3	21	25	0	0	0	0	0	0	34	
5:15 PM	0	0	0	6	4	10	0	0	0	4	9	13	0	0	0	0	0	0	23	
5:30 PM	0	0	0	14	4	18	0	0	0	1	1	2	0	0	0	0	0	0	20	
5:45 PM	0	0	0	4	5	9	0	0	0	3	4	7	0	0	0	1	0	1	17	
Total	0	0	0	28	18	46	1	0	0	11	35	47	0	0	0	1	0	1	94	
Grand Total	0	0	0	61	33	94	1	0	0	19	99	119	0	0	0	1	1	2	215	
Approach %	0	0	0	64.894	35.106		0.8403	0	0	15.966	83.193		0	0	0	50	50			
Total %	0	0	0	28.372	15.349	43.721	0.4651	0	0	8.8372	46.047	55.349	0	0	0	0.4651	0.4651	0.9302		
Exiting Leg Total	95						118						2						215	

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

	Mill Road						Mill Road Plaza Driveway						Mill Road						Total
	from North						from East						from South						
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total	
4:30 PM	0	0	0	8	7	15	0	0	0	2	40	42	0	0	0	0	1	1	58
4:45 PM	0	0	0	5	5	10	0	0	0	3	5	8	0	0	0	0	0	0	18
5:00 PM	0	0	0	4	5	9	1	0	0	3	21	25	0	0	0	0	0	0	34
5:15 PM	0	0	0	6	4	10	0	0	0	4	9	13	0	0	0	0	0	0	23
Total Volume	0	0	0	23	21	44	1	0	0	12	75	88	0	0	0	0	1	1	133
% Approach Total	0.0	0.0	0.0	52.3	47.7		1.1	0.0	0.0	13.6	85.2		0.0	0.0	0.0	0.0	100.0		
PHF	0.000	0.000	0.000	0.719	0.750	0.733	0.250	0.000	0.000	0.750	0.469	0.524	0.000	0.000	0.000	0.000	0.250	0.250	0.573
Entering Leg	0	0	0	23	21	44	1	0	0	12	75	88	0	0	0	0	1	1	133
Exiting Leg	45						87						1						133
Total	89						175						2						266



PRECISION  
D A T A  
INDUSTRIES, LLC

46 Morton Street, Framingham, MA 01702  
Office: 508-875-0100 Fax: 508-875-0118  
Email: datarequests@pdillc.com

File Name : 186243 BBB Pathway

Site Code : 22-1529-

Start Date : 5/8/2018

Page No : 1

Mill Road  
south of Main St (Mid Block Crosswalk)  
City, State: Durham, NH  
Client: Tighe & Bond/V. Kalikiri

Groups Printed- Pedestrians - Bicycles

Start Time	Mill Road From North		Mid Block Crosswalk From East		Mill Road From South		Mid Block Crosswalk From West		Int. Total
	EB	WB	EB	WB	EB	WB	EB	WB	
04:00 PM	0	0	0	9	0	0	14	0	23
04:15 PM	0	0	0	25	0	0	24	0	49
04:30 PM	0	0	0	41	0	0	19	0	60
04:45 PM	0	0	0	18	0	0	20	0	38
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>0</b>	<b>170</b>
05:00 PM	0	0	0	31	0	0	13	0	44
05:15 PM	0	0	0	9	0	0	19	0	28
05:30 PM	0	0	0	19	0	0	32	0	51
05:45 PM	0	0	0	20	0	0	18	0	38
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>0</b>	<b>161</b>
<b>Grand Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>172</b>	<b>0</b>	<b>0</b>	<b>159</b>	<b>0</b>	<b>331</b>
Apprch %	0	0	0	100	0	0	100	0	
Total %	0	0	0	52	0	0	48	0	
Pedestrians	0	0	0	171	0	0	157	0	328
% Pedestrians	0	0	0	99.4	0	0	98.7	0	99.1
Bicycles	0	0	0	1	0	0	2	0	3
% Bicycles	0	0	0	0.6	0	0	1.3	0	0.9

Start Time	Mill Road From North			Mid Block Crosswalk From East			Mill Road From South			Mid Block Crosswalk From West			Int. Total
	EB	WB	App. Total	EB	WB	App. Total	EB	WB	App. Total	EB	WB	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:15 PM													
04:15 PM	0	0	0	0	25	25	0	0	0	24	0	24	49
04:30 PM	0	0	0	0	41	41	0	0	0	19	0	19	60
04:45 PM	0	0	0	0	18	18	0	0	0	20	0	20	38
05:00 PM	0	0	0	0	31	31	0	0	0	13	0	13	44
<b>Total Volume</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>115</b>	<b>115</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>0</b>	<b>76</b>	<b>191</b>
<b>% App. Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>100</b>	<b>100</b>
PHF	.000	.000	.000	.000	.701	.701	.000	.000	.000	.792	.000	.792	.796
Pedestrians	0	0	0	0	115	115	0	0	0	75	0	75	190
% Pedestrians	0	0	0	0	100	100	0	0	0	98.7	0	98.7	99.5
Bicycles	0	0	0	0	0	0	0	0	0	1	0	1	1
% Bicycles	0	0	0	0	0	0	0	0	0	1.3	0	1.3	0.5



PRECISION  
D A T A  
INDUSTRIES, LLC

46 Morton Street, Framingham, MA 01702  
Office: 508-875-0100 Fax: 508-875-0118  
Email: datarequests@pdillc.com

File Name : 186243 BBB Pathway

Site Code : 22-1529-

Start Date : 5/8/2018

Page No : 1

Mill Road  
south of Main St (Mid Block Crosswalk)  
City, State: Durham, NH  
Client: Tighe & Bond/V. Kalikiri

Groups Printed- Pedestrians

Start Time	Mill Road From North		Mid Block Crosswalk From East		Mill Road From South		Mid Block Crosswalk From West		Int. Total
	EB	WB	EB	WB	EB	WB	EB	WB	
04:00 PM	0	0	0	9	0	0	14	0	23
04:15 PM	0	0	0	25	0	0	24	0	49
04:30 PM	0	0	0	41	0	0	18	0	59
04:45 PM	0	0	0	18	0	0	20	0	38
Total	0	0	0	93	0	0	76	0	169
05:00 PM	0	0	0	31	0	0	13	0	44
05:15 PM	0	0	0	9	0	0	19	0	28
05:30 PM	0	0	0	19	0	0	31	0	50
05:45 PM	0	0	0	19	0	0	18	0	37
Total	0	0	0	78	0	0	81	0	159
Grand Total	0	0	0	171	0	0	157	0	328
Apprch %	0	0	0	100	0	0	100	0	
Total %	0	0	0	52.1	0	0	47.9	0	

Start Time	Mill Road From North			Mid Block Crosswalk From East			Mill Road From South			Mid Block Crosswalk From West			Int. Total
	EB	WB	App. Total	EB	WB	App. Total	EB	WB	App. Total	EB	WB	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:15 PM													
04:15 PM	0	0	0	0	25	25	0	0	0	24	0	24	49
04:30 PM	0	0	0	0	41	41	0	0	0	18	0	18	59
04:45 PM	0	0	0	0	18	18	0	0	0	20	0	20	38
05:00 PM	0	0	0	0	31	31	0	0	0	13	0	13	44
Total Volume	0	0	0	0	115	115	0	0	0	75	0	75	190
% App. Total	0	0		0	100		0	0		100	0		
PHF	.000	.000	.000	.000	.701	.701	.000	.000	.000	.781	.000	.781	.805



PRECISION  
D A T A  
INDUSTRIES, LLC

46 Morton Street, Framingham, MA 01702  
Office: 508-875-0100 Fax: 508-875-0118  
Email: datarequests@pdillc.com

File Name : 186243 BBB Pathway  
Site Code : 22-1529-  
Start Date : 5/8/2018  
Page No : 1

Mill Road  
south of Main St (Mid Block Crosswalk)  
City, State: Durham, NH  
Client: Tighe & Bond/V. Kalikiri

Groups Printed- Bicycles

Start Time	Mill Road From North		Mid Block Crosswalk From East		Mill Road From South		Mid Block Crosswalk From West		Int. Total
	EB	WB	EB	WB	EB	WB	EB	WB	
04:00 PM	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	1	0	1
04:45 PM	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	0	1
05:00 PM	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	1	0	1
05:45 PM	0	0	0	1	0	0	0	0	1
Total	0	0	0	1	0	0	1	0	2
Grand Total	0	0	0	1	0	0	2	0	3
Apprch %	0	0	0	100	0	0	100	0	
Total %	0	0	0	33.3	0	0	66.7	0	

Start Time	Mill Road From North			Mid Block Crosswalk From East			Mill Road From South			Mid Block Crosswalk From West			Int. Total
	EB	WB	App. Total	EB	WB	App. Total	EB	WB	App. Total	EB	WB	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 05:00 PM													
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
05:45 PM	0	0	0	0	1	1	0	0	0	0	0	0	1
Total Volume	0	0	0	0	1	1	0	0	0	1	0	1	2
% App. Total	0	0		0	100		0	0		100	0		
PHF	.000	.000	.000	.000	.250	.250	.000	.000	.000	.250	.000	.250	.500



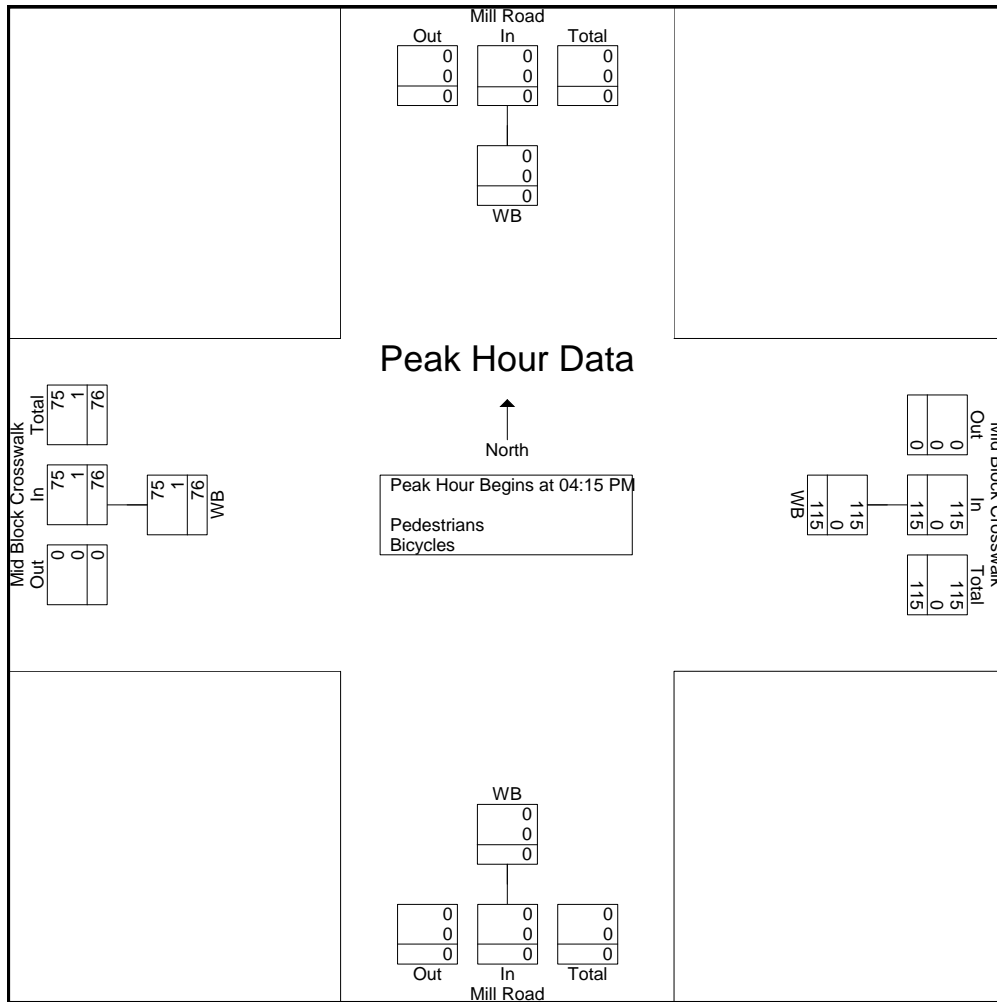
PRECISION  
D A T A  
INDUSTRIES, LLC

46 Morton Street, Framingham, MA 01702  
Office: 508-875-0100 Fax: 508-875-0118  
Email: datarequests@pdillc.com

Mill Road  
south of Main St (Mid Block Crosswalk)  
City, State: Durham, NH  
Client: Tighe & Bond/V. Kalikiri

File Name : 186243 BBB Pathway  
Site Code : 22-1529-  
Start Date : 5/8/2018  
Page No : 1

Start Time	Mill Road From North			Mid Block Crosswalk From East			Mill Road From South			Mid Block Crosswalk From West			Int. Total
	EB	WB	App. Total	EB	WB	App. Total	EB	WB	App. Total	EB	WB	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:15 PM													
04:15 PM	0	0	0	0	25	25	0	0	0	24	0	24	49
04:30 PM	0	0	0	0	41	41	0	0	0	19	0	19	60
04:45 PM	0	0	0	0	18	18	0	0	0	20	0	20	38
05:00 PM	0	0	0	0	31	31	0	0	0	13	0	13	44
Total Volume	0	0	0	0	115	115	0	0	0	76	0	76	191
% App. Total	0	0	0	0	100	100	0	0	0	100	0	100	
PHF	.000	.000	.000	.000	.701	.701	.000	.000	.000	.792	.000	.792	.796
Pedestrians	0	0	0	0	115	115	0	0	0	75	0	75	190
% Pedestrians	0	0	0	0	100	100	0	0	0	98.7	0	98.7	99.5
Bicycles	0	0	0	0	0	0	0	0	0	1	0	1	1
% Bicycles	0	0	0	0	0	0	0	0	0	1.3	0	1.3	0.5







PRECISION  
D A T A  
INDUSTRIES, LLC

46 Morton Street, Framingham, MA 01702  
Office: 508-875-0100 Fax: 508-875-0118  
Email: datarequests@pdillc.com

File Name : 186243 DDD Pathway West  
Site Code : 22-1529-  
Start Date : 5/8/2018  
Page No : 1

Main Street  
west of Mill Rd (West Path Jay Walkers)  
City, State: Durham, NH  
Client: Tighe & Bond/V. Kalikiri

Groups Printed- Pedestrians

Start Time	Main Street Sidewalk (north) From North		Main Street From East		Main Street Sidewalk (south) From South		Main Street From West		Int. Total
	SB	NB	EB	WB	SB	NB	EB	WB	
04:00 PM	5	0	0	0	0	8	0	0	13
04:15 PM	8	0	0	0	0	8	0	0	16
04:30 PM	10	0	0	0	0	12	0	0	22
04:45 PM	9	0	0	0	0	8	0	0	17
Total	32	0	0	0	0	36	0	0	68
05:00 PM	6	0	0	0	0	11	0	0	17
05:15 PM	10	0	0	0	0	11	0	0	21
05:30 PM	11	0	0	0	0	13	0	0	24
05:45 PM	10	0	0	0	0	19	0	0	29
Total	37	0	0	0	0	54	0	0	91
Grand Total	69	0	0	0	0	90	0	0	159
Apprch %	100	0	0	0	0	100	0	0	
Total %	43.4	0	0	0	0	56.6	0	0	

Start Time	Main Street Sidewalk (north) From North			Main Street From East			Main Street Sidewalk (south) From South			Main Street From West			Int. Total
	SB	NB	App. Total	EB	WB	App. Total	SB	NB	App. Total	EB	WB	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 05:00 PM													
05:00 PM	6	0	6	0	0	0	0	11	11	0	0	0	17
05:15 PM	10	0	10	0	0	0	0	11	11	0	0	0	21
05:30 PM	11	0	11	0	0	0	0	13	13	0	0	0	24
05:45 PM	10	0	10	0	0	0	0	19	19	0	0	0	29
Total Volume	37	0	37	0	0	0	0	54	54	0	0	0	91
% App. Total	100	0		0	0		0	100		0	0		
PHF	.841	.000	.841	.000	.000	.000	.000	.711	.711	.000	.000	.000	.784







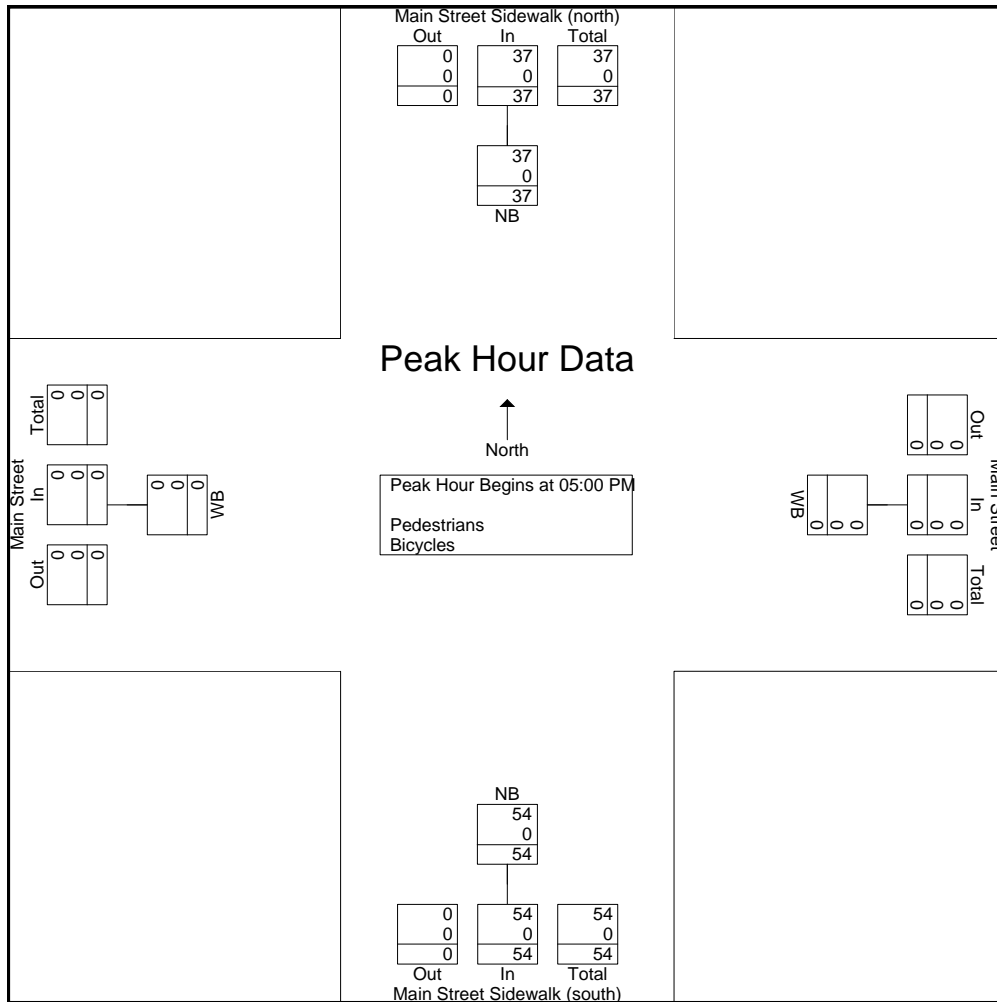
PRECISION  
D A T A  
INDUSTRIES, LLC

46 Morton Street, Framingham, MA 01702  
Office: 508-875-0100 Fax: 508-875-0118  
Email: datarequests@pdillc.com

File Name : 186243 DDD Pathway West  
Site Code : 22-1529-  
Start Date : 5/8/2018  
Page No : 1

Main Street  
west of Mill Rd (West Path Jay Walkers)  
City, State: Durham, NH  
Client: Tighe & Bond/V. Kalikiri

Start Time	Main Street Sidewalk (north) From North			Main Street From East			Main Street Sidewalk (south) From South			Main Street From West			Int. Total
	SB	NB	App. Total	EB	WB	App. Total	SB	NB	App. Total	EB	Peds	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 05:00 PM													
05:00 PM	6	0	6	0	0	0	0	11	11	0	0	0	17
05:15 PM	10	0	10	0	0	0	0	11	11	0	0	0	21
05:30 PM	11	0	11	0	0	0	0	13	13	0	0	0	24
05:45 PM	10	0	10	0	0	0	0	19	19	0	0	0	29
Total Volume	37	0	37	0	0	0	0	54	54	0	0	0	91
% App. Total	100	0		0	0		0	100		0	0		
PHF	.841	.000	.841	.000	.000	.000	.000	.711	.711	.000	.000	.000	.784
Pedestrians	37	0	37	0	0	0	0	54	54	0	0	0	91
% Pedestrians	100	0	100	0	0	0	0	100	100	0	0	0	100
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0





PRECISION  
D A T A  
INDUSTRIES, LLC

46 Morton Street, Framingham, MA 01702  
Office: 508-875-0100 Fax: 508-875-0118  
Email: datarequests@pdillc.com

File Name : 186243 EEE Pathway  
Site Code : 22-1529-  
Start Date : 5/8/2018  
Page No : 1

Main Street (East Path Jay Walkers &  
west of Mill Rd (Madbury West Crosswalk)  
City, State: Durham, NH  
Client: Tighe & Bond/V. Kalikiri

Groups Printed- Pedestrians - Bicycles

Start Time	Main Street Sidewalk (north) From North		Main Street From East		Main Street Sidewalk (south) From South		Main Street From West		Int. Total
	SB J-Walk	SB X-Walk	EB	WB	NB J-Walk	NB X-Walk	EB	Peds	
04:00 PM	0	17	0	0	0	11	0	0	28
04:15 PM	0	11	0	0	1	10	0	0	22
04:30 PM	0	14	0	0	1	11	0	0	26
04:45 PM	1	12	0	0	0	20	0	0	33
<b>Total</b>	<b>1</b>	<b>54</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>52</b>	<b>0</b>	<b>0</b>	<b>109</b>
05:00 PM	0	10	0	0	0	9	0	0	19
05:15 PM	0	8	0	0	0	6	0	0	14
05:30 PM	0	14	0	0	0	14	0	0	28
05:45 PM	0	14	0	0	4	11	0	0	29
<b>Total</b>	<b>0</b>	<b>46</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>90</b>
<b>Grand Total</b>	<b>1</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>92</b>	<b>0</b>	<b>0</b>	<b>199</b>
Apprch %	1	99	0	0	6.1	93.9	0	0	
Total %	0.5	50.3	0	0	3	46.2	0	0	
Pedestrians	1	100	0	0	5	83	0	0	189
% Pedestrians	100	100	0	0	83.3	90.2	0	0	95
Bicycles	0	0	0	0	1	9	0	0	10
% Bicycles	0	0	0	0	16.7	9.8	0	0	5

Start Time	Main Street Sidewalk (north) From North			Main Street From East			Main Street Sidewalk (south) From South			Main Street From West			Int. Total
	SB J-Walk	SB X-Walk	App. Total	EB	WB	App. Total	NB J-Walk	NB X-Walk	App. Total	EB	Peds	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:00 PM													
04:00 PM	0	17	17	0	0	0	0	11	11	0	0	0	28
04:15 PM	0	11	11	0	0	0	1	10	11	0	0	0	22
04:30 PM	0	14	14	0	0	0	1	11	12	0	0	0	26
04:45 PM	1	12	13	0	0	0	0	20	20	0	0	0	33
<b>Total Volume</b>	<b>1</b>	<b>54</b>	<b>55</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>52</b>	<b>54</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>109</b>
<b>% App. Total</b>	<b>1.8</b>	<b>98.2</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>3.7</b>	<b>96.3</b>		<b>0</b>	<b>0</b>		
PHF	.250	.794	.809	.000	.000	.000	.500	.650	.675	.000	.000	.000	.826
Pedestrians	1	54	55	0	0	0	1	44	45	0	0	0	100
% Pedestrians	100	100	100	0	0	0	50.0	84.6	83.3	0	0	0	91.7
Bicycles	0	0	0	0	0	0	1	8	9	0	0	0	9
% Bicycles	0	0	0	0	0	0	50.0	15.4	16.7	0	0	0	8.3



**PRECISION  
D A T A  
INDUSTRIES, LLC**

46 Morton Street, Framingham, MA 01702  
Office: 508-875-0100 Fax: 508-875-0118  
Email: datarequests@pdillc.com

File Name : 186243 EEE Pathway  
Site Code : 22-1529-  
Start Date : 5/8/2018  
Page No : 1

Main Street (East Path Jay Walkers &  
west of Mill Rd (Madbury West Crosswalk)  
City, State: Durham, NH  
Client: Tighe & Bond/V. Kalikiri

Groups Printed- Pedestrians

Start Time	Main Street Sidewalk (north) From North		Main Street From East		Main Street Sidewalk (south) From South		Main Street From West		Int. Total
	SB J-Walk	SB X-Walk	EB	WB	NB J-Walk	NB X-Walk	EB	WB	
04:00 PM	0	17	0	0	0	10	0	0	27
04:15 PM	0	11	0	0	1	10	0	0	22
04:30 PM	0	14	0	0	0	9	0	0	23
04:45 PM	1	12	0	0	0	15	0	0	28
<b>Total</b>	<b>1</b>	<b>54</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>44</b>	<b>0</b>	<b>0</b>	<b>100</b>
05:00 PM	0	10	0	0	0	8	0	0	18
05:15 PM	0	8	0	0	0	6	0	0	14
05:30 PM	0	14	0	0	0	14	0	0	28
05:45 PM	0	14	0	0	4	11	0	0	29
<b>Total</b>	<b>0</b>	<b>46</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>39</b>	<b>0</b>	<b>0</b>	<b>89</b>
<b>Grand Total</b>	<b>1</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>83</b>	<b>0</b>	<b>0</b>	<b>189</b>
Apprch %	1	99	0	0	5.7	94.3	0	0	
Total %	0.5	52.9	0	0	2.6	43.9	0	0	

Start Time	Main Street Sidewalk (north) From North			Main Street From East			Main Street Sidewalk (south) From South			Main Street From West			Int. Total
	SB J-Walk	SB X-Walk	App. Total	EB	WB	App. Total	NB J-Walk	NB X-Walk	App. Total	EB	WB	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:00 PM													
04:00 PM	0	17	17	0	0	0	0	10	10	0	0	0	27
04:15 PM	0	11	11	0	0	0	1	10	11	0	0	0	22
04:30 PM	0	14	14	0	0	0	0	9	9	0	0	0	23
04:45 PM	1	12	13	0	0	0	0	15	15	0	0	0	28
<b>Total Volume</b>	<b>1</b>	<b>54</b>	<b>55</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>44</b>	<b>45</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100</b>
<b>% App. Total</b>	<b>1.8</b>	<b>98.2</b>		<b>0</b>	<b>0</b>		<b>2.2</b>	<b>97.8</b>		<b>0</b>	<b>0</b>		
PHF	.250	.794	.809	.000	.000	.000	.250	.733	.750	.000	.000	.000	.893



PRECISION  
D A T A  
INDUSTRIES, LLC

46 Morton Street, Framingham, MA 01702  
Office: 508-875-0100 Fax: 508-875-0118  
Email: datarequests@pdillc.com

File Name : 186243 EEE Pathway  
Site Code : 22-1529-  
Start Date : 5/8/2018  
Page No : 1

Main Street (East Path Jay Walkers &  
west of Mill Rd (Madbury West Crosswalk)  
City, State: Durham, NH  
Client: Tighe & Bond/V. Kalikiri

Groups Printed- Bicycles

Start Time	Main Street Sidewalk (north) From North		Main Street From East		Main Street Sidewalk (south) From South		Main Street From West		Int. Total
	SB J-Walk	SB X-Walk	EB	WB	NB J-Walk	NB X-Walk	EB	Peds	
04:00 PM	0	0	0	0	0	1	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	1	2	0	0	3
04:45 PM	0	0	0	0	0	5	0	0	5
Total	0	0	0	0	1	8	0	0	9
05:00 PM	0	0	0	0	0	1	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	0	1
Grand Total	0	0	0	0	1	9	0	0	10
Apprch %	0	0	0	0	10	90	0	0	
Total %	0	0	0	0	10	90	0	0	

Start Time	Main Street Sidewalk (north) From North			Main Street From East			Main Street Sidewalk (south) From South			Main Street From West			Int. Total
	SB J-Walk	SB X-Walk	App. Total	EB	WB	App. Total	NB J-Walk	NB X-Walk	App. Total	EB	Peds	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:00 PM													
04:00 PM	0	0	0	0	0	0	0	1	1	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	1	2	3	0	0	0	3
04:45 PM	0	0	0	0	0	0	0	5	5	0	0	0	5
Total Volume	0	0	0	0	0	0	1	8	9	0	0	0	9
% App. Total	0	0		0	0		11.1	88.9		0	0		
PHF	.000	.000	.000	.000	.000	.000	.250	.400	.450	.000	.000	.000	.450



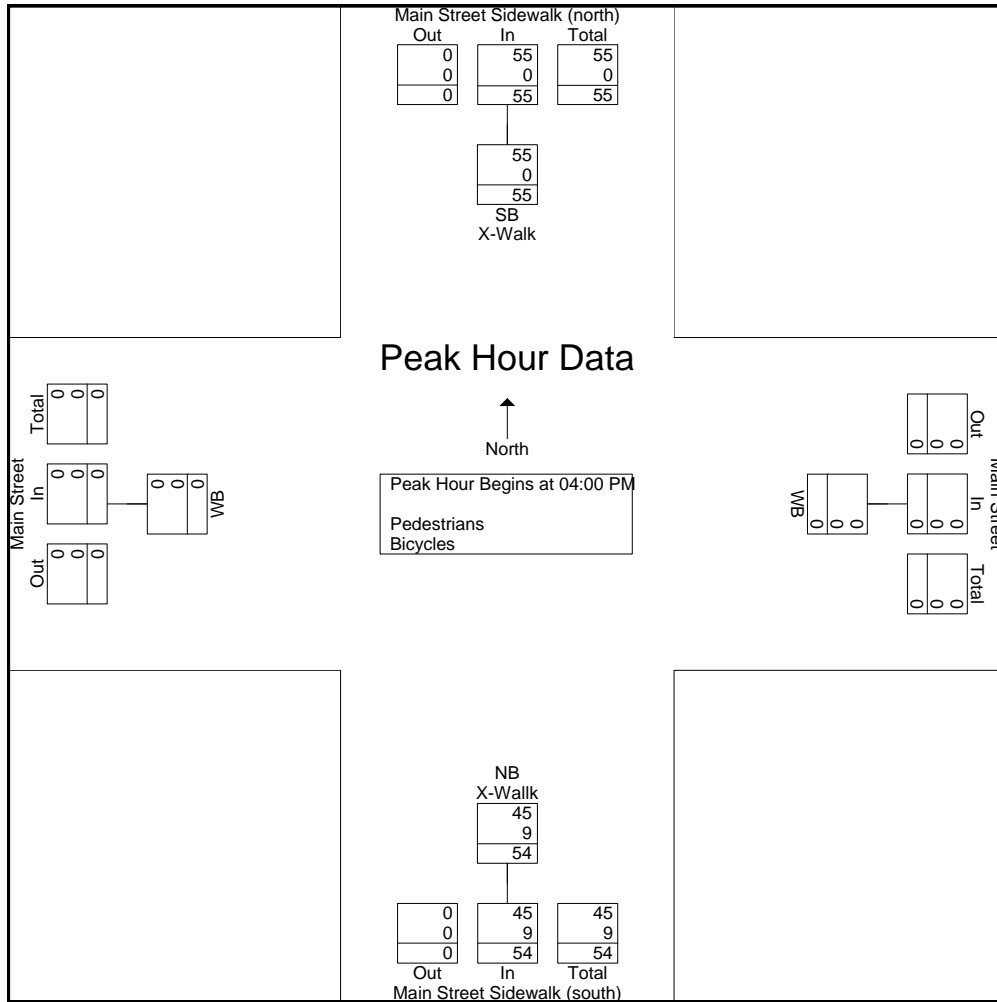
PRECISION  
D A T A  
INDUSTRIES, LLC

46 Morton Street, Framingham, MA 01702  
Office: 508-875-0100 Fax: 508-875-0118  
Email: datarequests@pdillc.com

Main Street (East Path Jay Walkers &  
west of Mill Rd (Madbury West Crosswalk)  
City, State: Durham, NH  
Client: Tighe & Bond/V. Kalikiri

File Name : 186243 EEE Pathway  
Site Code : 22-1529-  
Start Date : 5/8/2018  
Page No : 1

Start Time	Main Street Sidewalk (north) From North			Main Street From East			Main Street Sidewalk (south) From South			Main Street From West			Int. Total
	SB J-Walk	SB X-Walk	App. Total	EB	WB	App. Total	NB J-Walk	NB X-Walk	App. Total	EB	Peds	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:00 PM													
04:00 PM	0	17	17	0	0	0	0	11	11	0	0	0	28
04:15 PM	0	11	11	0	0	0	1	10	11	0	0	0	22
04:30 PM	0	14	14	0	0	0	1	11	12	0	0	0	26
04:45 PM	1	12	13	0	0	0	0	20	20	0	0	0	33
Total Volume	1	54	55	0	0	0	2	52	54	0	0	0	109
% App. Total	1.8	98.2		0	0		3.7	96.3		0	0		
PHF	.250	.794	.809	.000	.000	.000	.500	.650	.675	.000	.000	.000	.826
Pedestrians	1	54	55	0	0	0	1	44	45	0	0	0	100
% Pedestrians	100	100	100	0	0	0	50.0	84.6	83.3	0	0	0	91.7
Bicycles	0	0	0	0	0	0	1	8	9	0	0	0	9
% Bicycles	0	0	0	0	0	0	50.0	15.4	16.7	0	0	0	8.3











PRECISION  
DATA  
INDUSTRIES, LLC

46 Morton Street, Framingham, MA 01702  
Office: 508-875-0100 Fax: 508-875-0118  
Email: datarequests@pdillc.com

Mill Road  
south of Main Street  
City, State: Durham, NH  
Client: Tighe & Bond/ V. Kalikiri

186243 A Volume  
Site Code: 22-1529-002

Start Time	SB		NB		Combin ed		5/5/2018					
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	Sat					
12:00	20	56	21	60	41	116						
12:15	21	60	19	64	40	124						
12:30	17	64	16	87	33	151						
12:45	13	71	68	248	13	69	59	270	26	140	127	518
01:00	14	56	19	56	33	112						
01:15	16	61	14	55	30	116						
01:30	8	64	10	59	18	123						
01:45	13	51	53	234	15	58	51	221	28	109	104	455
02:00	12	42	10	53	22	95						
02:15	9	53	6	59	15	112						
02:30	9	48	6	54	15	102						
02:45	2	32	65	208	5	27	72	238	7	59	137	446
03:00	4	50	6	62	10	112						
03:15	3	54	0	50	3	104						
03:30	0	35	6	50	6	85						
03:45	2	9	48	187	4	16	60	222	6	25	108	409
04:00	1	55	3	65	4	120						
04:15	0	54	4	63	4	117						
04:30	2	43	2	60	4	103						
04:45	3	6	46	198	5	14	62	250	8	20	108	448
05:00	3	56	4	52	7	108						
05:15	2	45	5	53	7	98						
05:30	3	46	4	52	7	98						
05:45	10	18	58	205	7	20	68	225	17	38	126	430
06:00	6	73	8	68	14	141						
06:15	7	71	13	67	20	138						
06:30	4	49	9	71	13	120						
06:45	11	28	40	233	12	42	55	261	23	70	95	494
07:00	10	35	25	52	35	87						
07:15	10	45	25	52	35	97						
07:30	14	58	18	60	32	118						
07:45	19	53	40	178	34	102	46	210	53	155	86	388
08:00	30	47	43	43	73	90						
08:15	30	39	43	54	73	93						
08:30	47	51	54	47	101	98						
08:45	54	161	40	177	63	203	56	200	117	364	96	377
09:00	72	34	83	62	155	96						
09:15	62	36	85	44	147	80						
09:30	70	37	113	30	183	67						
09:45	62	266	28	135	93	374	24	160	155	640	52	295
10:00	79	36	78	34	157	70						
10:15	65	26	73	30	138	56						
10:30	68	27	76	29	144	56						
10:45	71	283	24	113	71	298	20	113	142	581	44	226
11:00	69	22	71	23	140	45						
11:15	67	19	74	24	141	43						
11:30	52	21	67	24	119	45						
11:45	69	257	21	83	74	286	19	90	143	543	40	173
Total	1235	2199	1509	2460	2744	4659						
Percent	45.0%	47.2%	55.0%	52.8%								
Day Total		3434		3969		7403						
Peak	10:00	-	05:45	-	09:00	-	05:45	-	09:15	-	05:45	-
Vol.	283	-	251	-	374	-	274	-	642	-	525	-
P.H.F.	0.896	-	0.860	-	0.827	-	0.787	-	0.877	-	0.869	-







PRECISION  
D A T A  
INDUSTRIES, LLC

46 Morton Street, Framingham, MA 01702  
Office: 508-875-0100 Fax: 508-875-0118  
Email: datarequests@pdillc.com

Mill Road  
south of Main Street  
City, State: Durham, NH  
Client: Tighe & Bond/ V. Kalikiri

186243 AA Volume  
Site Code: 22-1529-002

Start Time	SB		NB		Combin ed		5/8/2018					
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	Tue					
12:00	11	65	11	79	22	144						
12:15	9	85	7	75	16	160						
12:30	7	54	9	67	16	121						
12:45	7	34	66	270	11	38	78	299	18	72	144	569
01:00	4	54	6	93	10	147						
01:15	2	60	6	65	8	125						
01:30	3	55	4	75	7	130						
01:45	3	12	52	221	4	20	74	307	7	32	126	528
02:00	4	74	5	88	9	162						
02:15	1	65	1	97	2	162						
02:30	1	64	1	106	2	170						
02:45	1	7	58	261	3	10	76	367	4	17	134	628
03:00	0	83	2	71	2	154						
03:15	0	86	0	102	0	188						
03:30	0	81	0	113	0	194						
03:45	0	0	73	323	0	2	92	378	0	2	165	701
04:00	4	76	3	94	7	170						
04:15	2	76	1	94	3	170						
04:30	2	85	6	121	8	206						
04:45	4	12	85	322	2	12	133	442	6	24	218	764
05:00	4	88	5	127	9	215						
05:15	7	89	11	106	18	195						
05:30	7	77	4	93	11	170						
05:45	15	33	86	340	9	29	115	441	24	62	201	781
06:00	5	66	10	79	15	145						
06:15	11	68	13	103	24	171						
06:30	22	81	29	88	51	169						
06:45	7	45	56	271	22	74	84	354	29	119	140	625
07:00	25	46	37	57	62	103						
07:15	25	60	45	59	70	119						
07:30	28	57	61	67	89	124						
07:45	61	139	52	215	75	218	69	252	136	357	121	467
08:00	76	48	66	65	142	113						
08:15	55	53	51	49	106	102						
08:30	40	52	36	49	76	101						
08:45	66	237	29	182	51	204	43	206	117	441	72	388
09:00	56	20	45	38	101	58						
09:15	33	24	47	26	80	50						
09:30	41	26	43	24	84	50						
09:45	45	175	11	81	67	202	21	109	112	377	32	190
10:00	45	21	70	28	115	49						
10:15	47	9	55	19	102	28						
10:30	45	17	66	18	111	35						
10:45	59	196	19	66	63	254	14	79	122	450	33	145
11:00	68	8	67	13	135	21						
11:15	54	11	76	7	130	18						
11:30	46	6	64	13	110	19						
11:45	68	236	10	35	83	290	8	41	151	526	18	76
Total	1126		2587		1353		3275		2479		5862	
Percent	45.4%		44.1%		54.6%		55.9%					
Day Total		3713		4628		8341						
Peak	08:00	-	04:30	-	11:00	-	04:30	-	11:00	-	04:30	-
Vol.	237	-	347	-	290	-	487	-	526	-	834	-
P.H.F.	0.780		0.975		0.873		0.915		0.871		0.956	







PRECISION  
DATA  
INDUSTRIES, LLC

46 Morton Street, Framingham, MA 01702  
Office: 508-875-0100 Fax: 508-875-0118  
Email: datarequests@pdillc.com

Mill Road Plaza Driveway  
east of Mill Road  
City, State: Durham, NH  
Client: Tighe & Bond/ V. Kalikiri

186243 B Volume  
Site Code: 22-1529-002

Start Time	WB		EB		Combin ed		5/5/2018					
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	Sat					
12:00	10	33	9	45	19	78						
12:15	11	45	7	46	18	91						
12:30	7	48	5	37	12	85						
12:45	10	38	39	165	6	27	41	169	16	65	80	334
01:00	5	34	4	32	9	66						
01:15	5	34	5	40	10	74						
01:30	4	39	2	41	6	80						
01:45	7	21	38	145	6	17	30	143	13	38	68	288
02:00	6	30	4	27	10	57						
02:15	2	34	7	26	9	60						
02:30	5	24	3	23	8	47						
02:45	2	15	23	111	1	15	32	108	3	30	55	219
03:00	2	38	2	26	4	64						
03:15	0	21	1	27	1	48						
03:30	2	31	0	27	2	58						
03:45	1	5	32	122	3	6	29	109	4	11	61	231
04:00	2	37	1	38	3	75						
04:15	4	30	0	33	4	63						
04:30	1	29	2	36	3	65						
04:45	3	10	37	133	3	6	29	136	6	16	66	269
05:00	2	26	2	32	4	58						
05:15	0	34	1	37	1	71						
05:30	0	38	2	41	2	79						
05:45	0	2	40	138	6	11	49	159	6	13	89	297
06:00	1	42	5	45	6	87						
06:15	2	50	6	47	8	97						
06:30	3	37	2	33	5	70						
06:45	7	13	34	163	12	25	27	152	19	38	61	315
07:00	10	32	13	31	23	63						
07:15	14	37	16	33	30	70						
07:30	9	37	16	37	25	74						
07:45	20	53	28	134	21	66	29	130	41	119	57	264
08:00	28	27	30	26	58	53						
08:15	25	29	36	28	61	57						
08:30	30	19	48	33	78	52						
08:45	46	129	34	109	52	166	17	104	98	295	51	213
09:00	48	33	59	13	107	46						
09:15	53	22	51	9	104	31						
09:30	60	11	56	15	116	26						
09:45	45	206	13	79	49	215	14	51	94	421	27	130
10:00	61	17	59	14	120	31						
10:15	50	14	49	11	99	25						
10:30	49	11	52	11	101	22						
10:45	49	209	7	49	53	213	8	44	102	422	15	93
11:00	45	10	47	8	92	18						
11:15	42	16	39	7	81	23						
11:30	36	8	35	6	71	14						
11:45	45	168	4	38	40	161	6	27	85	329	10	65
Total	869	1386	928	1332	1797	2718						
Percent	48.4%	51.0%	51.6%	49.0%								
Day Total		2255		2260		4515						
Peak	09:15	-	05:30	-	08:45	-	05:30	-	09:15	-	05:30	-
Vol.	219	-	170	-	218	-	182	-	434	-	352	-
P.H.F.	0.898		0.850		0.924		0.929		0.904		0.907	









PRECISION  
DATA  
INDUSTRIES, LLC

46 Morton Street, Framingham, MA 01702  
Office: 508-875-0100 Fax: 508-875-0118  
Email: datarequests@pdillc.com

Mill Road Plaza Driveway  
east of Mill Road  
City, State: Durham, NH  
Client: Tighe & Bond/ V. Kalikiri

186243 BB Volume  
Site Code: 22-1529-002

Start Time	WB		EB		Combin ed		5/8/2018							
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	Tue							
12:00	4	34	4	44	8	78								
12:15	3	44	5	53	8	97								
12:30	4	49	2	37	6	86								
12:45	7	47	174	2	13	50	184	31	97	358				
01:00	4	52		3	43		7		95					
01:15	3	43		2	41		5		84					
01:30	4	51		4	46		8		97					
01:45	2	13	43	189	1	10	33	163	3	23	76	352		
02:00	2	55		4	53		6		108					
02:15	2	45		2	41		4		86					
02:30	0	46		1	34		1		80					
02:45	1	5	30	176	0	7	35	163	1	12	65	339		
03:00	1	38		0	50		1		88					
03:15	0	54		0	50		0		104					
03:30	0	52		0	55		0		107					
03:45	0	1	62	206	2	2	55	210	2	3	117	416		
04:00	1	44		4	61		5		105					
04:15	2	64		2	54		4		118					
04:30	2	56		2	63		4		119					
04:45	1	6	61	225	5	13	71	249	6	19	132	474		
05:00	1	61		7	54		8		115					
05:15	3	55		11	61		14		116					
05:30	1	63		4	57		5		120					
05:45	2	7	61	240	7	29	52	224	9	36	113	464		
06:00	2	48		7	46		9		94					
06:15	2	64		12	48		14		112					
06:30	20	57		14	60		34		117					
06:45	7	31	50	219	7	40	49	203	14	71	99	422		
07:00	14	42		15	33		29		75					
07:15	11	36		15	37		26		73					
07:30	26	45		19	52		45		97					
07:45	11	62	41	164	30	79	29	151	41	141	70	315		
08:00	22	46		39	37		61		83					
08:15	28	31		35	33		63		64					
08:30	21	33		19	33		40		66					
08:45	21	92	35	145	41	134	15	118	62	226	50	263		
09:00	31	19		30	5		61		24					
09:15	22	17		20	9		42		26					
09:30	36	7		26	8		62		15					
09:45	30	119	8	51	38	114	5	27	68	233	13	78		
10:00	38	12		32	6		70		18					
10:15	43	12		38	2		81		14					
10:30	34	2		40	6		74		8					
10:45	27	142	8	34	34	144	5	19	61	286	13	53		
11:00	41	2		45	3		86		5					
11:15	42	3		44	3		86		6					
11:30	32	1		36	0		68		1					
11:45	40	155	3	9	51	176	5	11	91	331	8	20		
Total	651	1832	761	1722	1412	3554								
Percent	46.1%	51.5%	53.9%	48.5%										
Day Total		2483		2483		4966								
Peak	11:00	-	04:15	-	11:00	-	04:00	-	11:00	-	04:15	-	-	-
Vol.	155	-	242	-	176	-	249	-	331	-	484	-	-	-
P.H.F.	0.901		0.945		0.863		0.877		0.909		0.917			

PDI File #: **197243 B**  
 Location: **S: #19 Driveway**  
 Location: **E: Main Street W: Main Street SW: #21 Driveway**  
 City, State: **Durham, NH**  
 Client: **Tighe & Bond/ V. Kalikiri**  
 Site Code: **22-1529.002**  
 Count Date: **Thursday, October 24, 2019**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



**Cars and Heavy Vehicles (Combined)**

	Main Street					#19 Driveway					#21 Driveway					Main Street					Total
	from East					from South					from Southwest					from West					
	Thru	Bear Left	Left	U-Turn	Total	Right	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Hard Left	U-Turn	Total	Hard Right	Right	Thru	U-Turn	Total	
4:00 PM	114	0	0	0	114	0	0	0	0	0	0	0	0	0	0	0	2	152	0	154	268
4:15 PM	119	0	0	0	119	0	0	0	0	0	0	1	2	0	3	0	1	160	0	161	283
4:30 PM	102	0	2	0	104	0	0	0	0	0	0	0	1	0	1	0	4	166	0	170	275
4:45 PM	125	0	1	0	126	0	0	0	0	0	0	0	0	0	0	0	1	164	0	165	291
<b>Total</b>	<b>460</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>463</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>8</b>	<b>642</b>	<b>0</b>	<b>650</b>	<b>1117</b>
5:00 PM	108	0	2	0	110	1	0	0	0	1	0	1	1	0	2	0	1	186	0	187	300
5:15 PM	98	0	1	0	99	0	0	0	0	0	0	0	1	0	1	0	1	184	0	185	285
5:30 PM	112	0	1	0	113	0	0	0	0	0	0	2	1	0	3	0	1	156	0	157	273
5:45 PM	108	0	2	0	110	0	0	0	0	0	0	1	1	0	2	0	2	156	0	158	270
<b>Total</b>	<b>426</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>432</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>5</b>	<b>682</b>	<b>0</b>	<b>687</b>	<b>1128</b>
<b>Grand Total</b>	<b>886</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>895</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>7</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>13</b>	<b>1324</b>	<b>0</b>	<b>1337</b>	<b>2245</b>
Approach %	99.0	0.0	1.0	0.0		100.0	0.0	0.0	0.0		0.0	41.7	58.3	0.0		0.0	1.0	99.0	0.0		
Total %	39.5	0.0	0.4	0.0	39.9	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.3	0.0	0.5	0.0	0.6	59.0	0.0	59.6	
Exiting Leg Total					1330					22					0					893	2245
Cars	869	0	9	0	878	1	0	0	0	1	0	5	7	0	12	0	13	1309	0	1322	2213
% Cars	98.1	0.0	100.0	0.0	98.1	100.0	0.0	0.0	0.0	100.0	0.0	100.0	100.0	0.0	100.0	0.0	100.0	98.9	0.0	98.9	98.6
Exiting Leg Total					1315					22					0					876	2213
Heavy Vehicles	17	0	0	0	17	0	0	0	0	0	0	0	0	0	0	0	0	15	0	15	32
% Heavy Vehicles	1.9	0.0	0.0	0.0	1.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.1	0.0	1.1	1.4
Exiting Leg Total					15					0					0					17	32

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

	Main Street					#19 Driveway					#21 Driveway					Main Street					Total
	from East					from South					from Southwest					from West					
	Thru	Bear Left	Left	U-Turn	Total	Right	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Hard Left	U-Turn	Total	Hard Right	Right	Thru	U-Turn	Total	
4:30 PM	102	0	2	0	104	0	0	0	0	0	0	0	1	0	1	0	4	166	0	170	275
4:45 PM	125	0	1	0	126	0	0	0	0	0	0	0	0	0	0	0	1	164	0	165	291
5:00 PM	108	0	2	0	110	1	0	0	0	1	0	1	1	0	2	0	1	186	0	187	300
5:15 PM	98	0	1	0	99	0	0	0	0	0	0	0	1	0	1	0	1	184	0	185	285
<b>Total Volume</b>	<b>433</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>439</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>7</b>	<b>700</b>	<b>0</b>	<b>707</b>	<b>1151</b>
% Approach Total	98.6	0.0	1.4	0.0		100.0	0.0	0.0	0.0		0.0	25.0	75.0	0.0		0.0	1.0	99.0	0.0		
PHF	0.866	0.000	0.750	0.000	0.871	0.250	0.000	0.000	0.000	0.250	0.000	0.250	0.750	0.000	0.500	0.000	0.438	0.941	0.000	0.945	0.959
Cars	425	0	6	0	431	1	0	0	0	1	0	1	3	0	4	0	7	693	0	700	1136
Cars %	98.2	0.0	100.0	0.0	98.2	100.0	0.0	0.0	0.0	100.0	0.0	100.0	100.0	0.0	100.0	0.0	100.0	99.0	0.0	99.0	98.7
Heavy Vehicles	8	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	7	0	7	15
Heavy Vehicles %	1.8	0.0	0.0	0.0	1.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	1.0	1.3
Cars Enter Leg	425	0	6	0	431	1	0	0	0	1	0	1	3	0	4	0	7	693	0	700	1136
Heavy Enter Leg	8	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	7	0	7	15
<b>Total Entering Leg</b>	<b>433</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>439</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>7</b>	<b>700</b>	<b>0</b>	<b>707</b>	<b>1151</b>
Cars Exiting Leg					695					13					0					428	1136
Heavy Exiting Leg					7					0					0					8	15
<b>Total Exiting Leg</b>					<b>702</b>					<b>13</b>					<b>0</b>					<b>436</b>	<b>1151</b>

PDI File #: **197243 B**  
 Location: **S: #19 Driveway**  
 Location: **E: Main Street W: Main Street SW: #21 Driveway**  
 City, State: **Durham, NH**  
 Client: **Tighe & Bond/ V. Kalikiri**  
 Site Code: **22-1529.002**  
 Count Date: **Thursday, October 24, 2019**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



46 Morton Street, Framingham, MA 01702  
 Office: 508-875-0100 Fax: 508-875-0118  
 Email: datarequests@pdillc.com

**Cars**

	Main Street					#19 Driveway					#21 Driveway					Main Street					Total
	from East					from South					from Southwest					from West					
	Thru	Bear Left	Left	U-Turn	Total	Right	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Hard Left	U-Turn	Total	Hard Right	Right	Thru	U-Turn	Total	
4:00 PM	111	0	0	0	111	0	0	0	0	0	0	0	0	0	0	0	2	149	0	151	262
4:15 PM	117	0	0	0	117	0	0	0	0	0	0	1	2	0	3	0	1	159	0	160	280
4:30 PM	101	0	2	0	103	0	0	0	0	0	0	0	1	0	1	0	4	164	0	168	272
4:45 PM	122	0	1	0	123	0	0	0	0	0	0	0	0	0	0	0	1	162	0	163	286
<b>Total</b>	<b>451</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>454</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>8</b>	<b>634</b>	<b>0</b>	<b>642</b>	<b>1100</b>
5:00 PM	107	0	2	0	109	1	0	0	0	1	0	1	1	0	2	0	1	185	0	186	298
5:15 PM	95	0	1	0	96	0	0	0	0	0	0	0	1	0	1	0	1	182	0	183	280
5:30 PM	112	0	1	0	113	0	0	0	0	0	0	2	1	0	3	0	1	153	0	154	270
5:45 PM	104	0	2	0	106	0	0	0	0	0	0	1	1	0	2	0	2	155	0	157	265
<b>Total</b>	<b>418</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>424</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>5</b>	<b>675</b>	<b>0</b>	<b>680</b>	<b>1113</b>
<b>Grand Total</b>	<b>869</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>878</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>7</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>13</b>	<b>1309</b>	<b>0</b>	<b>1322</b>	<b>2213</b>
Approach %	99.0	0.0	1.0	0.0		100.0	0.0	0.0	0.0		0.0	41.7	58.3	0.0		0.0	1.0	99.0	0.0		
Total %	39.3	0.0	0.4	0.0	39.7	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.3	0.0	0.5	0.0	0.6	59.2	0.0	59.7	
Exiting Leg Total	1315					22					0					876					2213

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

	Main Street					#19 Driveway					#21 Driveway					Main Street					Total
	from East					from South					from Southwest					from West					
	Thru	Bear Left	Left	U-Turn	Total	Right	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Hard Left	U-Turn	Total	Hard Right	Right	Thru	U-Turn	Total	
4:15 PM	117	0	0	0	117	0	0	0	0	0	0	1	2	0	3	0	1	159	0	160	280
4:30 PM	101	0	2	0	103	0	0	0	0	0	0	0	1	0	1	0	4	164	0	168	272
4:45 PM	122	0	1	0	123	0	0	0	0	0	0	0	0	0	0	0	1	162	0	163	286
5:00 PM	107	0	2	0	109	1	0	0	0	1	0	1	1	0	2	0	1	185	0	186	298
<b>Total Volume</b>	<b>447</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>452</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>7</b>	<b>670</b>	<b>0</b>	<b>677</b>	<b>1136</b>
% Approach Total	98.9	0.0	1.1	0.0		100.0	0.0	0.0	0.0		0.0	33.3	66.7	0.0		0.0	1.0	99.0	0.0		
PHF	0.916	0.000	0.625	0.000	0.919	0.250	0.000	0.000	0.000	0.250	0.000	0.500	0.500	0.000	0.500	0.000	0.438	0.905	0.000	0.910	0.953
Entering Leg	447	0	5	0	452	1	0	0	0	1	0	2	4	0	6	0	7	670	0	677	1136
Exiting Leg	673					12					0					451					1136
<b>Total</b>	<b>1125</b>					<b>13</b>					<b>6</b>					<b>1128</b>					<b>2272</b>

PDI File #: **197243 B**  
 Location: **S: #19 Driveway**  
 Location: **E: Main Street W: Main Street SW: #21 Driveway**  
 City, State: **Durham, NH**  
 Client: **Tighe & Bond/ V. Kalikiri**  
 Site Code: **22-1529.002**  
 Count Date: **Thursday, October 24, 2019**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



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

	Main Street					#19 Driveway					#21 Driveway					Main Street					Total
	from East					from South					from Southwest					from West					
	Thru	Bear Left	Left	U-Turn	Total	Right	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Hard Left	U-Turn	Total	Hard Right	Right	Thru	U-Turn	Total	
4:00 PM	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	6
4:15 PM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	3
4:30 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	3
4:45 PM	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	5
<b>Total</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>8</b>	<b>17</b>
5:00 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
5:15 PM	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	5
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
5:45 PM	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	5
<b>Total</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>7</b>	<b>15</b>
<b>Grand Total</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>15</b>	<b>32</b>
Approach %	100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0		
Total %	53.1	0.0	0.0	0.0	53.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	46.9	0.0	46.9	
Exiting Leg Total	15					0					0					17					32
Buses	10	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	11	0	11	21
% Buses	58.8	0.0	0.0	0.0	58.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	73.3	0.0	73.3	65.6
Exiting Leg Total	11					0					0					10					21
Single-Unit Trucks	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	9
% Single-Unit	29.4	0.0	0.0	0.0	29.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	26.7	0.0	26.7	28.1
Exiting Leg Total	4					0					0					5					9
Articulated Trucks	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
% Articulated	11.8	0.0	0.0	0.0	11.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.3
Exiting Leg Total	0					0					0					2					2

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

	Main Street					#19 Driveway					#21 Driveway					Main Street					Total
	from East					from South					from Southwest					from West					
	Thru	Bear Left	Left	U-Turn	Total	Right	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Hard Left	U-Turn	Total	Hard Right	Right	Thru	U-Turn	Total	
4:00 PM	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	6
4:15 PM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	3
4:30 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	3
4:45 PM	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	5
<b>Total Volume</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>8</b>	<b>17</b>
% Approach Total	100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0		
PHF	0.750	0.000	0.000	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.667	0.000	0.667	0.708
Buses	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	6	0	6	10
Buses %	44.4	0.0	0.0	0.0	44.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	75.0	0.0	75.0	58.8
Single-Unit Trucks	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	5
Single-Unit %	33.3	0.0	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	25.0	29.4
Articulated Trucks	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Articulated %	22.2	0.0	0.0	0.0	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11.8
Buses	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	6	0	6	10
Single-Unit Trucks	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	5
Articulated Trucks	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
<b>Total Entering Leg</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>8</b>	<b>17</b>
Buses	6					0					0					4					10
Single-Unit Trucks	2					0					0					3					5
Articulated Trucks	0					0					0					2					2
<b>Total Exiting Leg</b>	<b>8</b>					<b>0</b>					<b>0</b>					<b>9</b>					<b>17</b>

PDI File #: **197243 B**  
 Location: **S: #19 Driveway**  
 Location: **E: Main Street W: Main Street SW: #21 Driveway**  
 City, State: **Durham, NH**  
 Client: **Tighe & Bond/ V. Kalikiri**  
 Site Code: **22-1529.002**  
 Count Date: **Thursday, October 24, 2019**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



46 Morton Street, Framingham, MA 01702  
 Office: 508-875-0100 Fax: 508-875-0118  
 Email: datarequests@pdilic.com

**Buses**

	Main Street					#19 Driveway					#21 Driveway					Main Street					Total
	from East					from South					from Southwest					from West					
	Thru	Bear Left	Left	U-Turn	Total	Right	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Hard Left	U-Turn	Total	Hard Right	Right	Thru	U-Turn	Total	
4:00 PM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	4
4:15 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:30 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	3
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
<b>Total</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>6</b>	<b>10</b>
5:00 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	4
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
5:45 PM	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	4
<b>Total</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>5</b>	<b>11</b>
Grand Total	10	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	11	0	11	21
Approach %	100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0		
Total %	47.6	0.0	0.0	0.0	47.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	52.4	0.0	52.4	
Exiting Leg Total	11					0					0					10					21

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

	Main Street					#19 Driveway					#21 Driveway					Main Street					Total
	from East					from South					from Southwest					from West					
	Thru	Bear Left	Left	U-Turn	Total	Right	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Hard Left	U-Turn	Total	Hard Right	Right	Thru	U-Turn	Total	
5:00 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	4
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
5:45 PM	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	4
<b>Total Volume</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>5</b>	<b>11</b>
% Approach Total	100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0		
PHF	0.500	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.625	0.000	0.625	0.688
Entering Leg	6	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5	11
Exiting Leg	5					0					0					6					11
<b>Total</b>	<b>11</b>					<b>0</b>					<b>0</b>					<b>11</b>					<b>22</b>

PDI File #: **197243 B**  
 Location: **S: #19 Driveway**  
 Location: **E: Main Street W: Main Street SW: #21 Driveway**  
 City, State: **Durham, NH**  
 Client: **Tighe & Bond/ V. Kalikiri**  
 Site Code: **22-1529.002**  
 Count Date: **Thursday, October 24, 2019**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



46 Morton Street, Framingham, MA 01702  
 Office: 508-875-0100 Fax: 508-875-0118  
 Email: datarequests@pdilic.com

**Single-Unit Trucks**

	Main Street					#19 Driveway					#21 Driveway					Main Street					Total
	from East					from South					from Southwest					from West					
	Thru	Bear Left	Left	U-Turn	Total	Right	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Hard Left	U-Turn	Total	Hard Right	Right	Thru	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
4:15 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
<b>Total</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>5</b>
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
5:15 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
5:45 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
<b>Total</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>4</b>
Grand Total	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	9
Approach %	100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0		
Total %	55.6	0.0	0.0	0.0	55.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	44.4	0.0	44.4	
Exiting Leg Total						4					0					5					9

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

	Main Street					#19 Driveway					#21 Driveway					Main Street					Total
	from East					from South					from Southwest					from West					
	Thru	Bear Left	Left	U-Turn	Total	Right	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Hard Left	U-Turn	Total	Hard Right	Right	Thru	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
4:15 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
<b>Total Volume</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>5</b>
<b>% Approach Total</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>		<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>		<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>		<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>		
PHF	0.375	0.000	0.000	0.000	0.375	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.500	0.625
Entering Leg	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	5
Exiting Leg						2					0					3					5
<b>Total</b>						<b>5</b>					<b>0</b>					<b>5</b>					<b>10</b>

PDI File #: **197243 B**  
 Location: **S: #19 Driveway**  
 Location: **E: Main Street W: Main Street SW: #21 Driveway**  
 City, State: **Durham, NH**  
 Client: **Tighe & Bond/ V. Kalikiri**  
 Site Code: **22-1529.002**  
 Count Date: **Thursday, October 24, 2019**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



46 Morton Street, Framingham, MA 01702  
 Office: 508-875-0100 Fax: 508-875-0118  
 Email: datarequests@pdillc.com

**Articulated Trucks**

	Main Street					#19 Driveway					#21 Driveway					Main Street					Total
	from East					from South					from Southwest					from West					
	Thru	Bear Left	Left	U-Turn	Total	Right	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Hard Left	U-Turn	Total	Hard Right	Right	Thru	U-Turn	Total	
4:00 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
Grand Total	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Approach %	100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	100.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	0					0					0					2					2

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

	Main Street					#19 Driveway					#21 Driveway					Main Street					Total
	from East					from South					from Southwest					from West					
	Thru	Bear Left	Left	U-Turn	Total	Right	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Hard Left	U-Turn	Total	Hard Right	Right	Thru	U-Turn	Total	
4:00 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Volume</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>
<b>% Approach Total</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>		<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>		<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>		<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>		
PHF	0.500	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500
Entering Leg	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Exiting Leg	0					0					0					2					2
<b>Total</b>	<b>2</b>					<b>0</b>					<b>0</b>					<b>2</b>					<b>4</b>



PDI File #: 197243 B  
 Location: S: #19 Driveway  
 Location: E: Main Street W: Main Street SW: #21 Driveway  
 City, State: Durham, NH  
 Client: Tighe & Bond/ V. Kalikiri  
 Site Code: 22-1529.002  
 Count Date: Thursday, October 24, 2019  
 Start Time: 4:00 PM  
 End Time: 6:00 PM  
 Class:



46 Morton Street, Framingham, MA 01702  
 Office: 508-875-0100 Fax: 508-875-0118  
 Email: datarequests@pdilic.com

**Bicycles (on Roadway and Crosswalks)**

	Main Street							#19 Driveway							#21 Driveway							Main Street							Total
	from East							from South							from Southwest							from West							
	Thru	Bear Left	Left	U-Turn	CW-SB	CW-NB	Total	Right	Left	Hard Left	U-Turn	CW-WB	CW-EB	Total	Hard Right	Bear Right	Hard Left	U-Turn	CW-NWB	CW-SEB	Total	Hard Right	Right	Thru	U-Turn	CW-NB	CW-SB	Total	
4:00 PM	2	0	0	0	0	0	2	0	0	0	0	0	3	3	0	0	0	0	0	3	3	0	0	0	0	0	0	0	8
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
4:45 PM	1	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	1	1	0	0	0	0	0	0	3	
Total	4	0	0	0	0	0	4	0	0	0	0	0	4	4	0	0	0	0	0	4	4	0	0	0	0	0	0	12	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1	
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	1	0	0	0	1	2	
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	2	0	0	0	2	4	
Grand Total	4	0	0	0	0	0	4	0	0	0	0	0	4	4	0	0	0	0	1	5	6	0	0	2	0	0	2	16	
Approach %	100.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	100.0		0.0	0.0	0.0	0.0	16.7	83.3		0.0	0.0	100.0	0.0	0.0	0.0			
Total %	25.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	25.0	25.0	0.0	0.0	0.0	0.0	6.3	31.3	37.5	0.0	0.0	12.5	0.0	0.0	0.0	12.5		
Exiting Leg Total	2							4							6							4							16

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

4:00 PM	Main Street							#19 Driveway							#21 Driveway							Main Street							Total
	from East							from South							from Southwest							from West							
	Thru	Bear Left	Left	U-Turn	CW-SB	CW-NB	Total	Right	Left	Hard Left	U-Turn	CW-WB	CW-EB	Total	Hard Right	Bear Right	Hard Left	U-Turn	CW-NWB	CW-SEB	Total	Hard Right	Right	Thru	U-Turn	CW-NB	CW-SB	Total	
4:00 PM	2	0	0	0	0	0	2	0	0	0	0	0	3	3	0	0	0	0	0	3	3	0	0	0	0	0	0	8	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:30 PM	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
4:45 PM	1	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	1	1	0	0	0	0	0	0	3	
Total Volume	4	0	0	0	0	0	4	0	0	0	0	0	4	4	0	0	0	0	0	4	4	0	0	0	0	0	0	12	
% Approach Total	100.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	100.0		0.0	0.0	0.0	0.0	0.0	100.0		0.0	0.0	0.0	0.0	0.0	0.0			
PHF	0.500	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.333	0.333	0.000	0.000	0.000	0.000	0.000	0.333	0.333	0.000	0.000	0.000	0.000	0.000	0.000	0.375		
Entering Leg	4	0	0	0	0	0	4	0	0	0	0	0	4	4	0	0	0	0	0	4	4	0	0	0	0	0	0	12	
Exiting Leg	0							4							4							4							12
Total	4							8							8							4							24

PDI File #: 197243 B  
 Location: S: #19 Driveway  
 Location: E: Main Street W: Main Street SW: #21 Driveway  
 City, State: Durham, NH  
 Client: Tighe & Bond/ V. Kalikiri  
 Site Code: 22-1529.002  
 Count Date: Thursday, October 24, 2019  
 Start Time: 4:00 PM  
 End Time: 6:00 PM  
 Class:



**Pedestrians**

	Main Street								#19 Driveway								#21 Driveway								Main Street								Total
	from East								from South								from Southwest								from West								
	Thru	Bear Left	Left	U-Turn	CW-SB	CW-NB	Total		Right	Left	Hard Left	U-Turn	CW-WB	CW-EB	Total		Hard Right	Bear Right	Hard Left	U-Turn	CW-NWB	CW-SEB	Total		Hard Right	Right	Thru	U-Turn	CW-NB	CW-SB	Total		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	11	14	25		0	0	0	0	0	11	13	24		0	0	0	0	0	0	0	49	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	12	2	14		0	0	0	0	0	13	3	16		0	0	0	0	0	0	0	30	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	14	9	23		0	0	0	0	0	15	9	24		0	0	0	0	1	0	1	48	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	6	7	13		0	0	0	0	0	7	12	19		0	0	0	0	0	0	0	32	
Total	0	0	0	0	0	0	0	0	0	0	0	43	32	75		0	0	0	0	0	46	37	83		0	0	0	0	1	0	1	159	
5:00 PM	0	0	0	0	1	0	1	0	0	0	0	3	11	14		0	0	0	0	0	3	15	18		0	0	0	0	0	0	0	33	
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	8	11	19		0	0	0	0	0	8	12	20		0	0	0	0	1	0	1	40	
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	2	5	7		0	0	0	0	0	2	5	7		0	0	0	0	0	0	0	14	
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	2	5	7		0	0	0	0	0	1	5	6		0	0	0	0	0	0	0	13	
Total	0	0	0	0	1	0	1	0	0	0	0	15	32	47		0	0	0	0	0	14	37	51		0	0	0	0	1	0	1	100	
Grand Total	0	0	0	0	1	0	1	0	0	0	0	58	64	122		0	0	0	0	0	60	74	134		0	0	0	0	2	0	2	259	
Approach %	0	0	0	0	100	0		0	0	0	0	47.5	52.5		0	0	0	0	0	44.8	55.2		0	0	0	0	100	0					
Total %	0	0	0	0	0.39	0	0.39	0	0	0	0	22.4	24.7	47.1		0	0	0	0	0	23.2	28.6	51.7		0	0	0	0	0.77	0	0.77		
Exiting Leg Total								1								122								134	2	259							

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

	Main Street								#19 Driveway								#21 Driveway								Main Street								Total
	from East								from South								from Southwest								from West								
	Thru	Bear Left	Left	U-Turn	CW-SB	CW-NB	Total		Right	Left	Hard Left	U-Turn	CW-WB	CW-EB	Total		Hard Right	Bear Right	Hard Left	U-Turn	CW-NWB	CW-SEB	Total		Hard Right	Right	Thru	U-Turn	CW-NB	CW-SB	Total		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	11	14	25		0	0	0	0	0	11	13	24		0	0	0	0	0	0	0	49	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	12	2	14		0	0	0	0	0	13	3	16		0	0	0	0	0	0	0	30	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	14	9	23		0	0	0	0	0	15	9	24		0	0	0	0	1	0	1	48	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	6	7	13		0	0	0	0	0	7	12	19		0	0	0	0	0	0	0	32	
Total Volume	0	0	0	0	0	0	0	0	0	0	0	43	32	75		0	0	0	0	0	46	37	83		0	0	0	0	1	0	1	159	
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	57.3	42.7		0.0	0.0	0.0	0.0	0.0	55.4	44.6		0.0	0.0	0.0	0.0	100.0	0.0					
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.768	0.571	0.750		0.000	0.000	0.000	0.000	0.000	0.767	0.712	0.865		0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.811	
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	43	32	75		0	0	0	0	0	46	37	83		0	0	0	0	1	0	1	159	
Exiting Leg								0								75								83	1	159							
Total								0								150								166	2	318							

Main St & Mill Rd/Jenkins Ct  
 Durham, NH  
 3/28/2017  
 4th Tuesday

Source: RSG

	Main Street Eastbound Approach			Main Street Westbound Approach			Mill Rd Northbound Approach			Jenkins Ct Southbound Approach			Pedestrians (Crossing Approach)			
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	EB	WB	NB	SB
7:00 AM	3	53	18	0	0	0	0	0	0	0	0	0	0	0	1	0
7:15 AM	3	70	34	0	0	0	0	0	0	0	0	0	1	0	1	0
7:30 AM	3	69	53	0	0	0	0	0	0	0	0	0	4	0	2	0
7:45 AM	5	41	45	0	0	0	0	0	0	0	0	0	9	0	11	0
8:00 AM	1	58	49	0	0	0	0	0	0	0	0	0	4	0	9	0
8:15 AM	3	44	37	0	0	0	0	0	0	0	0	0	7	0	8	0
8:30 AM	0	57	48	0	0	0	0	0	0	0	0	0	4	0	7	0
8:45 AM	4	56	50	0	0	0	0	0	0	0	0	0	9	0	11	0
4:00 PM	7	123	65	0	0	0	0	0	0	0	0	0	22	0	14	36
4:15 PM	6	108	67	0	0	0	0	0	0	0	0	0	21	0	5	26
4:30 PM	7	136	69	0	0	0	0	0	0	0	0	0	22	0	2	23
4:45 PM	8	128	68	0	0	0	0	0	0	0	0	0	19	0	12	39
5:00 PM	7	149	90	0	0	0	0	0	0	0	0	0	13	0	16	37
5:15 PM	8	154	90	0	0	0	0	0	0	0	0	0	9	0	12	31
5:30 PM	11	115	61	0	0	0	0	0	0	0	0	0	16	0	4	19
5:45 PM	4	144	64	0	0	0	0	0	0	0	0	0	10	0	9	33

Main St & Mill Rd  
 Durham, NH  
 3/28/2017  
 4th Tuesday

Source: RSG

	Main Street Eastbound Approach			Main Street Westbound Approach			Mill Rd Northbound Approach			None Southbound Approach			Pedestrians (Crossing Approach)			
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	EB	WB	NB	SB
	7:00 AM	0	53	0	0	0	0	0	0	55	0	0	0	1	0	1
7:15 AM	0	70	0	0	0	0	0	0	71	0	0	0	2	0	0	0
7:30 AM	0	69	0	0	0	0	0	0	58	0	0	0	6	0	2	0
7:45 AM	0	41	0	0	0	0	0	0	42	0	0	0	2	0	11	0
8:00 AM	0	58	0	0	0	0	0	0	36	0	0	0	2	0	7	0
8:15 AM	0	44	0	0	0	0	0	0	39	0	0	0	3	0	7	0
8:30 AM	0	57	0	0	0	0	0	0	48	0	0	0	3	0	3	0
8:45 AM	0	56	0	0	0	0	0	0	34	0	0	0	8	0	13	0
4:00 PM	0	123	0	0	0	0	0	0	98	0	0	0	9	0	14	0
4:15 PM	0	108	0	0	0	0	0	0	80	0	0	0	12	0	16	0
4:30 PM	0	136	0	0	0	0	0	0	124	0	0	0	11	0	10	0
4:45 PM	0	128	0	0	0	0	0	0	103	0	0	0	16	0	21	0
5:00 PM	0	149	0	0	0	0	0	0	155	0	0	0	20	0	34	0
5:15 PM	0	154	0	0	0	0	0	0	125	0	0	0	23	0	24	0
5:30 PM	0	115	0	0	0	0	0	0	87	0	0	0	7	0	14	0
5:45 PM	0	144	0	0	0	0	0	0	86	0	0	0	8	0	26	0

Main St & Madbury Rd  
 Durham, NH  
 3/30/2017  
 5th Thursday

Source: RSG

	Main Street Eastbound Approach			Main Street Westbound Approach			None Northbound Approach			Madbury Road Southbound Approach			Pedestrians (Crossing Approach)			
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	EB	WB	NB	SB
7:00 AM	40	53	0	0	0	88	0	0	0	0	0	0	4	0	0	2
7:15 AM	95	68	0	0	0	133	0	0	0	0	0	0	9	0	0	2
7:30 AM	42	91	0	0	0	121	0	0	0	0	0	0	5	0	0	8
7:45 AM	35	64	0	0	0	151	0	0	0	0	0	0	10	0	0	12
8:00 AM	32	65	0	0	0	84	0	0	0	0	0	0	10	0	0	2
8:15 AM	35	60	0	0	0	89	0	0	0	0	0	0	6	0	0	4
8:30 AM	48	61	0	0	0	122	0	0	0	0	0	0	2	0	0	3
8:45 AM	34	90	0	0	0	125	0	0	0	0	0	0	9	0	0	4
4:00 PM	82	181	0	0	0	99	0	0	0	0	0	0	28	0	0	11
4:15 PM	87	149	0	0	0	104	0	0	0	0	0	0	19	0	0	10
4:30 PM	111	186	0	0	0	110	0	0	0	0	0	0	33	0	0	14
4:45 PM	119	153	0	0	0	119	0	0	0	0	0	0	46	0	0	20
5:00 PM	99	200	0	0	0	132	0	0	0	0	0	0	34	0	0	16
5:15 PM	105	183	0	0	0	151	0	0	0	0	0	0	29	0	0	4
5:30 PM	104	149	0	0	0	124	0	0	0	0	0	0	18	0	0	9
5:45 PM	106	158	0	0	0	117	0	0	0	0	0	0	34	0	0	16





**Tighe&Bond**

**APPENDIX C**



Seasonal Adjustment Factor Worksheet

March 1.13  
 May 1.05  
 October 1.05

2016					2017					2018				
Group 4 Averages:					Group 4 Averages:					Group 4 Averages:				
Urban Highways					Urban Highways					Urban Highways				
Adjustment to					Adjustment to					Adjustment to				
Month	ADT	Average	Peak		Month	ADT	Average	Peak		Month	ADT	Average	Peak	
January	13573	1.16	1.25		January	12254	1.21	1.33		January	11281.56	1.13	1.24	
February	14038	1.12	1.21		February	13494	1.10	1.21		February	11848.06	1.08	1.18	
March	15731	1.00	1.08		March	14335	1.03	1.14		March	11828.19	1.08	1.18	
April	16139	0.97	1.05		April	15004	0.99	1.09		April	12491.31	1.02	1.12	
May	15705	1.00	1.08		May	15547	0.95	1.05		May	13586.88	0.94	1.03	
June	16766	0.94	1.01		June	16310	0.91	1.00		June	13910.81	0.92	1.00	
July	15752	1.00	1.08		July	15523	0.95	1.05		July	13765.06	0.93	1.01	
August	16529	0.95	1.03		August	15974	0.93	1.02		August	13944.94	0.92	1.00	
September	17007	0.92	1.00		September	15546	0.95	1.05		September	13168.25	0.97	1.06	
October	16598	0.94	1.02		October	15104	0.98	1.08		October	13367.06	0.96	1.04	
November	15649	1.00	1.09		November	14544	1.02	1.12		November	12215.06	1.05	1.14	
December	14638	1.07	1.16		December	14151	1.05	1.15		December	11962.56	1.07	1.17	
Average ADT:	15677.0833				Average ADT:	14815.5				Average ADT:	12780.8125			
Peak ADT:	17007				Peak ADT:	16310				Peak ADT:	13944.9375			






















All data was provided by NHDOT.

**Tighe&Bond**

**APPENDIX D**

5: Newmarket Road/Hotel Driveway & Main Street/Dover Road  
Lanes, Volumes, Timings

2019 Existing Condition  
Timing Plan: Weekday PM Peak

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	522	225	409	289	4	148	2	425	2	3	6
Future Volume (vph)	3	522	225	409	289	4	148	2	425	2	3	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	100		0	0		150	0		0
Storage Lanes	1		1	1		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.998				0.850		0.926	
Flt Protected	0.950			0.950				0.953			0.991	
Satd. Flow (prot)	1770	1863	1583	1770	1859	0	0	1775	1583	0	1709	0
Flt Permitted	0.574			0.217				0.721			0.939	
Satd. Flow (perm)	1069	1863	1583	404	1859	0	0	1343	1583	0	1620	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			234		1				443		6	
Link Speed (mph)		30		30				30			30	
Link Distance (ft)		731		773				892			159	
Travel Time (s)		16.6		17.6				20.3			3.6	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	3	544	234	426	301	4	154	2	443	2	3	6
Shared Lane Traffic (%)												
Lane Group Flow (vph)	3	544	234	426	305	0	0	156	443	0	11	0
Turn Type	pm+pt	NA	Prot	pm+pt	NA		Perm	NA	Prot	Perm	NA	
Protected Phases	1	6	6	5	2			4	4		8	
Permitted Phases	6			2			4			8		
Detector Phase	1	6	6	5	2		4	4	4	8	8	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	11.0	24.0	24.0	11.0	24.0		11.0	11.0	11.0	11.0	11.0	
Total Split (s)	12.0	32.0	32.0	37.0	57.0		19.0	19.0	19.0	19.0	19.0	
Total Split (%)	13.6%	36.4%	36.4%	42.0%	64.8%		21.6%	21.6%	21.6%	21.6%	21.6%	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0			0.0	0.0		0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0		6.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag							
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes							
Recall Mode	None	Max	Max	None	Max		None	None	None	None	None	
Act Effct Green (s)	34.8	29.2	29.2	54.0	51.9			12.3	12.3		7.0	
Actuated g/C Ratio	0.44	0.37	0.37	0.69	0.66			0.16	0.16		0.09	
v/c Ratio	0.01	0.78	0.32	0.70	0.25			0.74	0.71		0.07	
Control Delay	8.0	34.3	4.5	15.0	6.7			55.3	10.8		25.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0			0.0	0.0		0.0	
Total Delay	8.0	34.3	4.5	15.0	6.7			55.3	10.8		25.7	
LOS	A	C	A	B	A			E	B		C	
Approach Delay		25.3			11.6			22.4			25.7	
Approach LOS		C			B			C			C	
Queue Length 50th (ft)	1	232	0	81	48			70	0		2	
Queue Length 95th (ft)	3	#490	50	175	123			#186	90		17	

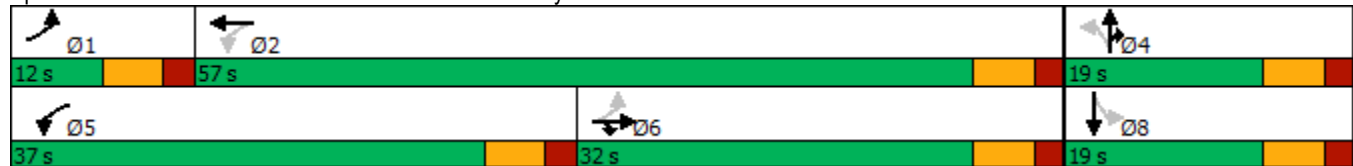
5: Newmarket Road/Hotel Driveway & Main Street/Dover Road  
Lanes, Volumes, Timings

2019 Existing Condition  
Timing Plan: Weekday PM Peak

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		651			693			812				79
Turn Bay Length (ft)	100			100					150			
Base Capacity (vph)	534	693	736	820	1231			223	632			274
Starvation Cap Reductn	0	0	0	0	0			0	0			0
Spillback Cap Reductn	0	0	0	0	0			0	0			0
Storage Cap Reductn	0	0	0	0	0			0	0			0
Reduced v/c Ratio	0.01	0.78	0.32	0.52	0.25			0.70	0.70			0.04

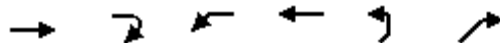
Intersection Summary	
Area Type:	Other
Cycle Length:	88
Actuated Cycle Length:	78.4
Natural Cycle:	60
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.78
Intersection Signal Delay:	19.7
Intersection LOS:	B
Intersection Capacity Utilization	80.1%
ICU Level of Service	D
Analysis Period (min)	15
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 5: Newmarket Road/Hotel Driveway & Main Street/Dover Road



3: Mill Road & Main Street  
 HCM Unsignalized Intersection Capacity Analysis

2019 Existing Condition  
 Timing Plan: Weekday PM Peak



Movement	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations	↑↑	↑				↑↑
Traffic Volume (veh/h)	603	364	0	0	0	539
Future Volume (Veh/h)	603	364	0	0	0	539
Sign Control	Free		Free		Stop	
Grade	0%		0%		0%	
Peak Hour Factor	0.89	0.89	0.92	0.92	0.89	0.89
Hourly flow rate (vph)	678	409	0	0	0	606
Pedestrians						91
Lane Width (ft)						12.0
Walking Speed (ft/s)						3.5
Percent Blockage						9
Right turn flare (veh)						
Median type	None		None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			769		769	430
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			769		769	430
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	0
cM capacity (veh/h)			768		308	524
Direction, Lane #	EB 1	EB 2	EB 3	NE 1	NE 2	
Volume Total	339	339	409	303	303	
Volume Left	0	0	0	0	0	
Volume Right	0	0	409	303	303	
cSH	1700	1700	1700	524	524	
Volume to Capacity	0.20	0.20	0.24	0.58	0.58	
Queue Length 95th (ft)	0	0	0	91	91	
Control Delay (s)	0.0	0.0	0.0	20.9	20.9	
Lane LOS				C	C	
Approach Delay (s)	0.0		20.9			
Approach LOS				C		
Intersection Summary						
Average Delay			7.5			
Intersection Capacity Utilization			42.2%		ICU Level of Service	
Analysis Period (min)			15			
			A			

Intersection						
Int Delay, s/veh	0.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	773	7	6	440	3	2
Future Vol, veh/h	773	7	6	440	3	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	87	87	50	50
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	814	7	7	506	6	4

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	821	0	1338
Stage 1	-	-	-	-	818
Stage 2	-	-	-	-	520
Critical Hdwy	-	-	4.12	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	3.518
Pot Cap-1 Maneuver	-	-	808	-	169
Stage 1	-	-	-	-	434
Stage 2	-	-	-	-	597
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	808	-	167
Mov Cap-2 Maneuver	-	-	-	-	167
Stage 1	-	-	-	-	434
Stage 2	-	-	-	-	590

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	22.6
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	215	-	-	808	-
HCM Lane V/C Ratio	0.047	-	-	0.009	-
HCM Control Delay (s)	22.6	-	-	9.5	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection						
Int Delay, s/veh	5.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	64	175	364	90	164	200
Future Vol, veh/h	64	175	364	90	164	200
Conflicting Peds, #/hr	0	44	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	90	90	98	98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	70	190	404	100	167	204

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	992	498	0	0	504	0
Stage 1	454	-	-	-	-	-
Stage 2	538	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	272	572	-	-	1061	-
Stage 1	640	-	-	-	-	-
Stage 2	585	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	224	548	-	-	1061	-
Mov Cap-2 Maneuver	224	-	-	-	-	-
Stage 1	640	-	-	-	-	-
Stage 2	481	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	18.5	0	4.1
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	224	548	1061
HCM Lane V/C Ratio	-	-	0.311	0.347	0.158
HCM Control Delay (s)	-	-	28.1	15	9
HCM Lane LOS	-	-	D	C	A
HCM 95th %tile Q(veh)	-	-	1.3	1.5	0.6

Summary of All Intervals

Run Number	1	2	3	4	5	Avg
Start Time	4:27	4:27	4:27	4:27	4:27	4:27
End Time	5:30	5:30	5:30	5:30	5:30	5:30
Total Time (min)	63	63	63	63	63	63
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1
Vehs Entered	901	935	906	853	876	894
Vehs Exited	899	925	907	862	884	895
Starting Vehs	9	8	15	14	13	12
Ending Vehs	11	18	14	5	5	11
Travel Distance (mi)	313	323	315	298	305	311
Travel Time (hr)	14.1	15.0	14.3	13.4	13.7	14.1
Total Delay (hr)	2.3	2.8	2.4	2.1	2.1	2.4
Total Stops	391	465	438	382	391	414
Fuel Used (gal)	11.3	11.7	11.3	10.6	10.9	11.2

Interval #0 Information Seeding

Start Time	4:27
End Time	4:30
Total Time (min)	3
Volumes adjusted by PHF.	
No data recorded this interval.	

Interval #1 Information Recording

Start Time	4:30
End Time	5:30
Total Time (min)	60
Volumes adjusted by PHF.	

Run Number	1	2	3	4	5	Avg
Vehs Entered	901	935	906	853	876	894
Vehs Exited	899	925	907	862	884	895
Starting Vehs	9	8	15	14	13	12
Ending Vehs	11	18	14	5	5	11
Travel Distance (mi)	313	323	315	298	305	311
Travel Time (hr)	14.1	15.0	14.3	13.4	13.7	14.1
Total Delay (hr)	2.3	2.8	2.4	2.1	2.1	2.4
Total Stops	391	465	438	382	391	414
Fuel Used (gal)	11.3	11.7	11.3	10.6	10.9	11.2



---

6: Main Street & Madbury Road Performance by approach

---

Approach	EB	WB	All
Denied Delay (hr)	0.0	0.1	0.1
Total Delay (hr)	0.3	1.7	2.0
Vehicles Entered	367	527	894
Vehicles Exited	367	527	894
Hourly Exit Rate	367	527	894
Input Volume	373	521	894
% of Volume	98	101	100

---

Intersection: 6: Main Street & Madbury Road

---

Movement	EB	WB
Directions Served	L	R
Maximum Queue (ft)	123	240
Average Queue (ft)	30	118
95th Queue (ft)	83	197
Link Distance (ft)	997	1070
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

5: Newmarket Road/Hotel Driveway & Main Street/Dover Road  
Lanes, Volumes, Timings

2021 No Build Condition  
Timing Plan: Weekend PM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	527	227	413	292	4	149	2	429	2	3	6
Future Volume (vph)	3	527	227	413	292	4	149	2	429	2	3	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	100		0	0		150	0		0
Storage Lanes	1		1	1		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.998				0.850		0.926	
Flt Protected	0.950			0.950				0.953			0.991	
Satd. Flow (prot)	1770	1863	1583	1770	1859	0	0	1775	1583	0	1709	0
Flt Permitted	0.573			0.211				0.721			0.938	
Satd. Flow (perm)	1067	1863	1583	393	1859	0	0	1343	1583	0	1618	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			236		1				447		6	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		731			773			892			159	
Travel Time (s)		16.6			17.6			20.3			3.6	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	3	549	236	430	304	4	155	2	447	2	3	6
Shared Lane Traffic (%)												
Lane Group Flow (vph)	3	549	236	430	308	0	0	157	447	0	11	0
Turn Type	pm+pt	NA	Prot	pm+pt	NA		Perm	NA	Prot	Perm	NA	
Protected Phases	1	6	6	5	2			4	4		8	
Permitted Phases	6			2			4			8		
Detector Phase	1	6	6	5	2		4	4	4	8	8	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	11.0	24.0	24.0	11.0	24.0		11.0	11.0	11.0	11.0	11.0	
Total Split (s)	12.0	32.0	32.0	37.0	57.0		19.0	19.0	19.0	19.0	19.0	
Total Split (%)	13.6%	36.4%	36.4%	42.0%	64.8%		21.6%	21.6%	21.6%	21.6%	21.6%	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0			0.0	0.0		0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0		6.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag							
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes							
Recall Mode	None	Max	Max	None	Max		None	None	None	None	None	
Act Effct Green (s)	34.7	29.1	29.1	54.1	52.0			12.3	12.3		7.0	
Actuated g/C Ratio	0.44	0.37	0.37	0.69	0.66			0.16	0.16		0.09	
v/c Ratio	0.01	0.80	0.32	0.71	0.25			0.75	0.72		0.07	
Control Delay	8.0	35.2	4.5	15.7	6.7			55.9	10.9		25.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0			0.0	0.0		0.0	
Total Delay	8.0	35.2	4.5	15.7	6.7			55.9	10.9		25.7	
LOS	A	D	A	B	A			E	B		C	
Approach Delay		25.9			12.0			22.6			25.7	
Approach LOS		C			B			C			C	
Queue Length 50th (ft)	1	236	0	86	49			70	0		2	
Queue Length 95th (ft)	3	#498	50	181	124			#187	90		17	

5: Newmarket Road/Hotel Driveway & Main Street/Dover Road  
Lanes, Volumes, Timings

2021 No Build Condition  
Timing Plan: Weekend PM Peak

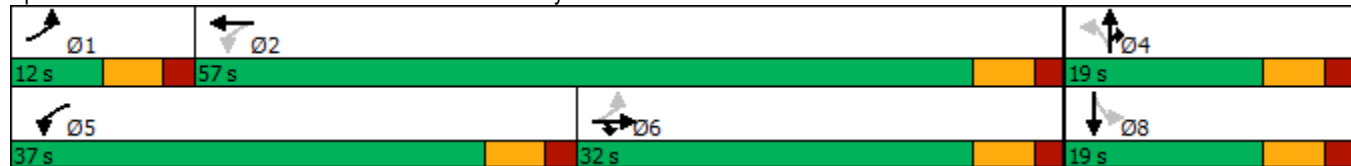


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		651			693			812				79
Turn Bay Length (ft)	100			100					150			
Base Capacity (vph)	531	690	735	817	1232			223	636			273
Starvation Cap Reductn	0	0	0	0	0			0	0			0
Spillback Cap Reductn	0	0	0	0	0			0	0			0
Storage Cap Reductn	0	0	0	0	0			0	0			0
Reduced v/c Ratio	0.01	0.80	0.32	0.53	0.25			0.70	0.70			0.04

Intersection Summary

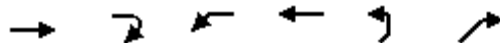
Area Type:	Other
Cycle Length:	88
Actuated Cycle Length:	78.5
Natural Cycle:	65
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.80
Intersection Signal Delay:	20.2
Intersection LOS:	C
Intersection Capacity Utilization	80.6%
ICU Level of Service	D
Analysis Period (min)	15
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 5: Newmarket Road/Hotel Driveway & Main Street/Dover Road



3: Mill Road & Main Street  
 HCM Unsignalized Intersection Capacity Analysis

2021 No Build Condition  
 Timing Plan: Weekend PM Peak



Movement	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations	↑↑	↑				↑↑
Traffic Volume (veh/h)	609	368	0	0	0	544
Future Volume (Veh/h)	609	368	0	0	0	544
Sign Control	Free		Free		Stop	
Grade	0%		0%		0%	
Peak Hour Factor	0.89	0.89	0.92	0.92	0.89	0.89
Hourly flow rate (vph)	684	413	0	0	0	611
Pedestrians						91
Lane Width (ft)						12.0
Walking Speed (ft/s)						3.5
Percent Blockage						9
Right turn flare (veh)						
Median type	None		None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			775		775	433
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			775		775	433
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	0
cM capacity (veh/h)			764		306	521
Direction, Lane #	EB 1	EB 2	EB 3	NE 1	NE 2	
Volume Total	342	342	413	306	306	
Volume Left	0	0	0	0	0	
Volume Right	0	0	413	306	306	
cSH	1700	1700	1700	521	521	
Volume to Capacity	0.20	0.20	0.24	0.59	0.59	
Queue Length 95th (ft)	0	0	0	93	93	
Control Delay (s)	0.0	0.0	0.0	21.2	21.2	
Lane LOS				C	C	
Approach Delay (s)	0.0		21.2			
Approach LOS				C		
Intersection Summary						
Average Delay			7.6			
Intersection Capacity Utilization			42.5%	ICU Level of Service		A
Analysis Period (min)			15			

Intersection						
Int Delay, s/veh	5.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	64	175	368	90	164	202
Future Vol, veh/h	64	175	368	90	164	202
Conflicting Peds, #/hr	0	44	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	90	90	98	98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	70	190	409	100	167	206

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	999	503	0	0	509	0
Stage 1	459	-	-	-	-	-
Stage 2	540	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	270	569	-	-	1056	-
Stage 1	636	-	-	-	-	-
Stage 2	584	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	222	545	-	-	1056	-
Mov Cap-2 Maneuver	222	-	-	-	-	-
Stage 1	636	-	-	-	-	-
Stage 2	479	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	18.7	0	4.1
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	222	545	1056
HCM Lane V/C Ratio	-	-	0.313	0.349	0.158
HCM Control Delay (s)	-	-	28.4	15.1	9.1
HCM Lane LOS	-	-	D	C	A
HCM 95th %tile Q(veh)	-	-	1.3	1.6	0.6

Summary of All Intervals

Run Number	1	2	3	4	5	Avg
Start Time	4:27	4:27	4:27	4:27	4:27	4:27
End Time	5:30	5:30	5:30	5:30	5:30	5:30
Total Time (min)	63	63	63	63	63	63
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1
Vehs Entered	876	926	926	876	858	892
Vehs Exited	880	930	918	876	858	892
Starting Vehs	13	14	7	10	10	11
Ending Vehs	9	10	15	10	10	11
Travel Distance (mi)	291	309	306	291	285	296
Travel Time (hr)	12.7	13.7	13.9	12.8	12.4	13.1
Total Delay (hr)	2.1	2.5	2.7	2.2	2.0	2.3
Total Stops	346	411	399	367	372	379
Fuel Used (gal)	10.1	11.0	10.9	10.2	9.9	10.4

Interval #0 Information Seeding

Start Time	4:27
End Time	4:30
Total Time (min)	3
Volumes adjusted by PHF.	
No data recorded this interval.	

Interval #1 Information Recording

Start Time	4:30
End Time	5:30
Total Time (min)	60
Volumes adjusted by PHF.	

Run Number	1	2	3	4	5	Avg
Vehs Entered	876	926	926	876	858	892
Vehs Exited	880	930	918	876	858	892
Starting Vehs	13	14	7	10	10	11
Ending Vehs	9	10	15	10	10	11
Travel Distance (mi)	291	309	306	291	285	296
Travel Time (hr)	12.7	13.7	13.9	12.8	12.4	13.1
Total Delay (hr)	2.1	2.5	2.7	2.2	2.0	2.3
Total Stops	346	411	399	367	372	379
Fuel Used (gal)	10.1	11.0	10.9	10.2	9.9	10.4

---

6: Main Street & Madbury Road Performance by movement

---

Movement	WBR	NBT	All
Denied Delay (hr)	0.1	0.0	0.1
Denied Del/Veh (s)	0.4	0.3	0.4
Total Delay (hr)	1.7	0.2	1.9
Total Del/Veh (s)	12.5	1.9	7.7
Vehicles Entered	485	407	892
Vehicles Exited	487	407	894
Hourly Exit Rate	487	407	894
Input Volume	479	398	877
% of Volume	102	102	102



---

Intersection: 6: Main Street & Madbury Road

---

Movement	WB	NB
Directions Served	R	T
Maximum Queue (ft)	239	79
Average Queue (ft)	118	10
95th Queue (ft)	203	44
Link Distance (ft)	974	951
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

5: Newmarket Road/Hotel Driveway & Main Street/Dover Road 2021 Build - Alternate Condition  
 Lanes, Volumes, Timings

Timing Plan: Weekday PM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	533	229	413	293	4	150	2	429	2	3	6
Future Volume (vph)	3	533	229	413	293	4	150	2	429	2	3	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	100		0	0		150	0		0
Storage Lanes	1		1	1		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.998				0.850		0.926	
Flt Protected	0.950			0.950				0.953			0.991	
Satd. Flow (prot)	1770	1863	1583	1770	1859	0	0	1775	1583	0	1709	0
Flt Permitted	0.572			0.206				0.721			0.938	
Satd. Flow (perm)	1065	1863	1583	384	1859	0	0	1343	1583	0	1618	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			239		1				447		6	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		731			773			892			159	
Travel Time (s)		16.6			17.6			20.3			3.6	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	3	555	239	430	305	4	156	2	447	2	3	6
Shared Lane Traffic (%)												
Lane Group Flow (vph)	3	555	239	430	309	0	0	158	447	0	11	0
Turn Type	pm+pt	NA	Prot	pm+pt	NA		Perm	NA	Prot	Perm	NA	
Protected Phases	1	6	6	5	2			4	4		8	
Permitted Phases	6			2			4			8		
Detector Phase	1	6	6	5	2		4	4	4	8	8	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	11.0	24.0	24.0	11.0	24.0		11.0	11.0	11.0	11.0	11.0	
Total Split (s)	12.0	32.0	32.0	37.0	57.0		19.0	19.0	19.0	19.0	19.0	
Total Split (%)	13.6%	36.4%	36.4%	42.0%	64.8%		21.6%	21.6%	21.6%	21.6%	21.6%	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0			0.0	0.0		0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0		6.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag							
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes							
Recall Mode	None	Max	Max	None	Max		None	None	None	None	None	
Act Effct Green (s)	34.7	29.1	29.1	54.1	52.0			12.3	12.3		7.0	
Actuated g/C Ratio	0.44	0.37	0.37	0.69	0.66			0.16	0.16		0.09	
v/c Ratio	0.01	0.80	0.32	0.72	0.25			0.75	0.72		0.07	
Control Delay	8.0	35.8	4.5	16.2	6.8			56.2	10.9		25.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0			0.0	0.0		0.0	
Total Delay	8.0	35.8	4.5	16.2	6.8			56.2	10.9		25.7	
LOS	A	D	A	B	A			E	B		C	
Approach Delay		26.3			12.2			22.7			25.7	
Approach LOS		C			B			C			C	
Queue Length 50th (ft)	1	240	0	89	49			71	0		2	
Queue Length 95th (ft)	3	#506	51	184	124			#188	90		17	

5: Newmarket Road/Hotel Driveway & Main Street/Dover Road 2021 Build - Alternate Condition  
 Lanes, Volumes, Timings

Timing Plan: Weekday PM Peak

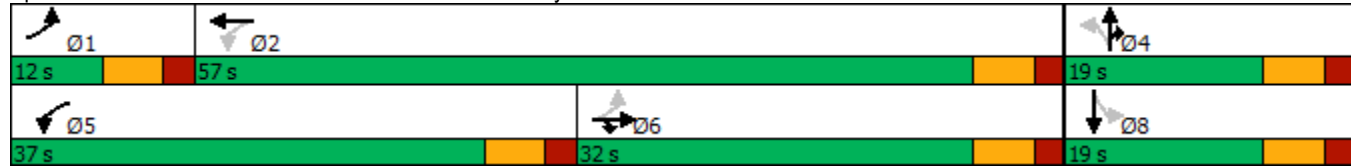


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		651			693			812				79
Turn Bay Length (ft)	100			100					150			
Base Capacity (vph)	530	690	737	814	1232			223	636			273
Starvation Cap Reductn	0	0	0	0	0			0	0			0
Spillback Cap Reductn	0	0	0	0	0			0	0			0
Storage Cap Reductn	0	0	0	0	0			0	0			0
Reduced v/c Ratio	0.01	0.80	0.32	0.53	0.25			0.71	0.70			0.04

Intersection Summary

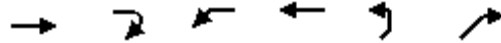
Area Type:	Other
Cycle Length:	88
Actuated Cycle Length:	78.5
Natural Cycle:	65
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.80
Intersection Signal Delay:	20.5
Intersection LOS:	C
Intersection Capacity Utilization	81.0%
ICU Level of Service	D
Analysis Period (min)	15
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 5: Newmarket Road/Hotel Driveway & Main Street/Dover Road



3: Mill Road & Main Street  
 HCM Unsignalized Intersection Capacity Analysis

2021 Build - Alternate Condition  
 Timing Plan: Weekday PM Peak



Movement	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations	↑↑	↑				↑↑
Traffic Volume (veh/h)	609	372	0	0	0	563
Future Volume (Veh/h)	609	372	0	0	0	563
Sign Control	Free		Free		Stop	
Grade	0%		0%		0%	
Peak Hour Factor	0.89	0.89	0.92	0.92	0.89	0.89
Hourly flow rate (vph)	684	418	0	0	0	633
Pedestrians					123	
Lane Width (ft)					10.0	
Walking Speed (ft/s)					3.5	
Percent Blockage					10	
Right turn flare (veh)						
Median type	None		None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			807		807	465
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			807		807	465
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	0
cM capacity (veh/h)			734		288	491
Direction, Lane #	EB 1	EB 2	EB 3	NE 1	NE 2	
Volume Total	342	342	418	316	316	
Volume Left	0	0	0	0	0	
Volume Right	0	0	418	316	316	
cSH	1700	1700	1700	491	491	
Volume to Capacity	0.20	0.20	0.25	0.64	0.64	
Queue Length 95th (ft)	0	0	0	113	113	
Control Delay (s)	0.0	0.0	0.0	24.7	24.7	
Lane LOS				C	C	
Approach Delay (s)	0.0		24.7			
Approach LOS				C		
Intersection Summary						
Average Delay			9.0			
Intersection Capacity Utilization			43.2%		ICU Level of Service	A
Analysis Period (min)			15			

Intersection						
Int Delay, s/veh	6.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	70	194	368	91	168	202
Future Vol, veh/h	70	194	368	91	168	202
Conflicting Peds, #/hr	0	60	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	60	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	90	90	98	98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	76	211	409	101	171	206

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1008	520	0	0	510
Stage 1	460	-	-	-	-
Stage 2	548	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	267	556	-	-	1055
Stage 1	636	-	-	-	-
Stage 2	579	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	224	530	-	-	1055
Mov Cap-2 Maneuver	224	-	-	-	-
Stage 1	636	-	-	-	-
Stage 2	485	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	19.6	0	4.1
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	224	530	1055
HCM Lane V/C Ratio	-	-	0.34	0.398	0.162
HCM Control Delay (s)	-	-	29.1	16.2	9.1
HCM Lane LOS	-	-	D	C	A
HCM 95th %tile Q(veh)	-	-	1.4	1.9	0.6

Summary of All Intervals

Run Number	1	2	3	4	5	Avg
Start Time	4:27	4:27	4:27	4:27	4:27	4:27
End Time	5:30	5:30	5:30	5:30	5:30	5:30
Total Time (min)	63	63	63	63	63	63
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1
Vehs Entered	936	964	932	919	857	921
Vehs Exited	933	952	930	916	863	919
Starting Vehs	9	8	15	14	13	12
Ending Vehs	12	20	17	17	7	15
Travel Distance (mi)	325	332	322	318	298	319
Travel Time (hr)	14.7	16.9	14.9	14.5	13.8	15.0
Total Delay (hr)	2.4	4.4	2.7	2.5	2.6	2.9
Total Stops	437	496	422	422	393	434
Fuel Used (gal)	11.7	12.5	11.6	11.5	10.8	11.6

Interval #0 Information Seeding

Start Time	4:27
End Time	4:30
Total Time (min)	3
Volumes adjusted by PHF.	
No data recorded this interval.	

Interval #1 Information Recording

Start Time	4:30
End Time	5:30
Total Time (min)	60
Volumes adjusted by PHF.	

Run Number	1	2	3	4	5	Avg
Vehs Entered	936	964	932	919	857	921
Vehs Exited	933	952	930	916	863	919
Starting Vehs	9	8	15	14	13	12
Ending Vehs	12	20	17	17	7	15
Travel Distance (mi)	325	332	322	318	298	319
Travel Time (hr)	14.7	16.9	14.9	14.5	13.8	15.0
Total Delay (hr)	2.4	4.4	2.7	2.5	2.6	2.9
Total Stops	437	496	422	422	393	434
Fuel Used (gal)	11.7	12.5	11.6	11.5	10.8	11.6

---

6: Main Street EBL/Main Street WBR & Madbury Road Performance by movement

---

Movement	EBL	WBR	All
Denied Del/Veh (s)	0.3	0.4	0.4
Total Del/Veh (s)	2.9	15.0	9.9

---

Intersection: 6: Main Street EBL/Main Street WBR & Madbury Road

---

Movement	EB	WB
Directions Served	L	R
Maximum Queue (ft)	107	314
Average Queue (ft)	30	133
95th Queue (ft)	84	271
Link Distance (ft)	997	1070
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		



5: Newmarket Road/Hotel Driveway & Main Street/Dover Road  
Lanes, Volumes, Timings

2031 No Build  
Timing Plan: Weekend PM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	549	237	430	304	4	156	2	447	2	3	6
Future Volume (vph)	3	549	237	430	304	4	156	2	447	2	3	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	100		0	0		150	0		0
Storage Lanes	1		1	1		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.998				0.850		0.926	
Flt Protected	0.950			0.950				0.953			0.991	
Satd. Flow (prot)	1770	1863	1583	1770	1859	0	0	1775	1583	0	1709	0
Flt Permitted	0.566			0.181				0.721			0.938	
Satd. Flow (perm)	1054	1863	1583	337	1859	0	0	1343	1583	0	1618	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			247		1				466		6	
Link Speed (mph)		30		30				30			30	
Link Distance (ft)		731		773				892			159	
Travel Time (s)		16.6		17.6				20.3			3.6	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	3	572	247	448	317	4	163	2	466	2	3	6
Shared Lane Traffic (%)												
Lane Group Flow (vph)	3	572	247	448	321	0	0	165	466	0	11	0
Turn Type	pm+pt	NA	Prot	pm+pt	NA		Perm	NA	Prot	Perm	NA	
Protected Phases	1	6	6	5	2			4	4		8	
Permitted Phases	6			2			4			8		
Detector Phase	1	6	6	5	2		4	4	4	8	8	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	11.0	24.0	24.0	11.0	24.0		11.0	11.0	11.0	11.0	11.0	
Total Split (s)	12.0	32.0	32.0	37.0	57.0		19.0	19.0	19.0	19.0	19.0	
Total Split (%)	13.6%	36.4%	36.4%	42.0%	64.8%		21.6%	21.6%	21.6%	21.6%	21.6%	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0			0.0	0.0		0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0		6.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag							
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes							
Recall Mode	None	Max	Max	None	Max		None	None	None	None	None	
Act Effct Green (s)	34.1	28.5	28.5	54.5	52.4			12.5	12.5		7.1	
Actuated g/C Ratio	0.43	0.36	0.36	0.69	0.66			0.16	0.16		0.09	
v/c Ratio	0.01	0.85	0.34	0.75	0.26			0.78	0.73		0.07	
Control Delay	8.3	40.6	4.7	19.7	6.8			59.4	11.0		26.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0			0.0	0.0		0.0	
Total Delay	8.3	40.6	4.7	19.7	6.8			59.4	11.0		26.0	
LOS	A	D	A	B	A			E	B		C	
Approach Delay		29.7			14.3			23.7			26.0	
Approach LOS		C			B			C			C	
Queue Length 50th (ft)	1	256	0	112	51			75	0		2	
Queue Length 95th (ft)	3	#542	53	211	130			#198	94		17	

5: Newmarket Road/Hotel Driveway & Main Street/Dover Road  
Lanes, Volumes, Timings

2031 No Build  
Timing Plan: Weekend PM Peak

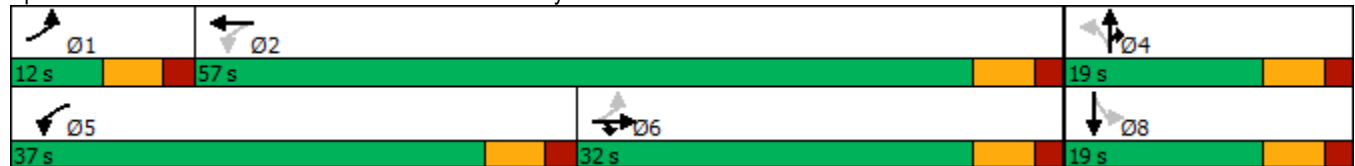


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		651			693			812				79
Turn Bay Length (ft)	100			100					150			
Base Capacity (vph)	514	671	728	796	1232			221	650		271	
Starvation Cap Reductn	0	0	0	0	0			0	0		0	
Spillback Cap Reductn	0	0	0	0	0			0	0		0	
Storage Cap Reductn	0	0	0	0	0			0	0		0	
Reduced v/c Ratio	0.01	0.85	0.34	0.56	0.26			0.75	0.72		0.04	

Intersection Summary

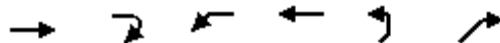
Area Type:	Other
Cycle Length:	88
Actuated Cycle Length:	79.1
Natural Cycle:	75
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.85
Intersection Signal Delay:	22.7
Intersection LOS:	C
Intersection Capacity Utilization	83.1%
ICU Level of Service	E
Analysis Period (min)	15
# 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.	

Splits and Phases: 5: Newmarket Road/Hotel Driveway & Main Street/Dover Road



3: Mill Road & Main Street  
 HCM Unsignalized Intersection Capacity Analysis

2031 No Build  
 Timing Plan: Weekend PM Peak



Movement	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations	↑↑	↑				↑↑
Traffic Volume (veh/h)	634	383	0	0	0	567
Future Volume (Veh/h)	634	383	0	0	0	567
Sign Control	Free		Free		Stop	
Grade	0%		0%		0%	
Peak Hour Factor	0.89	0.89	0.92	0.92	0.89	0.89
Hourly flow rate (vph)	712	430	0	0	0	637
Pedestrians			91			
Lane Width (ft)			0.0			
Walking Speed (ft/s)			3.5			
Percent Blockage			0			
Right turn flare (veh)						
Median type	None		None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			712		712	447
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			712		712	447
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	0
cM capacity (veh/h)			884		367	559
Direction, Lane #	EB 1	EB 2	EB 3	NE 1	NE 2	
Volume Total	356	356	430	318	318	
Volume Left	0	0	0	0	0	
Volume Right	0	0	430	318	318	
cSH	1700	1700	1700	559	559	
Volume to Capacity	0.21	0.21	0.25	0.57	0.57	
Queue Length 95th (ft)	0	0	0	89	89	
Control Delay (s)	0.0	0.0	0.0	19.6	19.6	
Lane LOS			C		C	
Approach Delay (s)	0.0		19.6			
Approach LOS			C			
Intersection Summary						
Average Delay			7.0			
Intersection Capacity Utilization			49.7%		ICU Level of Service	A
Analysis Period (min)			15			

Intersection						
Int Delay, s/veh	5.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	64	175	383	90	164	210
Future Vol, veh/h	64	175	383	90	164	210
Conflicting Peds, #/hr	0	44	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	90	90	98	98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	70	190	426	100	167	214

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1024	520	0	0	526	0
Stage 1	476	-	-	-	-	-
Stage 2	548	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	261	556	-	-	1041	-
Stage 1	625	-	-	-	-	-
Stage 2	579	-	-	-	-	-
Platoon blocked, %			-	-		
Mov Cap-1 Maneuver	213	533	-	-	1041	-
Mov Cap-2 Maneuver	213	-	-	-	-	-
Stage 1	625	-	-	-	-	-
Stage 2	474	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	19.4	0	4
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	213	533	1041
HCM Lane V/C Ratio	-	-	0.327	0.357	0.161
HCM Control Delay (s)	-	-	29.9	15.5	9.1
HCM Lane LOS	-	-	D	C	A
HCM 95th %tile Q(veh)	-	-	1.4	1.6	0.6

Summary of All Intervals

Run Number	1	2	3	4	5	Avg
Start Time	4:27	4:27	4:27	4:27	4:27	4:27
End Time	5:30	5:30	5:30	5:30	5:30	5:30
Total Time (min)	63	63	63	63	63	63
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1
Vehs Entered	951	975	905	976	893	940
Vehs Exited	957	964	906	977	895	940
Starting Vehs	17	9	15	16	13	14
Ending Vehs	11	20	14	15	11	14
Travel Distance (mi)	331	336	314	339	310	326
Travel Time (hr)	15.1	17.2	14.4	16.1	14.3	15.4
Total Delay (hr)	2.5	4.5	2.5	3.3	2.6	3.1
Total Stops	451	514	411	486	435	459
Fuel Used (gal)	12.0	12.6	11.3	12.4	11.2	11.9

Interval #0 Information Seeding

Start Time	4:27
End Time	4:30
Total Time (min)	3
Volumes adjusted by PHF.	
No data recorded this interval.	

Interval #1 Information Recording

Start Time	4:30
End Time	5:30
Total Time (min)	60
Volumes adjusted by PHF.	

Run Number	1	2	3	4	5	Avg
Vehs Entered	951	975	905	976	893	940
Vehs Exited	957	964	906	977	895	940
Starting Vehs	17	9	15	16	13	14
Ending Vehs	11	20	14	15	11	14
Travel Distance (mi)	331	336	314	339	310	326
Travel Time (hr)	15.1	17.2	14.4	16.1	14.3	15.4
Total Delay (hr)	2.5	4.5	2.5	3.3	2.6	3.1
Total Stops	451	514	411	486	435	459
Fuel Used (gal)	12.0	12.6	11.3	12.4	11.2	11.9

---

6: Main Street & Madbury Road Performance by approach

---

Approach	EB	WB	All
Denied Delay (hr)	0.0	0.1	0.1
Denied Del/Veh (s)	0.3	0.4	0.4
Total Delay (hr)	0.3	2.4	2.7
Total Del/Veh (s)	3.0	15.4	10.2
Vehicles Entered	393	547	940
Vehicles Exited	393	546	939
Hourly Exit Rate	393	546	939
Input Volume	393	548	941
% of Volume	100	100	100

---

Intersection: 6: Main Street & Madbury Road

---

Movement	EB	WB
Directions Served	L	R
Maximum Queue (ft)	114	323
Average Queue (ft)	34	139
95th Queue (ft)	90	262
Link Distance (ft)	997	1070
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

5: Newmarket Road/Hotel Driveway & Main Street /Dover Road2031 Build - Alternate Condition  
 Lanes, Volumes, Timings

Timing Plan: Weekday PM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	555	239	430	305	4	157	2	447	2	3	6
Future Volume (vph)	3	555	239	430	305	4	157	2	447	2	3	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	100		0	0		150	0		0
Storage Lanes	1		1	1		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.998				0.850		0.926	
Flt Protected	0.950			0.950				0.953			0.991	
Satd. Flow (prot)	1770	1863	1583	1770	1859	0	0	1775	1583	0	1709	0
Flt Permitted	0.566			0.176				0.721			0.938	
Satd. Flow (perm)	1054	1863	1583	328	1859	0	0	1343	1583	0	1618	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			249		1				466		6	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		731			773			892			159	
Travel Time (s)		16.6			17.6			20.3			3.6	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	3	578	249	448	318	4	164	2	466	2	3	6
Shared Lane Traffic (%)												
Lane Group Flow (vph)	3	578	249	448	322	0	0	166	466	0	11	0
Turn Type	pm+pt	NA	Prot	pm+pt	NA		Perm	NA	Prot	Perm	NA	
Protected Phases	1	6	6	5	2			4	4		8	
Permitted Phases	6			2			4			8		
Detector Phase	1	6	6	5	2		4	4	4	8	8	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	11.0	24.0	24.0	11.0	24.0		11.0	11.0	11.0	11.0	11.0	
Total Split (s)	12.0	32.0	32.0	37.0	57.0		19.0	19.0	19.0	19.0	19.0	
Total Split (%)	13.6%	36.4%	36.4%	42.0%	64.8%		21.6%	21.6%	21.6%	21.6%	21.6%	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0			0.0	0.0		0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0		6.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag							
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes							
Recall Mode	None	Max	Max	None	Max		None	None	None	None	None	
Act Effct Green (s)	34.1	28.5	28.5	54.5	52.4			12.5	12.5		7.1	
Actuated g/C Ratio	0.43	0.36	0.36	0.69	0.66			0.16	0.16		0.09	
v/c Ratio	0.01	0.86	0.34	0.76	0.26			0.78	0.73		0.07	
Control Delay	8.3	41.5	4.7	20.4	6.8			59.8	11.0		26.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0			0.0	0.0		0.0	
Total Delay	8.3	41.5	4.7	20.4	6.8			59.8	11.0		26.0	
LOS	A	D	A	C	A			E	B		C	
Approach Delay		30.3			14.7			23.8			26.0	
Approach LOS		C			B			C			C	
Queue Length 50th (ft)	1	260	0	115	51			76	0		2	
Queue Length 95th (ft)	3	#549	52	214	130			#201	94		17	



5: Newmarket Road/Hotel Driveway & Main Street /Dover Road2031 Build - Alternate Condition  
 Lanes, Volumes, Timings

Timing Plan: Weekday PM Peak

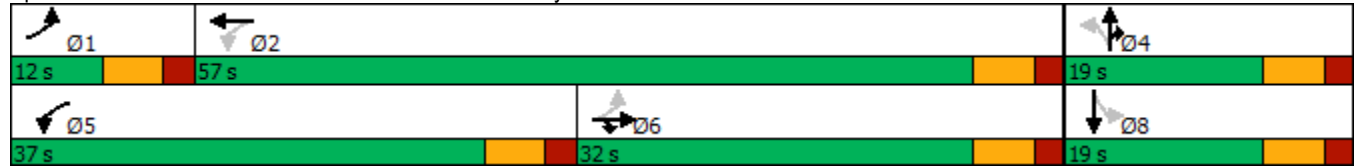


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		651			693			812				79
Turn Bay Length (ft)	100			100					150			
Base Capacity (vph)	514	670	729	793	1232			221	650		271	
Starvation Cap Reductn	0	0	0	0	0			0	0		0	
Spillback Cap Reductn	0	0	0	0	0			0	0		0	
Storage Cap Reductn	0	0	0	0	0			0	0		0	
Reduced v/c Ratio	0.01	0.86	0.34	0.56	0.26			0.75	0.72		0.04	

Intersection Summary

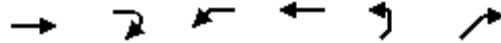
Area Type:	Other
Cycle Length:	88
Actuated Cycle Length:	79.1
Natural Cycle:	75
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.86
Intersection Signal Delay:	23.1
Intersection LOS:	C
Intersection Capacity Utilization	83.5%
ICU Level of Service	E
Analysis Period (min)	15
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 5: Newmarket Road/Hotel Driveway & Main Street /Dover Road



3: Mill Road & Main Street  
 HCM Unsignalized Intersection Capacity Analysis

2031 Build - Alternate Condition  
 Timing Plan: Weekday PM Peak



Movement	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations	↑↑	↑				↑↑
Traffic Volume (veh/h)	634	387	0	0	0	586
Future Volume (Veh/h)	634	387	0	0	0	586
Sign Control	Free		Free		Stop	
Grade	0%		0%		0%	
Peak Hour Factor	0.89	0.89	0.92	0.92	0.89	0.89
Hourly flow rate (vph)	712	435	0	0	0	658
Pedestrians					123	
Lane Width (ft)					10.0	
Walking Speed (ft/s)					3.5	
Percent Blockage					10	
Right turn flare (veh)						
Median type	None		None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			835		835 479	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			835		835 479	
tC, single (s)			4.1		6.8 6.9	
tC, 2 stage (s)						
tF (s)			2.2		3.5 3.3	
p0 queue free %			100		100 0	
cM capacity (veh/h)			717		276 481	
Direction, Lane #	EB 1	EB 2	EB 3	NE 1	NE 2	
Volume Total	356	356	435	329	329	
Volume Left	0	0	0	0	0	
Volume Right	0	0	435	329	329	
cSH	1700	1700	1700	481	481	
Volume to Capacity	0.21	0.21	0.26	0.68	0.68	
Queue Length 95th (ft)	0	0	0	128	128	
Control Delay (s)	0.0	0.0	0.0	27.2	27.2	
Lane LOS				D	D	
Approach Delay (s)	0.0		27.2			
Approach LOS			D			
Intersection Summary						
Average Delay			9.9			
Intersection Capacity Utilization			44.7%		ICU Level of Service A	
Analysis Period (min)			15			

Intersection						
Int Delay, s/veh	6.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↙	↗	↖		↙	↗
Traffic Vol, veh/h	70	194	383	91	168	210
Future Vol, veh/h	70	194	383	91	168	210
Conflicting Peds, #/hr	0	60	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	60	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	90	90	98	98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	76	211	426	101	171	214

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1033	537	0	0	527	0
Stage 1	477	-	-	-	-	-
Stage 2	556	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	258	544	-	-	1040	-
Stage 1	624	-	-	-	-	-
Stage 2	574	-	-	-	-	-
Platoon blocked, %			-	-		
Mov Cap-1 Maneuver	216	518	-	-	1040	-
Mov Cap-2 Maneuver	216	-	-	-	-	-
Stage 1	624	-	-	-	-	-
Stage 2	480	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	20.3	0	4.1
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	216	518	1040
HCM Lane V/C Ratio	-	-	0.352	0.407	0.165
HCM Control Delay (s)	-	-	30.5	16.6	9.1
HCM Lane LOS	-	-	D	C	A
HCM 95th %tile Q(veh)	-	-	1.5	2	0.6

Summary of All Intervals

Run Number	Mill Road Plaza	Traffic Tech	Synchro	Build PM 20314	Simtraffic No5	Cross Section	Avg
Start Time	4:27	4:27	4:27	4:27	4:27	4:27	4:27
End Time	5:30	5:30	5:30	5:30	5:30	5:30	5:30
Total Time (min)	63	63	63	63	63	63	63
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1	1
Vehs Entered	979	941	929	919	940	992	950
Vehs Exited	988	944	929	922	941	992	953
Starting Vehs	17	14	15	16	11	19	15
Ending Vehs	8	11	15	13	10	19	13
Travel Distance (mi)	341	327	322	320	326	345	330
Travel Time (hr)	15.5	15.6	15.3	14.6	15.5	17.2	15.6
Total Delay (hr)	2.6	3.2	3.1	2.5	3.1	4.1	3.1
Total Stops	454	467	444	449	489	521	470
Fuel Used (gal)	12.3	12.0	11.7	11.5	11.9	12.7	12.0

Interval #0 Information Seeding

Start Time	4:27
End Time	4:30
Total Time (min)	3
Volumes adjusted by PHF.	
No data recorded this interval.	

Interval #1 Information Recording

Start Time	4:30
End Time	5:30
Total Time (min)	60
Volumes adjusted by PHF.	

Run Number	Mill Road Plaza	Traffic Tech	Synchro	Build PM 20314	Simtraffic No5	Cross Section	Avg
Vehs Entered	979	941	929	919	940	992	950
Vehs Exited	988	944	929	922	941	992	953
Starting Vehs	17	14	15	16	11	19	15
Ending Vehs	8	11	15	13	10	19	13
Travel Distance (mi)	341	327	322	320	326	345	330
Travel Time (hr)	15.5	15.6	15.3	14.6	15.5	17.2	15.6
Total Delay (hr)	2.6	3.2	3.1	2.5	3.1	4.1	3.1
Total Stops	454	467	444	449	489	521	470
Fuel Used (gal)	12.3	12.0	11.7	11.5	11.9	12.7	12.0

6: Main Street & Madbury Road Performance by movement

Movement	EBL	WBR	All
Denied Delay (hr)	0.0	0.1	0.1
Denied Del/Veh (s)	0.3	0.5	0.4
Total Delay (hr)	0.3	2.4	2.7
Total Del/Veh (s)	2.9	15.4	10.3
Vehicles Entered	391	559	950
Vehicles Exited	391	561	952
Hourly Exit Rate	391	561	952
Input Volume	404	551	955
% of Volume	97	102	100

---

Intersection: 6: Main Street & Madbury Road

---

Movement	EB	WB
Directions Served	L	R
Maximum Queue (ft)	108	318
Average Queue (ft)	32	146
95th Queue (ft)	84	274
Link Distance (ft)	997	1070
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

**Tighe&Bond**

**APPENDIX E**

NCHRP 684 Internal Trip Capture Estimation Tool			
Project Name:	Mill Plaza	Organization:	Tighe & Bond
Project Location:	Durham NH	Performed By:	EM
Scenario Description:	PM Peak Hour	Date:	10/25/2019
Analysis Year:	2019	Checked By:	
Analysis Period:	PM Street Peak Hour	Date:	

Table 1-P: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)						
Land Use	Development Data (For Information Only)			Estimated Vehicle-Trips <sup>3</sup>		
	ITE LUCs <sup>1</sup>	Quantity	Units	Total	Entering	Exiting
Office				27	4	23
Retail				467	256	211
Restaurant				0		
Cinema/Entertainment				0		
Residential				0		
Hotel				0		
All Other Land Uses <sup>2</sup>				41	20	21
				535	280	255

Table 2-P: Mode Split and Vehicle Occupancy Estimates						
Land Use	Entering Trips			Exiting Trips		
	Veh. Occ. <sup>4</sup>	% Transit	% Non-Motorized	Veh. Occ. <sup>4</sup>	% Transit	% Non-Motorized
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						
All Other Land Uses <sup>2</sup>						

Table 3-P: Average Land Use Interchange Distances (Feet Walking Distance)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-P: Internal Person-Trip Origin-Destination Matrix*						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		5	0	0	0	0
Retail	1		0	0	0	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	0	0	0		0
Hotel	0	0	0	0	0	

Table 5-P: Computations Summary			
	Total	Entering	Exiting
All Person-Trips	535	280	255
Internal Capture Percentage	2%	2%	2%
External Vehicle-Trips <sup>5</sup>	523	274	249
External Transit-Trips <sup>6</sup>	0	0	0
External Non-Motorized Trips <sup>6</sup>	0	0	0

Table 6-P: Internal Trip Capture Percentages by Land Use		
Land Use	Entering Trips	Exiting Trips
Office	25%	22%
Retail	2%	0%
Restaurant	N/A	N/A
Cinema/Entertainment	N/A	N/A
Residential	N/A	N/A
Hotel	N/A	N/A

<sup>1</sup>Land Use Codes (LUCs) from *Trip Generation Manual*, published by the Institute of Transportation Engineers.

<sup>2</sup>Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.

<sup>3</sup>Enter trips assuming no transit or non-motorized trips (as assumed in ITE *Trip Generation Manual*).

<sup>4</sup>Enter vehicle occupancy assumed in Table 1-P vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be made.

<sup>5</sup>Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P.

<sup>6</sup>Person-Trips

\*Indicates computation that has been rounded to the nearest whole number.



<b>Project Name:</b>	Mill Plaza
<b>Analysis Period:</b>	PM Street Peak Hour

Land Use	Table 7-P (D): Entering Trips			Table 7-P (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	4	4	1.00	23	23
Retail	1.00	256	256	1.00	211	211
Restaurant	1.00	0	0	1.00	0	0
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.00	0	0	1.00	0	0
Hotel	1.00	0	0	1.00	0	0

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		5	1	0	0	0
Retail	4		61	8	55	11
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	0	0	0		0
Hotel	0	0	0	0	0	

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		20	0	0	0	0
Retail	1		0	0	0	0
Restaurant	1	128		0	0	0
Cinema/Entertainment	0	10	0		0	0
Residential	2	26	0	0		0
Hotel	0	5	0	0	0	

Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles <sup>1</sup>	Transit <sup>2</sup>	Non-Motorized <sup>2</sup>
Office	1	3	4	3	0	0
Retail	5	251	256	251	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	0	0	0	0	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses <sup>3</sup>	0	20	20	20	0	0

Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles <sup>1</sup>	Transit <sup>2</sup>	Non-Motorized <sup>2</sup>
Office	5	18	23	18	0	0
Retail	1	210	211	210	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	0	0	0	0	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses <sup>3</sup>	0	21	21	21	0	0

<sup>1</sup>Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P

<sup>2</sup>Person-Trips

<sup>3</sup>Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator

\*Indicates computation that has been rounded to the nearest whole number.

**Tighe&Bond**

**APPENDIX F**

Mill Road Plaza Trip Generation						
	Size	Units	PM Peak Hour			
			Enter	Exit	Total	
<b>Existing Trips (Based on ITE)</b>						
Land Use						
Retail (820)	55,400	SF	168	213	381	
<b>Total</b>			<b>168</b>	<b>213</b>	<b>381</b>	
<b>Existing Trips (Based on Driveway Counts)</b>						
Mill Road Plaza			254	239	493	
<b>Total</b>			<b>254</b>	<b>239</b>	<b>493</b>	
<b>Existing Non Pass-By Trips</b>						
<b>Total</b>			<b>254</b>	<b>239</b>	<b>493</b>	
<b>Generated Retail Trips<sup>1</sup> (Proportional)</b>						
Retail (820)	55,865		256	241	497	
<b>Generated Trips (Based on ITE)</b>						
General Office (710)	22,385	SF	4	23	27	
Drive-in Bank (912)	2,000	SF	20	21	41	
<b>Total</b>			<b>24</b>	<b>44</b>	<b>68</b>	
<b>Internal Capture<sup>3</sup></b>						
<u>Internal Capture</u>						
Office (710)			2	5	7	
Retail (820)			19	16	35	
Drive-in Bank (912)					0	
<b>Total Internal Capture</b>			<b>21</b>	<b>21</b>	<b>42</b>	
<u>External Trips</u>						
Office (710)			2	18	20	
Retail (820)			237	225	462	
Drive-in Bank (912)			20	21	41	
<b>Total External Capture</b>			<b>239</b>	<b>243</b>	<b>482</b>	
<b>Total New Site Generated Trips</b>						
Office (710)			2	18	20	
Retail (820)			237	225	462	
Drive-in Bank (912)			20	21	41	
<b>Total</b>			<b>259</b>	<b>264</b>	<b>523</b>	
<b>Net Change due to Development</b>			<b>5</b>	<b>25</b>	<b>30</b>	

LUC 936

1

2

3

4

Restaurant - The Works Café

Proportional Expansion of Retail Trip Generation

Trips Per 1000 SF.

Internal Capture Values are based on NCHRP 684 Report

Based on ITE Methodology

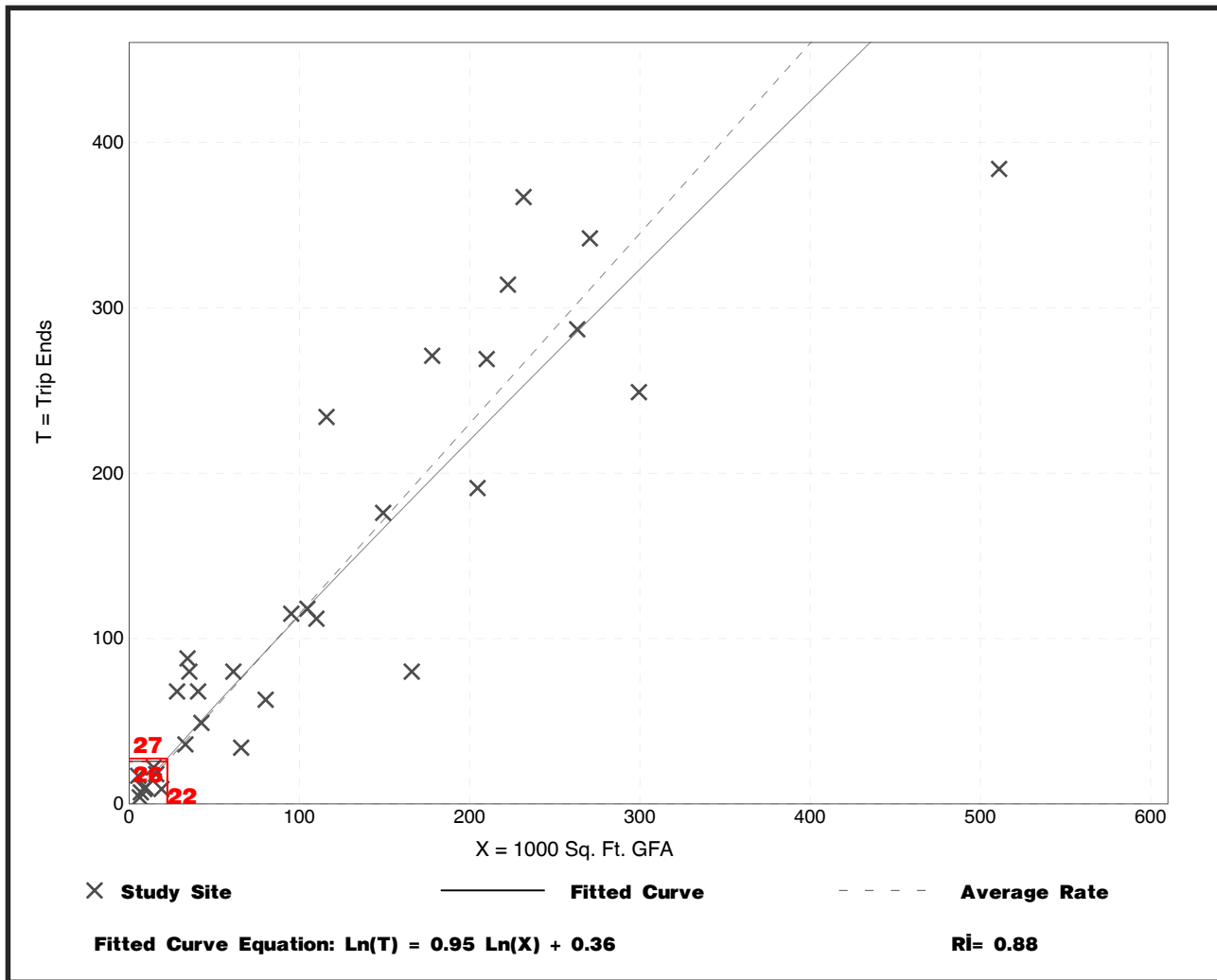
# General Office Building (710)

**Vehicle Trip Ends vs: 1000 Sq. Ft. GFA**  
**On a: Weekday,**  
**Peak Hour of Adjacent Street Traffic,**  
**One Hour Between 4 and 6 p.m.**  
**Setting/Location: General Urban/Suburban**  
 Number of Studies: 32  
 Avg. 1000 Sq. Ft. GFA: 114  
 Directional Distribution: 16% entering, 84% exiting

## Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.15	0.47 - 3.23	0.42

## Data Plot and Equation



# Drive-in Bank (912)

**Vehicle Trip Ends vs: 1000 Sq. Ft. GFA  
On a: Weekday**

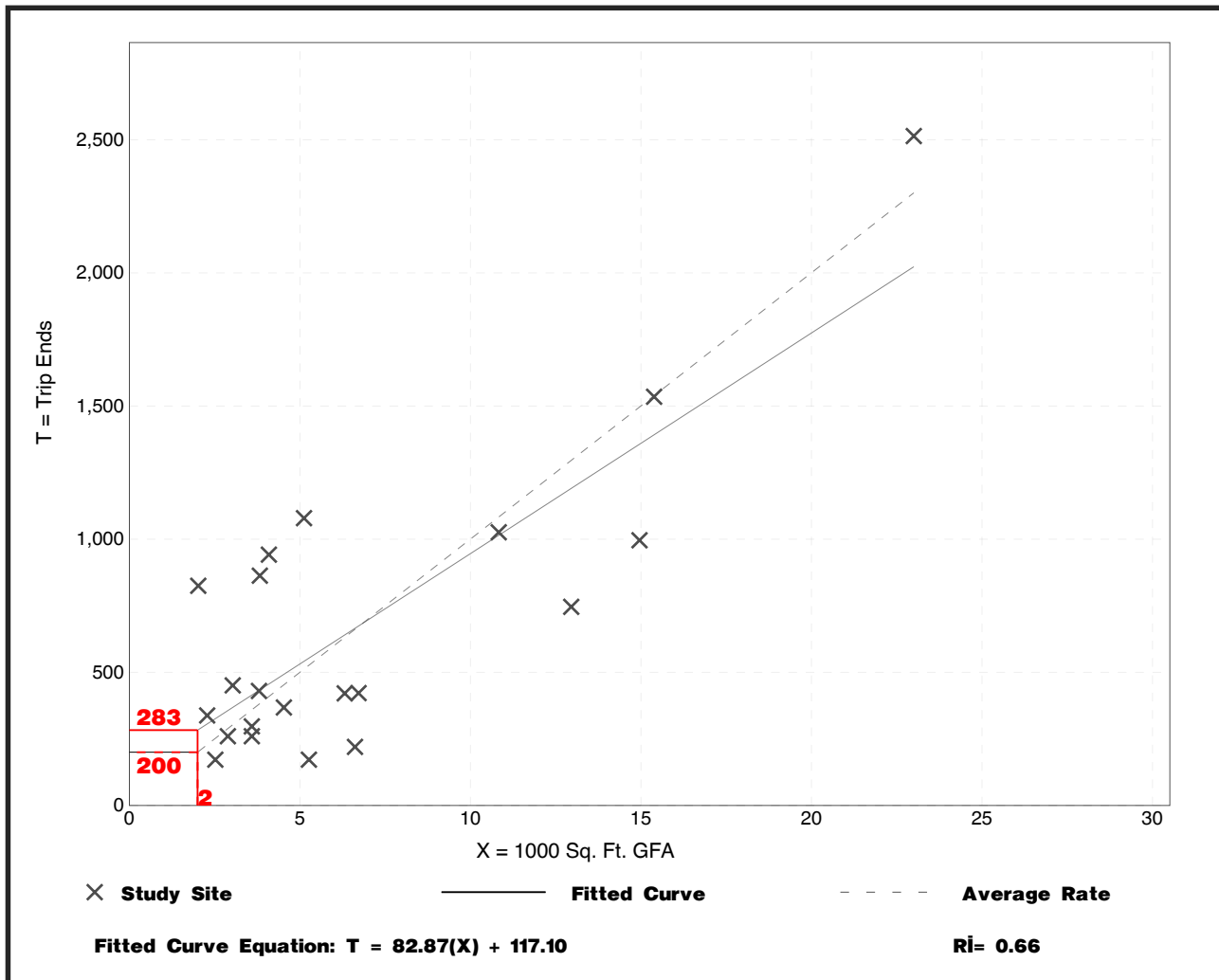
**Setting/Location: General Urban/Suburban**

Number of Studies: 21  
Avg. 1000 Sq. Ft. GFA: 7  
Directional Distribution: 50% entering, 50% exiting

## Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
100.03	32.67 - 408.42	61.61

## Data Plot and Equation



**Tighe&Bond**

**APPENDIX G**

Table 9-7. Design Intersection Sight Distance—Case B1, Left Turn from Stop

U.S. Customary				Metric			
Design Speed (mph)	Stopping Sight Distance (ft)	Intersection Sight Distance for Passenger Cars		Design Speed (km/h)	Stopping Sight Distance (m)	Intersection Sight Distance for Passenger Cars	
		Calculated (ft)	Design (ft)			Calculated (m)	Design (m)
15	80	165.4	170	20	20	41.7	45
20	115	220.5	225	30	35	62.6	65
25	155	275.6	280	40	50	83.4	85
30	200	330.8	335	50	65	104.3	105
35	250	385.9	390	60	85	125.1	130
40	305	441.0	445	70	105	146.0	150
45	360	496.1	500	80	130	166.8	170
50	425	551.3	555	90	160	187.7	190
55	495	606.4	610	100	185	208.5	210
60	570	661.5	665	110	220	229.4	230
65	645	716.6	720	120	250	250.2	255
70	730	771.8	775	130	285	271.1	275
75	820	826.9	830				
80	910	882.0	885				

Note: Intersection sight distance shown is for a stopped passenger car to turn left onto a two-lane highway with no median and grades 3 percent or less. For other conditions, the time gap should be adjusted and the sight distance recalculated.

Sight distance design for left turns at intersections on divided roads or streets should consider multiple design vehicles and median width. If the design vehicle used to determine sight distance for an intersection on a divided road or street is larger than a passenger car, then sight distance for left turns should be checked for that selected design vehicle and for a passenger car as well. If the median on a divided road or street is wide enough to store the design vehicle with a clearance to the through lanes of approximately 3 ft [1 m] at both ends of the vehicle, no separate analysis for the departure sight triangle for left turns is needed on the minor-road approach for the near roadway to the left. In most cases, the departure sight triangle for right turns (Case B2) will provide sufficient sight distance for a passenger car to cross the near roadway to reach the median. Possible exceptions are addressed in the discussion of Case B3.

If the design vehicle can be stored in the median with adequate clearance to the through lanes, a departure sight triangle to the right for left turns should be provided for that design vehicle turning left from the median roadway. Where the median is not wide enough to store the design vehicle, a departure sight triangle should be provided for that design vehicle to turn left from the minor-road approach.

Table 9-9. Design Intersection Sight Distance—Case B2, Right Turn from Stop

U.S. Customary				Metric			
Design Speed (mph)	Stopping Sight Distance (ft)	Intersection Sight Distance for Passenger Cars		Design Speed (km/h)	Stopping Sight Distance (m)	Intersection Sight Distance for Passenger Cars	
		Calculated (ft)	Design (ft)			Calculated (m)	Design (m)
15	80	143.3	145	20	20	36.1	40
20	115	191.1	195	30	35	54.2	55
25	155	238.9	240	40	50	72.3	75
30	200	286.7	290	50	65	90.4	95
35	250	334.4	335	60	85	108.4	110
40	305	382.2	385	70	105	126.5	130
45	360	430.0	430	80	130	144.6	145
50	425	477.8	480	90	160	162.6	165
55	495	525.5	530	100	185	180.7	185
60	570	573.3	575	110	220	198.8	200
65	645	621.1	625	120	250	216.8	220
70	730	668.9	670	130	285	234.9	235
75	820	716.6	720				
80	910	764.4	765				

Note: Intersection sight distance shown is for a stopped passenger car to turn right onto or to cross a two-lane roadway with no median and with grades of 3 percent or less. For other conditions, the time gap should be adjusted and the sight distance recalculated.

#### 9.5.3.2.3 Case B3—Crossing Maneuver from the Minor Road

In most cases, the departure sight triangles for left and right turns onto the major road, as described for Cases B1 and B2, will also provide adequate sight distance for minor-road vehicles to cross the major road. However, in the following situations, it is advisable to check the availability of sight distance for crossing maneuvers:

- where left or right turns or both are not permitted from a particular approach and the crossing maneuver is the only legal maneuver;
- where the crossing vehicle would cross the equivalent width of more than six lanes; or
- where substantial volumes of heavy vehicles cross the roadway and steep grades that might slow the vehicle while its back portion is still in the intersection are present on the departure roadway on the far side of the intersection.

The equation for intersection sight distance in Case B1 (see [Equation 9-1](#)) is used again for the crossing maneuver except that time gaps ( $t_g$ ) are the same as those for the Right Turn from Stop maneuver, which presents time gaps and appropriate adjustment factors to determine the intersection sight distance along the major road to accommodate crossing maneuvers. At divid-



U.S. Customary	Metric
$d_B = 1.075 \frac{V^2}{a}$ where: $d_B$ = braking distance, ft $V$ = design speed, mph $a$ = deceleration rate, ft/s <sup>2</sup>	$d_B = 0.039 \frac{V^2}{a}$ where: $d_B$ = braking distance, m $V$ = design speed, km/h $a$ = deceleration rate, m/s <sup>2</sup>

(3-1)

Studies documented in the literature (19) show that most drivers decelerate at a rate greater than 14.8 ft/s<sup>2</sup> [4.5 m/s<sup>2</sup>] when confronted with the need to stop for an unexpected object in the roadway. Approximately 90 percent of all drivers decelerate at rates greater than 11.2 ft/s<sup>2</sup> [3.4 m/s<sup>2</sup>]. Such decelerations are within the driver's capability to stay within his or her lane and maintain steering control during the braking maneuver on wet surfaces. Therefore, 11.2 ft/s<sup>2</sup> [3.4 m/s<sup>2</sup>] (a comfortable deceleration for most drivers) is recommended as the deceleration threshold for determining stopping sight distance. Implicit in the choice of this deceleration threshold is the assessment that most vehicle braking systems and the tire-pavement friction levels of most roadways are capable of providing a deceleration rate of at least 11.2 ft/s<sup>2</sup> [3.4 m/s<sup>2</sup>]. The friction available on most wet pavement surfaces and the capabilities of most vehicle braking systems can provide braking friction that exceeds this deceleration rate.

Table 3-1. Stopping Sight Distance on Level Roadways

U.S. Customary					Metric				
Design Speed (mph)	Brake Reaction Distance (ft)	Braking Distance on Level (ft)	Stopping Sight Distance		Design Speed (km/h)	Brake Reaction Distance (m)	Braking Distance on Level (m)	Stopping Sight Distance	
			Calculated (ft)	Design (ft)				Calculated (m)	Design (m)
15	55.1	21.6	76.7	80	20	13.9	4.6	18.5	20
20	73.5	38.4	111.9	115	30	20.9	10.3	31.2	35
25	91.9	60.0	151.9	155	40	27.8	18.4	46.2	50
30	110.3	86.4	196.7	200	50	34.8	28.7	63.5	65
35	128.6	117.6	246.2	250	60	41.7	41.3	83.0	85
40	147.0	153.6	300.6	305	70	48.7	56.2	104.9	105
45	165.4	194.4	359.8	360	80	55.6	73.4	129.0	130
50	183.8	240.0	423.8	425	90	62.6	92.9	155.5	160
55	202.1	290.3	492.4	495	100	69.5	114.7	184.2	185
60	220.5	345.5	566.0	570	110	76.5	138.8	215.3	220
65	238.9	405.5	644.4	645	120	83.4	165.2	248.6	250
70	257.3	470.3	727.6	730	130	90.4	193.8	284.2	285
75	275.6	539.9	815.5	820	140	97.3	224.8	322.1	325
80	294.0	614.3	908.3	910					
85	313.5	693.5	1007.0	1010					

Note: Brake reaction distance predicated on a time of 2.5 s; deceleration rate of 11.2 ft/s<sup>2</sup> [3.4 m/s<sup>2</sup>] used to determine calculated sight distance.

