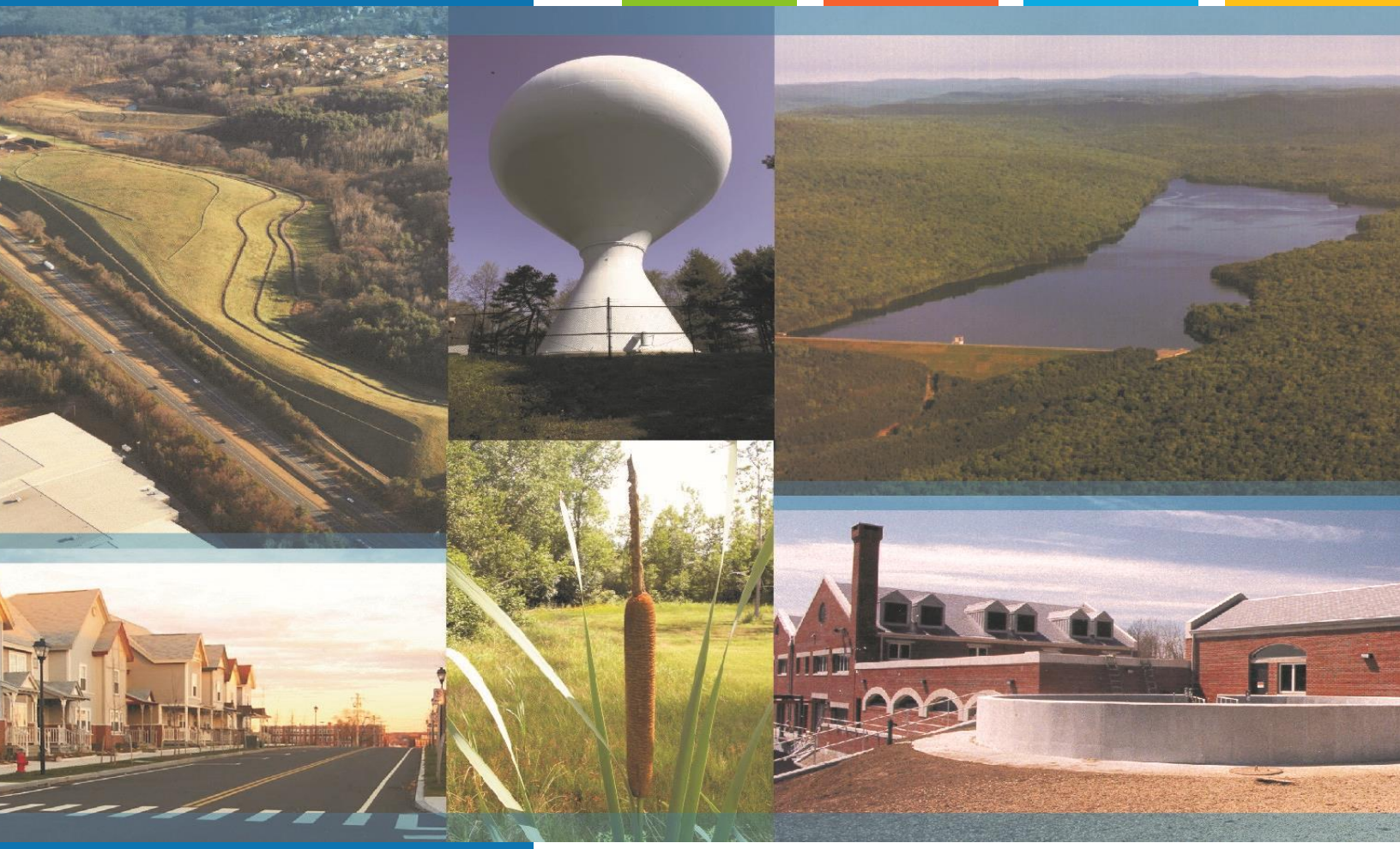

Mill Plaza Redevelopment
Durham, NH

Traffic Impact and Access Study

Colonial Durham Associates

Revised April 19, 2021

STATE OF NEW HAMPSHIRE
CHRISTOPHER GRANATINI
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LICENSED PROFESSIONAL ENGINEER
04/19/2021

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Tighe&Bond
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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 Residential Apartments with 258 total bedrooms. The apartments are near the University of New Hampshire (UNH) and leasing will be 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 result in 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 weekday evening and Saturday midday 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; 2021 opening year No-Build condition and Build conditions, and a ten-year horizon 2031 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 a hybrid trip generation methodology that includes projecting existing retail related site trips plus data provided by the Institute of Transportation Engineers (ITE). 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. Based on this methodology, the Project is expected to generate approximately 65 new vehicular trips during the evening peak hour and 66 trips during the Saturday midday peak hour. It is expected 133 pedestrian trips will be generated during the weekday evening and Saturday midday peak hours.

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. This approach to parking management should limit the total trips associated with the residential use, however to provide a conservative assessment of potential traffic impacts, the TIS includes the full trip generation for the residential component of the Project

The site driveway traffic volumes, collected by the traffic counts, were substantially higher than trip generation estimates calculated utilizing the ITE Trip Generation Manual for the same land use. Current parking usage by non-retail customers is inflating site generated traffic at the site driveway. This TIS takes the conservative assumption that the same parking pattern will occur after the Project is constructed and no reduction of observed site traffic was considered in the analysis. 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.

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.

Potential pedestrian facility improvements should be reviewed to improve pedestrian crossings due to the additional generated pedestrian trips as a result of the project. One potential option is the installation of a Rectangular Rapid Flash Beacon (RRFB) on Mill Road just north of the site driveway to improve safety for students traveling to and from the University buildings to the west of the proposed development. In addition, the proposed location of the residential buildings on the Site in the eastern extent will generate additional pedestrian traffic at the Main Street at Madbury Road intersection via the existing pedestrian walkway. The intersection of Main Street at Madbury Road currently features existing crosswalks. A review of the intersection indicates that the Town should consider shifting the Main Street crosswalk to the west to shorten the crossing distance.

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 businesses include a supermarket, multiple smaller retail stores, a bank, and small restaurants. The Site can be accessed by motor vehicles through a three-lane driveway located on Mill Road, with one lane for entering vehicles and two lanes for exiting vehicles. The Site also has pedestrian access points connecting to Mill Road between Memorial Park and Commons Way and a pedestrian path that connects to Main Street just to the west of Madbury Road. 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 result in 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 in the 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. The weekday evening and Saturday midday peak periods were analyzed for each scenario. These two time periods were selected due to the fact that peak traffic in this type of development occurs with the evening or Saturday midday when shopping activities are overlapping with dining and commuting peak periods. The weekday morning peak hour was not analyzed due to the low number of existing network trips and low trip generation as a result of the proposed development during the morning peak hour, which would therefore not make this the critical peak period.:

- 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 is 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.

Tighe & Bond observed the Saturday midday peak hour signal operations on Saturday, April 3, 2021 and the afternoon peak hour signal operations on Wednesday, April 7, 2021. Based on our observations the signal operates with a 118 second cycle length including the pedestrian phase during the Saturday midday peak and a 128 second cycle length including the pedestrian phase during the weekday afternoon peak. In addition, Tighe & Bond obtained signal timing information from RSG. The RSG data indicated that 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 128 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 118 seconds with the majority of the time given to the northbound approach. Tighe & Bond used our observed timing pattern as the basis of our afternoon and Saturday analyses.

2.3 Existing Traffic Data

Turning movement counts (TMCs) including vehicle classification were conducted on March 28, 2017, May 8, 2018 and October 24, 2019 during the weekday evening peak period (4:00 p.m. – 6:00 p.m.) and May 5, 2018 and October 26, 2019 during the Saturday Midday peak period. The traffic classification counts included cars, heavy vehicles, pedestrian, and bicycle movements. Counts conducted in 2017 and 2018 were adjusted by a 0.5% annual growth rate to represent 2019 existing traffic conditions. Because the counts were collected during different years, an overall network peak hour was calculated for the afternoon and Saturday midday peaks to normalize the counts. The afternoon peak

hour was determined to be between 4:30 – 5:30 and the Saturday midday peak hour was determined to be between 11:45am – 12:45pm. In addition, the counts were balanced to account for discrepancies between intersections. 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 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 traffic data collected in March, May and October were adjusted up by 13%, 5% and 5%, respectively. The worksheet with 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 traffic volumes for the weekday evening peak hour and Saturday midday peak hour are presented in **Figures 3** and **4,** respectively.

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 8th 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

		Evening Peak Hour		
Location	**DT [1]**	**Volume[2]**	**K[3]**	**Dir Dist[4]**
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 and Saturday midday peak periods 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. The level of service and queue results are presented in **Table 6-1** and **Table 6-2**, respectively. The detailed analysis sheets are provided in the Appendix D.

Capacity and queue analyses were also performed for the signalized study intersection under Existing Condition traffic volumes during the weekday evening and Saturday midday peak hours 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.

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.

As shown in **Table 6-1**, all movements at the study area intersections operate at LOS D or better under existing conditions during both peak periods except for the eastbound through movement at the intersection of Main Street and Dover Road at Newmarket Road and the Hotel Driveway, which operates at LOS E during the evening peak hour and LOS F during the Saturday midday peak hour, and the shared northbound left-through movement which operates at LOS E during the evening peak hour. Overall, the signalized intersection operates at a LOS C and LOS D during the evening and Saturday midday peaks, respectively. The longest queue occurs on Main Street eastbound through movement, due to the preferential treatment of the Dover Road westbound left turn. There is minimal queuing at the remaining study intersections.

Signal timings used in the analysis for the Main Street at Dover Road, Newmarket Road/ Holiday Inn Driveway intersection are based on existing signal timing plans and videos recorded at the intersection by Tighe & Bond in April 2021, as noted previously.

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 traffic volumes during the weekday evening and Saturday midday peak hours. The volumes under No-Build conditions are shown in **Figures 5** through **8**.

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** summarizes the operational analyses for the weekday evening and Saturday midday peak hours. The detailed analyses reports are provided in the Appendix D.

As shown in **Table 6-1**, the study area intersections operate at the same overall LOS under 2021 No-Build conditions when compared to 2019 Existing Conditions, with nominal increases in vehicular delay. The 2031 Horizon No-Build Conditions does not experience degradation in LOS as compared to the 2021 No-Build conditions with an increase in average delay of less than 10 seconds. 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 in the 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 determined based on traffic data collected at the site driveway. Volumes observed at the driveway were higher than anticipated when compared to the trip generation based on 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 Site generated by 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. This approach to parking management should limit the total trips associated with the residential use, however to provide a conservative assessment of potential traffic impacts, the TIS includes the full trip generation for the residential component of the 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, General Office, and Student Housing, the ITE Trip Generation Manual was used to estimate the site generated traffic based on the following Land Use Codes (LUCs).

Land Use Code 225 – Off-Campus Student Housing. This land use code refers to student apartment complex that serves nearby colleges or universities. These properties are usually located within walking distance from the institution as is the case with this Site. Most apartments include student-related amenities and typically have washers and dryers in each unit. Trip generation estimates are based on number of bedrooms.

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** and **4-2** for the weekday evening and Saturday midday peak hours. Detailed calculations are provided in Appendix F. As shown, the Project is expected to generate approximately 558 trips during an average weekday evening peak hour and 404 trips during the Saturday midday peak hour. This represents a total of 65 additional trips during the weekday evening peak hour and 66 additional trips during the Saturday midday peak hour when compared to the existing use on the site.

TABLE 4-1
Weekday Evening Peak Hour Trip Generation Estimates

	Existing Trips	Project Generated Trips	Net New Trips
Enter	254	276	22
Exit	239	282	43
Total	***493***	***558***	***65***

TABLE 4-2
Saturday Midday Peak Hour Trip Generation Estimates

	Existing Trips	Project Generated Trips	Net New Trips
Enter	169	202	33
Exit	169	202	33
Total	***338***	***404***	***66***

4.2 Trip Distribution

The trip distribution identifies the various travel paths for site generate traffic arriving and leaving the site. Trip distribution patterns for the Project were based on existing traffic patterns along with minor adjustments made to the proposed trip distribution to account for traffic orientated to both downtown and to UNH. Under the trip distribution used for the project, more site generated traffic is orientated to the north and west of the site. This approach is more conservative than using existing travel patterns, which would have carried more of the site traffic to the south away from the development on Mill Road. The distribution pattern calculated with the existing traffic volume data is shown in **Figure 9**. The trip distribution pattern used for the Project-generated trips are illustrated in **Figures 10** through **12** for the commercial, residential, and office uses, respectively.

4.3 Build Condition Traffic Volumes

The Project-generated evening peak hour and Saturday midday 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 **Figures 13** and **14**, respectively. The 2021 and 2031 Build Conditions evening and Saturday midday peak hour traffic volumes with then calculated by adding the Project-Generated trips/redistributions to the 2021 and 2031 No-Build volumes. The 2021 Build Condition weekday evening and Saturday midday peak hour traffic volumes are shown in **Figure 15** and **Figure 16,** respectively. The 2031 Build Condition weekday evening and Saturday midday peak hour traffic volumes are shown in **Figure 17** and **Figure 18,** respectively.

4.4 Pedestrian Activity

The Site is located in the downtown area of Durham with a robust sidewalk network connecting local uses and the UNH campus. To assess the pedestrian activity, pedestrian volumes at intersections and crosswalks were collected concurrently with the vehicular traffic data. Existing pedestrian volumes are shown in **Table 4-3** and **Figures 19 and 20**. 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 peak hours. These pedestrians were distributed proportionally to the existing pedestrian volumes. The Project-generated pedestrian trips and the future pedestrian volumes are summarized in **Table 4-3** and shown in **Figures 21** through **24**, 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 4-3

Weekday Evening Peak Hour Pedestrian Trip Generation Estimates

	Existing	Commercial Trips Generated	Residential Trips Generated	Future Trips
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 Road	70	1	24	95
Total	***374***	***4***	***129***	***507***

TABLE 4-3 (con't)
Saturday Midday Peak Hour Pedestrian Trip Generation Estimates

	Existing	Commercial Trips Generated	Residential Trips Generated	Future Trips
Mill Road at Driveway	142	1	24	167
Mill Road Midblock Intersection	173	1	29	203
Main Street across Mill Road	74	1	12	87
Main Street at Madbury Road	382	1	64	447
Total	***771***	***4***	***129***	***904***

As shown in **Table 4-3**, 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.

It is anticipated that students traveling to and from the University buildings to the west of the proposed development will cross Mill Road at the existing crosswalk, just north of the site driveway. One potential option that could be considered to improve pedestrian safety and mobility includes the installation of a Rectangular Rapid Flash Beacon (RRFB) at this location as part of off-site improvements for the development. In addition, the proposed location of the residential buildings on the Site in the eastern extent will generate additional pedestrian traffic at the Main Street at Madbury Road intersection via the existing pedestrian walkway adjacent to the Grange. The intersection of Main Street at Madbury Road currently features existing crosswalks. A review of the intersection indicates that the Town should consider shifting the Main Street crosswalk to the west to shorten the crossing distance.

4.5 Build Condition Traffic Operations Analysis

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

As shown in **Table 6-1**, most movements at the study area intersections will continue to operate with similar LOS in the 2021 Build as the No-Build conditions. The westbound approach of Main Street at Madbury Road experiences a degradation in LOS from B to C during the weekday evening peak hour and from C to D during the Saturday midday peak hour as well. 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 northbound right movement approaching Mill Road, which experiences an increase of approximately one vehicle.

Under 2031 Build Conditions, the majority of study area intersections operate with similar LOS and experience minimal increases in delay relative to the 2031 No Build condition. The northbound right movement at the intersection of Main Street at Mill Road experiences a degradation in LOS form C to D during the weekday evening. The overall LOS at the intersection of Main Street at Newmarket Road experiences a degradation in LOS from C to D during the weekday evening peak hour, but the increase in delay is approximately one second. A review of the queuing analysis shows minor increases of less than two vehicle lengths at study area intersections as compared to the 2031 No Build condition.

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 at the location of the existing plaza driveway. 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 4-4** and **4-5** 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". While the posted speed limit on Mill Road is 25 miles per hour (mph), a conservative operating speed of 35 miles per hour was utilized to calculate both the intersection sight distance and stopping sight distance for vehicles traveling northbound. An operating speed of 25 miles per hour was utilized for the southbound direction because the channelized right-turn at Main Street results in lower travel speeds. Based on these assumptions, adequate intersection sight distance and stopping sight distance are provided at the site driveway. AASHTO tables used for the study are included in Appendix F.

TABLE 4-4

Intersection Sight Distance (Feet)

	Looking Left[1]		Looking Right[2]	
Minor Approach	**Design ISD**	**Available ISD**	**Design ISD**	**Available ISD**
Mill Road Driveway	390	Exceeds 500	280	305[3]

Notes:

1. ISD based on 35 mph operating speed
2. ISD based on 25 mph posted speed limit due to proximity of Main Street intersection with Mill Road
3. Available intersection sight distance is limited due to the Mill Road intersection at Main Street

TABLE 4-5

Stopping Sight Distance (Feet)[1]

Minor Approach	Traveling Northbound		Traveling Southbound[2]	
	Design SSD	Available SSD	Design SSD	Available SSD
Mill Road Driveway	250	Exceeds 500	250	305

Notes:

1. SSD based on 35 mph operating speed
2. Available stopping sight distance is limited due to the Mill Road intersection at Main Street

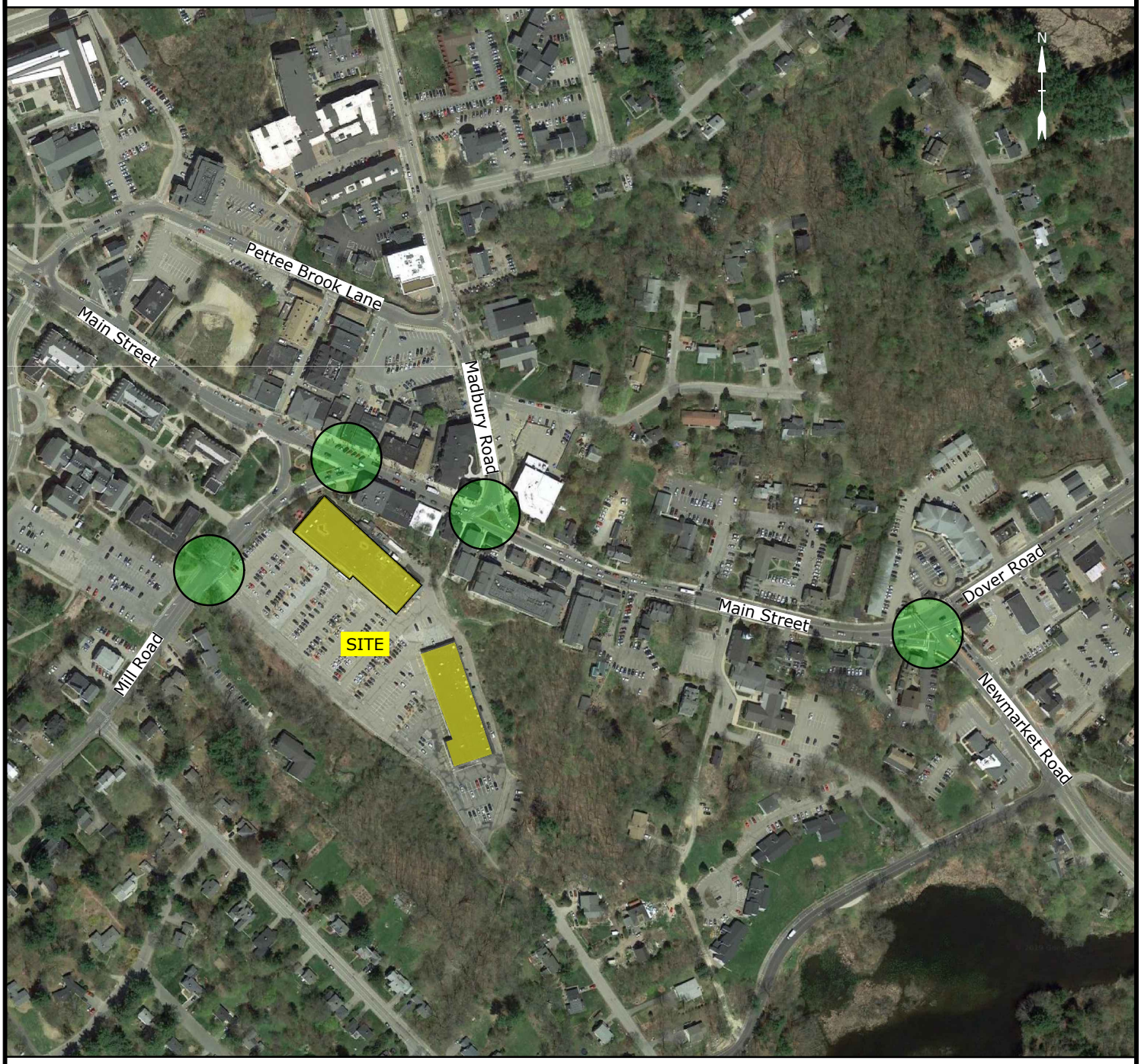
Section 5
Conclusion

5.1 Conclusion

This TIS evaluation includes a review of traffic operations at the study area intersections under five different analysis scenarios for both the weekday evening and Saturday midday peak periods: 2019 Existing, 2021 No-Build, 2021 Build, 2031 No-Build, and 2031 Build Analysis. 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.

In recognition of the increase in pedestrian traffic in the study area likely to occur as a result in the new residential use on the site, safety improvements to the existing midblock crosswalk on Mill Road in the form of Rectangular Rapid Flash Beacons is a potential option to improve the existing crossing. Additionally, additional pedestrian traffic may be directed to the Main Street at Madbury Road area and relocation of the Main Street crosswalk to the west to shorten the crossing should be reviewed by the Town.

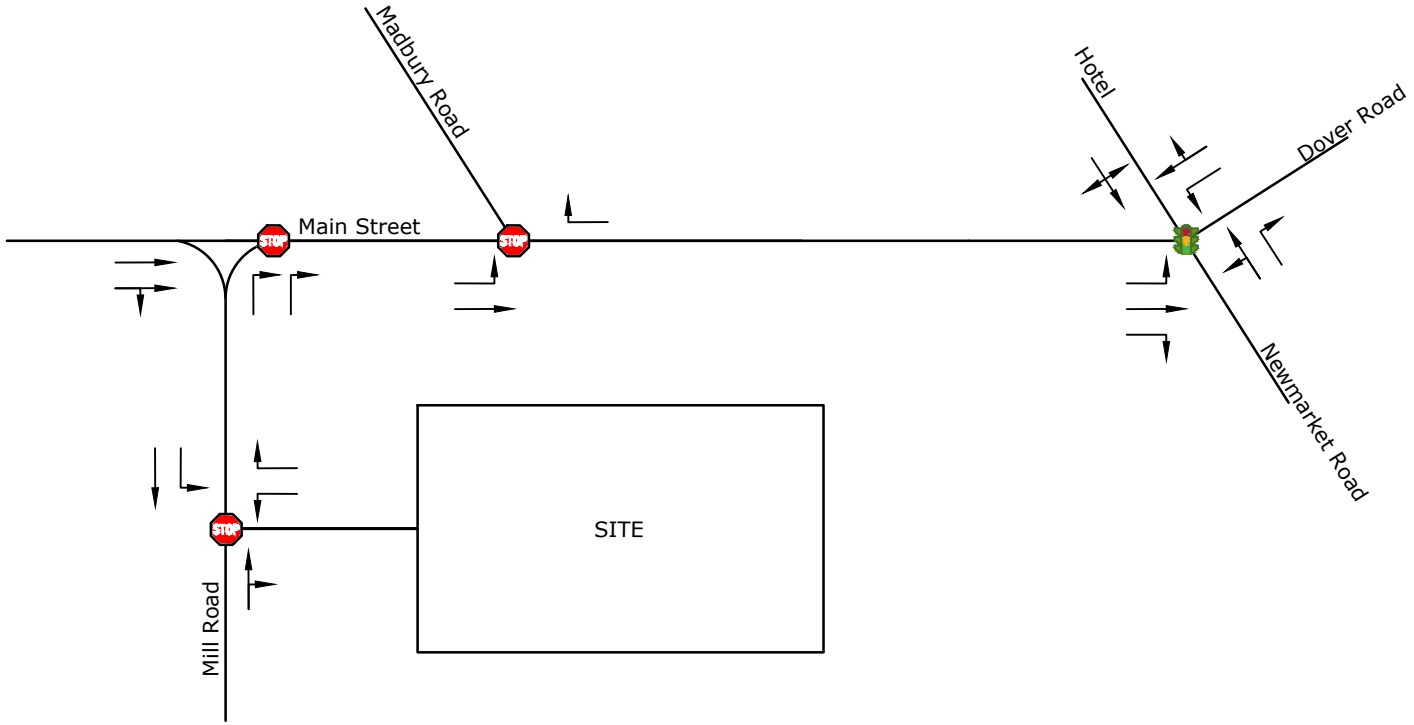
Section 6
Figures and Tables



Legend:

Study Intersection

Mill Road Plaza Durham, NH	
Study Area	
DATE: 08/14/2020	Tighe&Bond Engineers | Environmental Specialists
SCALE: No Scale	
FIGURE 1	



Legend

Signal

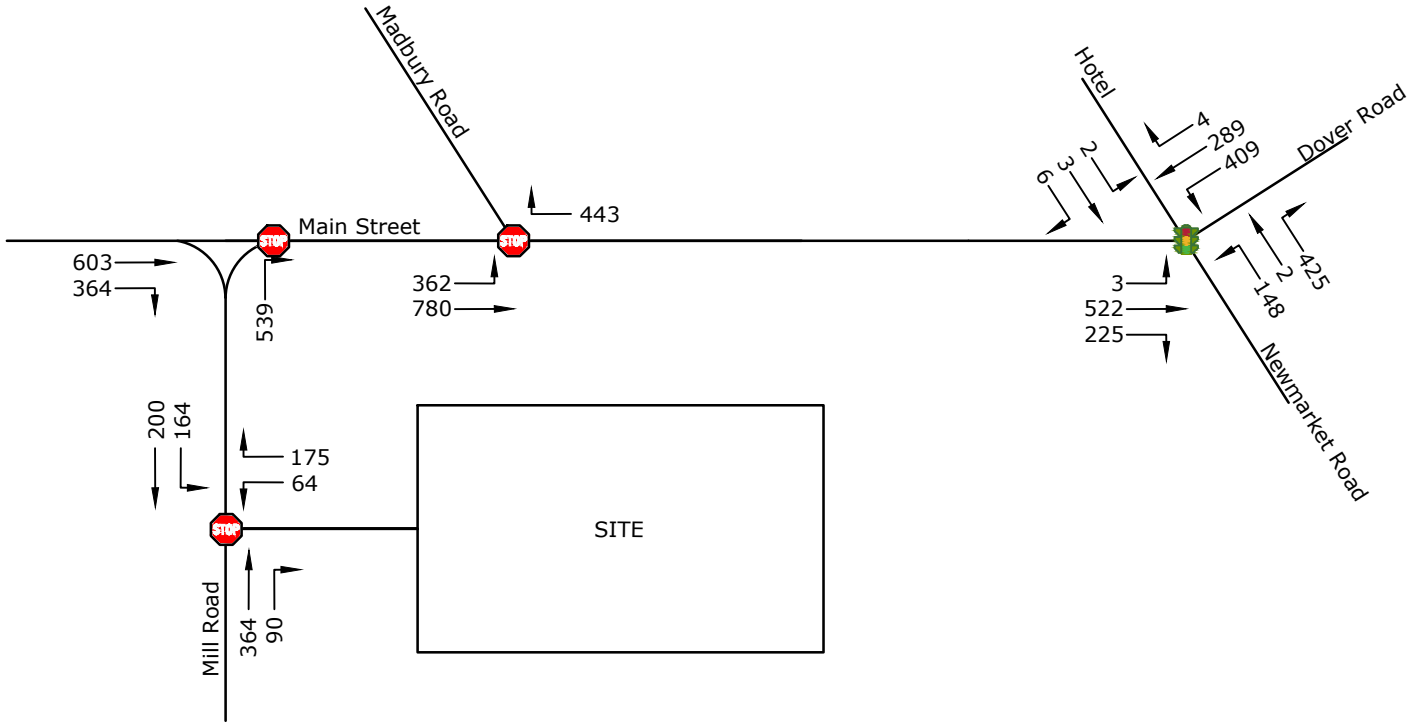
Stop Sign

Mill Road Plaza
Durham, NH

Existing Lane Configuration
and Traffic Control

DATE: 08/14/2020
SCALE: No Scale
FIGURE 2

Tighe&Bond
Engineers | Environmental Specialists



Legend

Signal

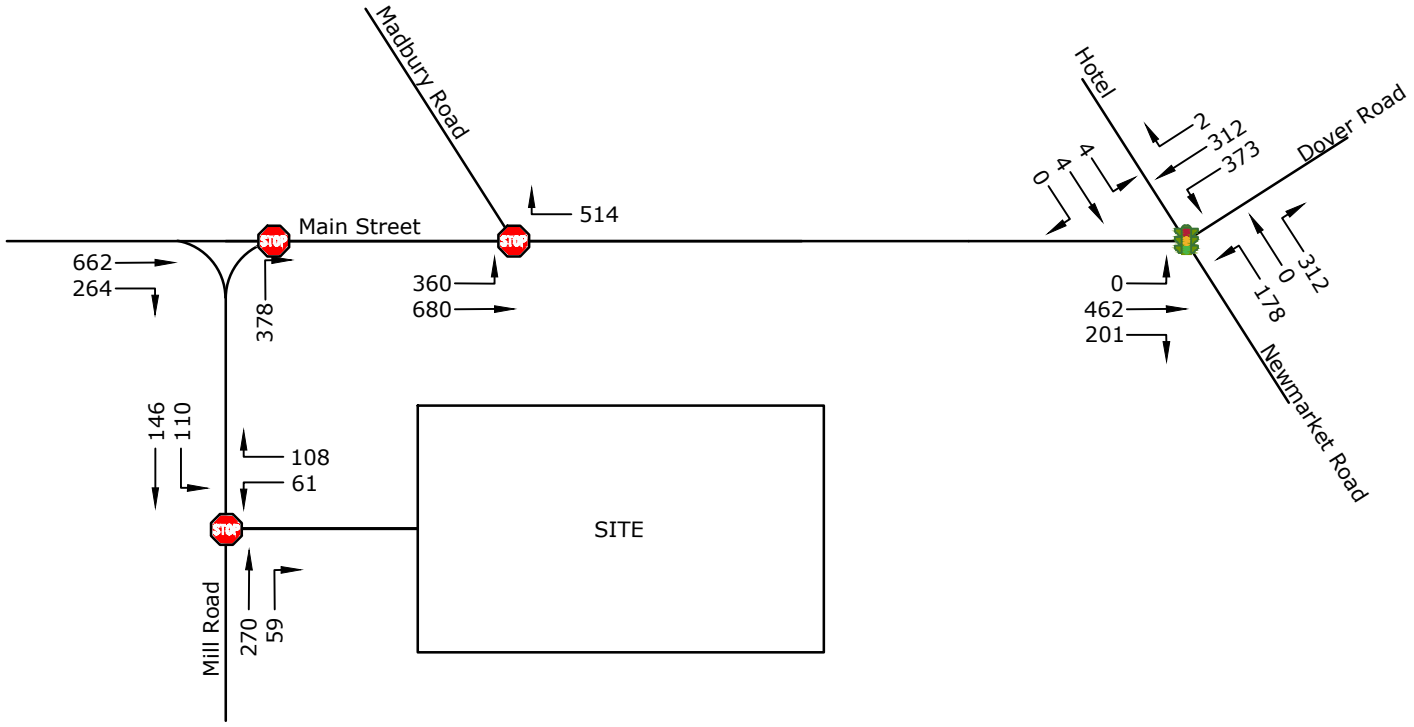
Stop Sign

Mill Road Plaza
Durham, NH

2019 Evening Peak Hour
Balanced Existing Traffic Volumes

DATE: 08/14/2020
SCALE: No Scale
FIGURE 3

Tighe&Bond
Engineers | Environmental Specialists



Legend

Signal

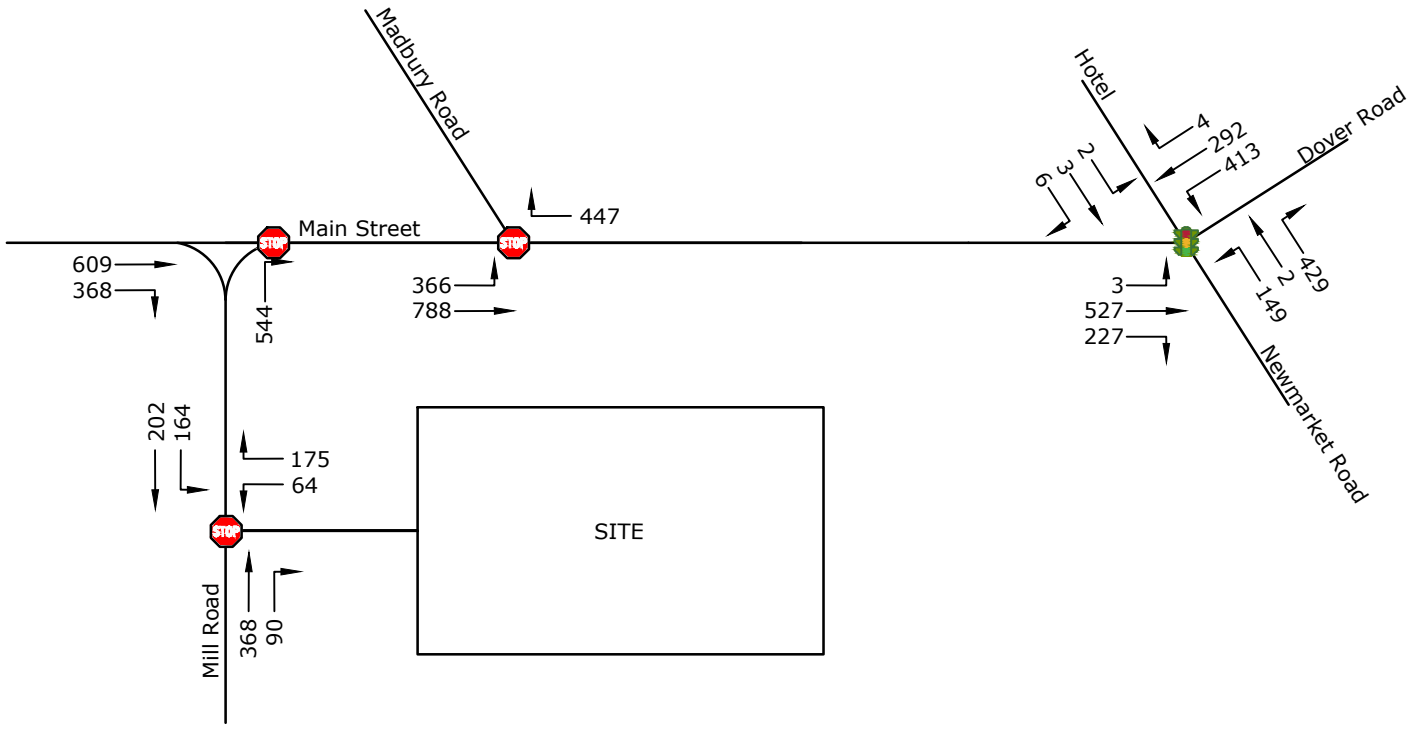
Stop Sign

Mill Road Plaza
Durham, NH

2019 Saturday Midday Peak Hour
Balanced Existing Traffic Volumes

DATE: 12/13/2019
SCALE: No Scale
FIGURE 4

Tighe&Bond
Engineers | Environmental Specialists



Legend

Signal

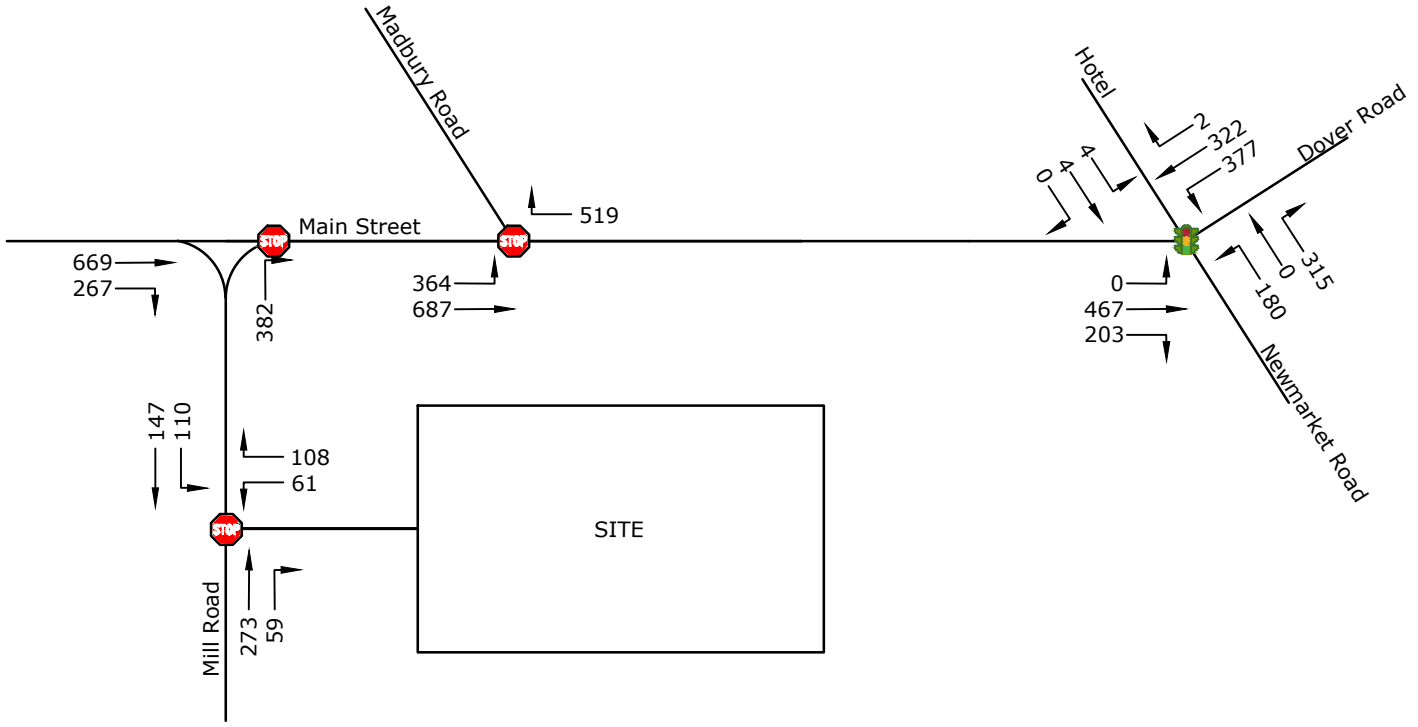
Stop Sign

Mill Road Plaza
Durham, NH

2021 Evening Peak Hour
No Build Traffic Volumes

DATE: 08/14/2020
SCALE: No Scale
FIGURE 5

Tighe&Bond
Engineers | Environmental Specialists



Legend

Signal

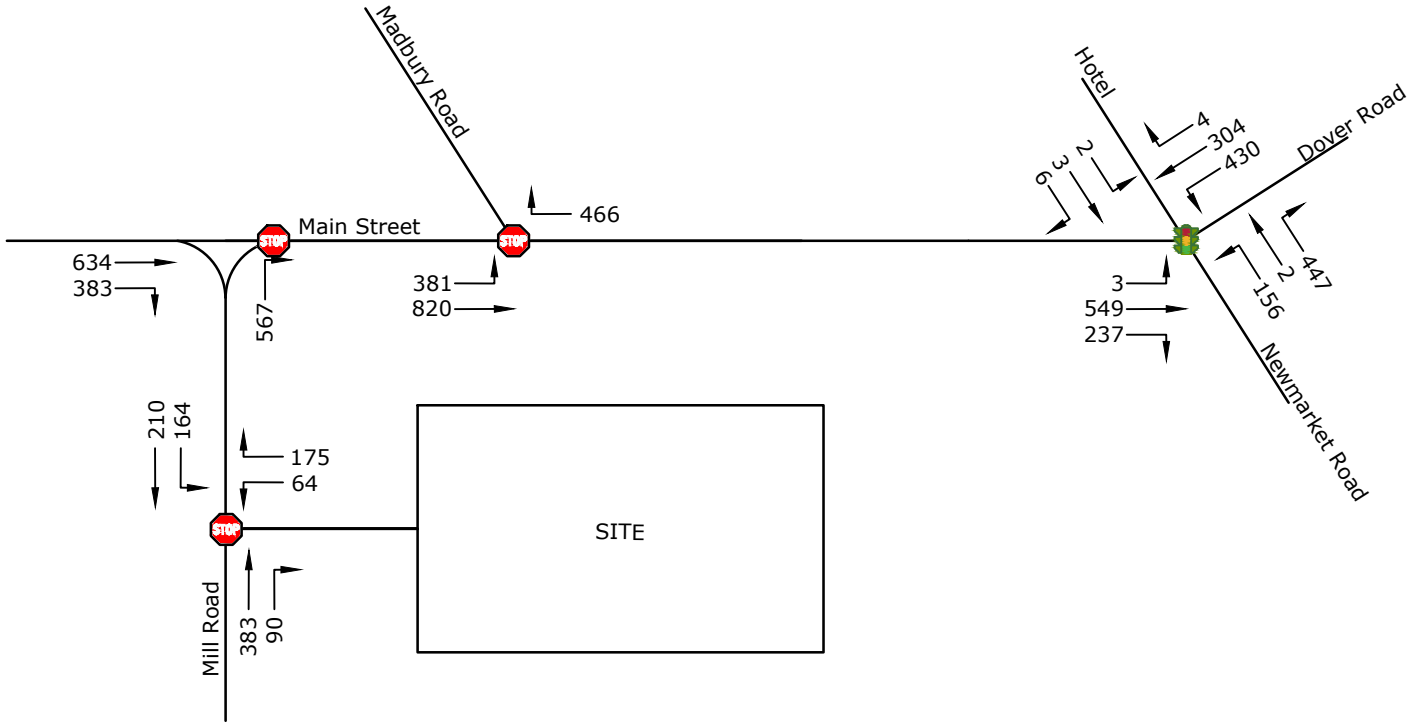
Stop Sign

Mill Road Plaza
Durham, NH

2021 Saturday Midday Peak Hour
No Build Traffic Volumes

DATE: 12/13/2019
SCALE: No Scale
FIGURE 6

Tighe&Bond
Engineers | Environmental Specialists

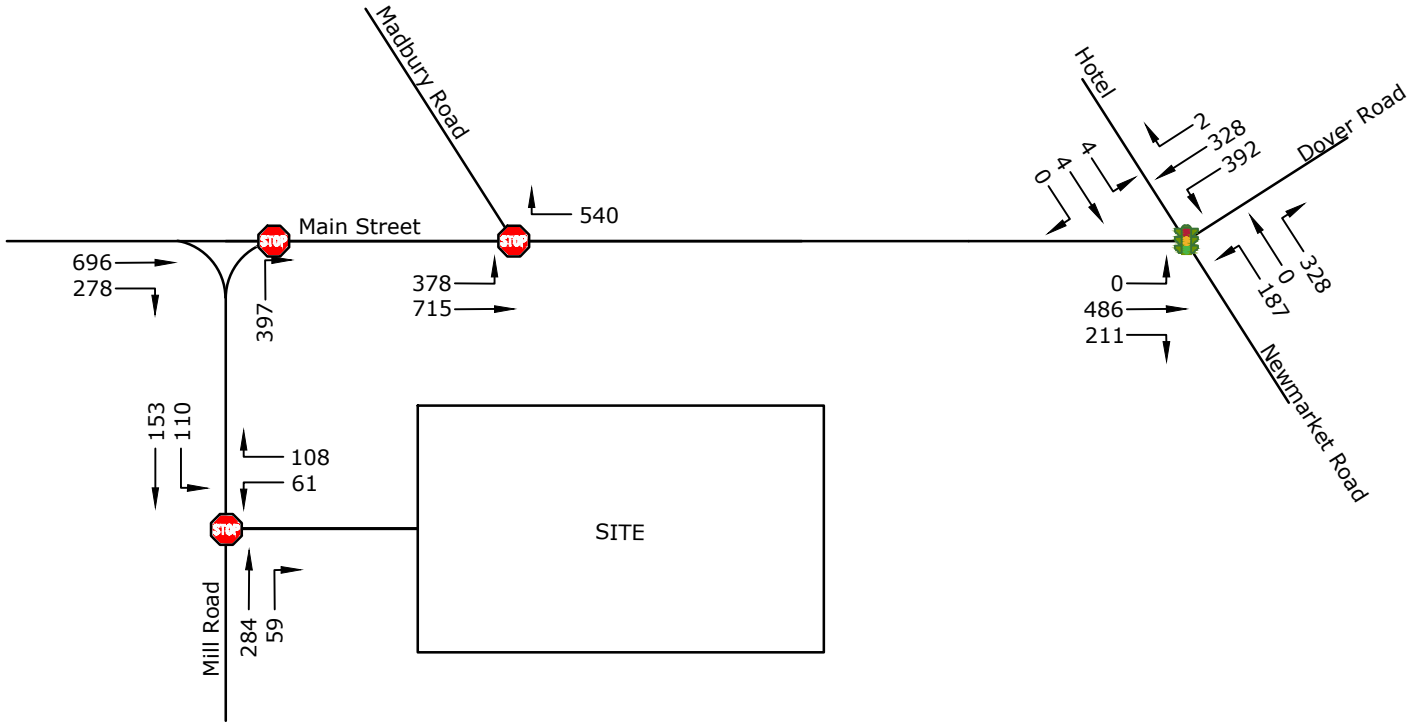


Mill Road Plaza
Durham, NH

2031 Evening Peak Hour
No-Build Traffic Volumes

DATE: 08/14/2020
SCALE: No Scale
FIGURE 7

Tighe&Bond
Engineers | Environmental Specialists

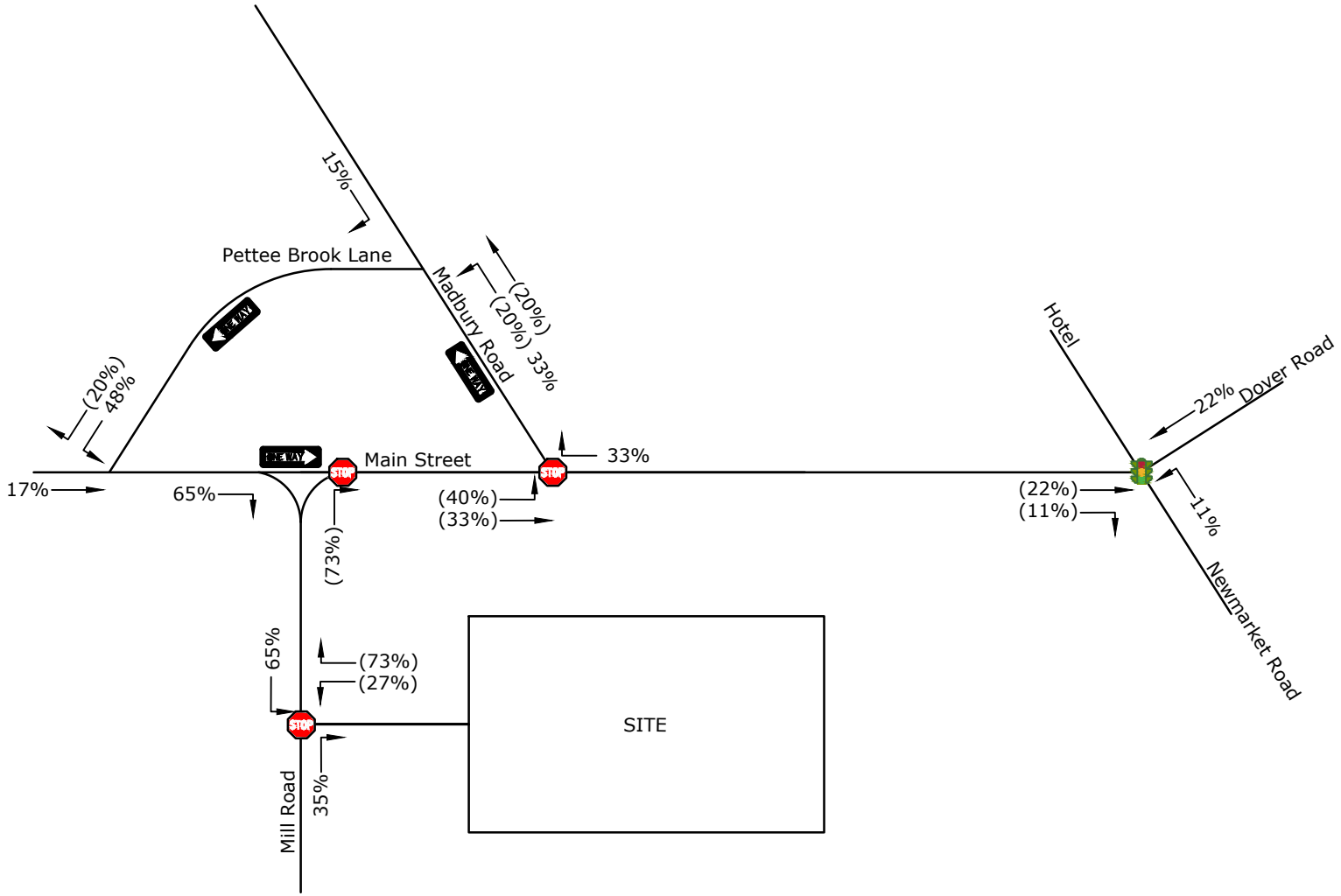


Legend

Signal

Stop Sign

Mill Road Plaza Durham, NH	
2031 Saturday Midday Peak Hour No-Build Traffic Volumes	
DATE: 12/13/2019	Tighe&Bond Engineers | Environmental Specialists
SCALE: No Scale	
FIGURE 8	



Legend:

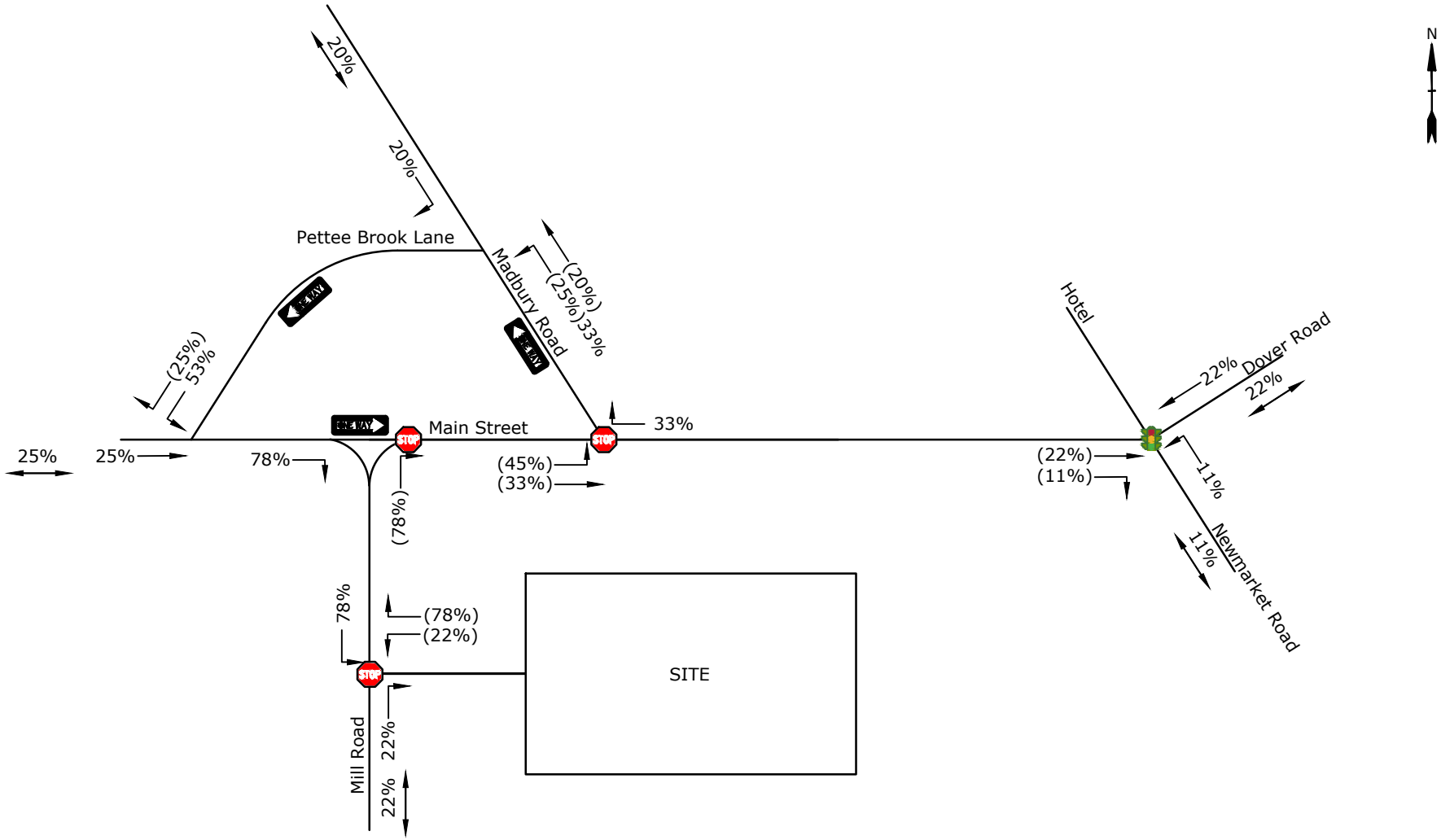
XX	Entering Vehicles
(XX)	Exiting Vehicles
	Signal
	Stop Sign

Mill Road Plaza
Durham, NH

Existing Trip Distribution

DATE: 08/14/2020
SCALE: No Scale
FIGURE 9

Tighe&Bond
Engineers | Environmental Specialists



Legend:

XX Entering Vehicles
(XX) Exiting Vehicles

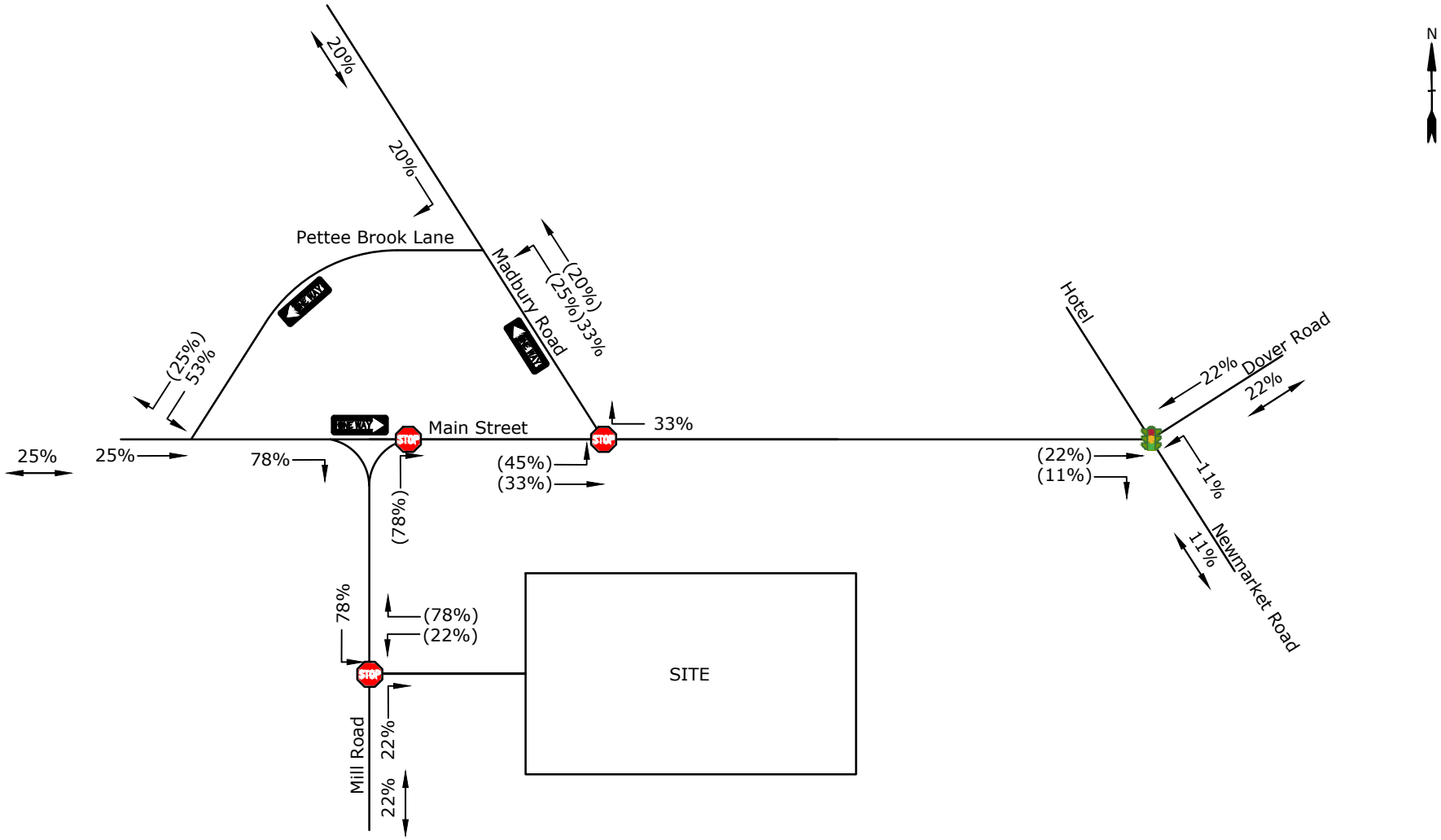
Signal
Stop Sign

Mill Road Plaza
Durham, NH

Commercial Trip Distribution

DATE: 08/14/2020
SCALE: No Scale
FIGURE 10

Tighe&Bond
Engineers | Environmental Specialists



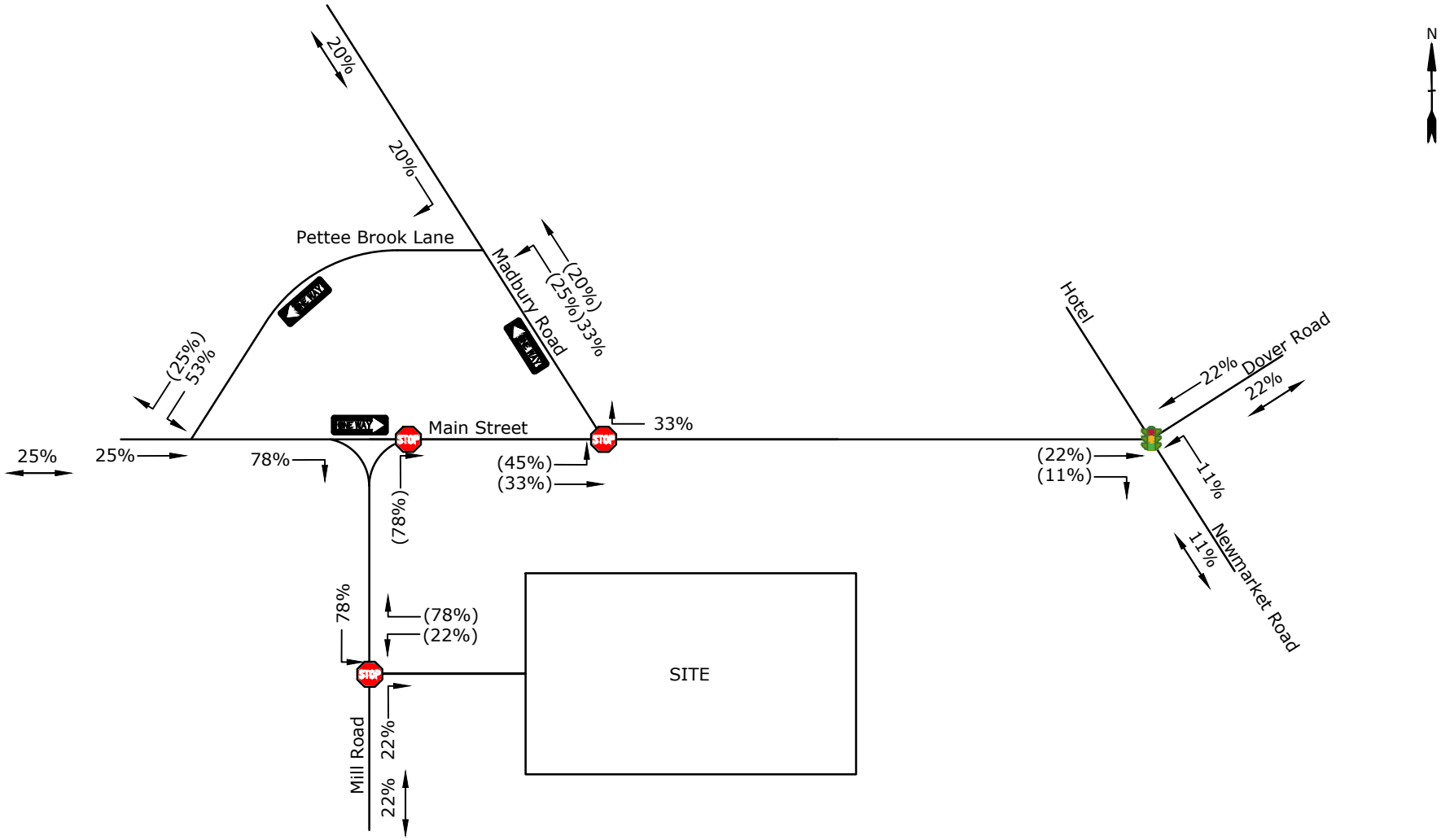
Legend:

XX	Entering Vehicles
(XX)	Exiting Vehicles
	Signal
	Stop Sign

Mill Road Plaza
Durham, NH

Residential Trip Distribution

DATE: 08/14/2020	Tighe&Bond
SCALE: No Scale	Engineers | Environmental Specialists
FIGURE 11	



Mill Road Plaza
Durham, NH

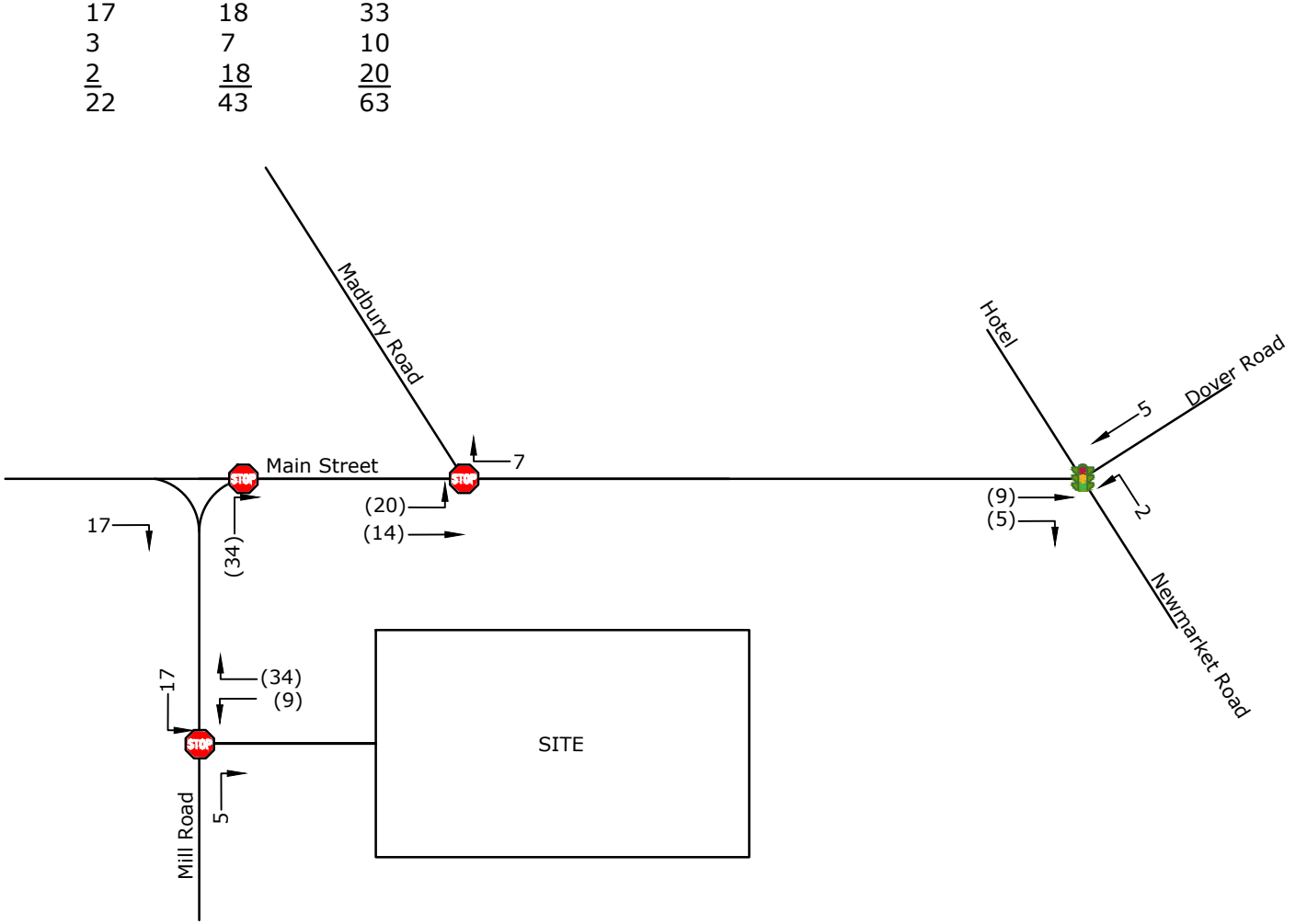
Office Trip Distribution

DATE: 08/14/2020
SCALE: No Scale
FIGURE 12

Tighe&Bond
Engineers | Environmental Specialists

Generated Trips:

	Entering	Exiting	Total
Residential	17	18	33
Commercial	3	7	10
Office	2	18	20
Total	22	43	63



Legend:

XX Entering Vehicles
(XX) Exiting Vehicles

Signal
Stop Sign

Mill Road Plaza
Durham, NH

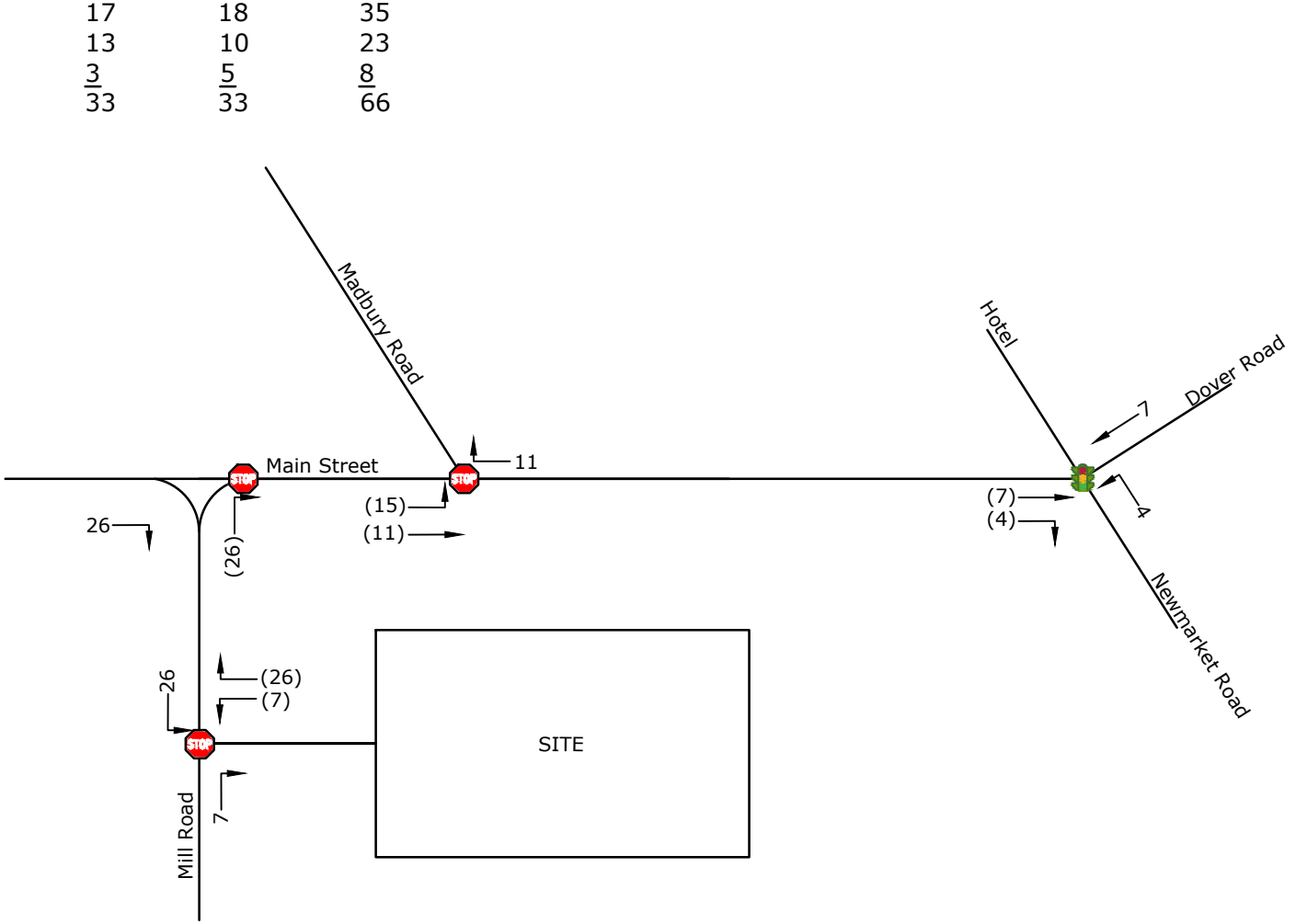
Site Generated Trips for
Evening Peak Hour

DATE: 08/14/2020
SCALE: No Scale
FIGURE 13

Tighe&Bond
Engineers | Environmental Specialists

Generated Trips:

	Entering	Exiting	Total
Residential	17	18	35
Commercial	13	10	23
Office	3	5	8
Total	33	33	66



Legend:

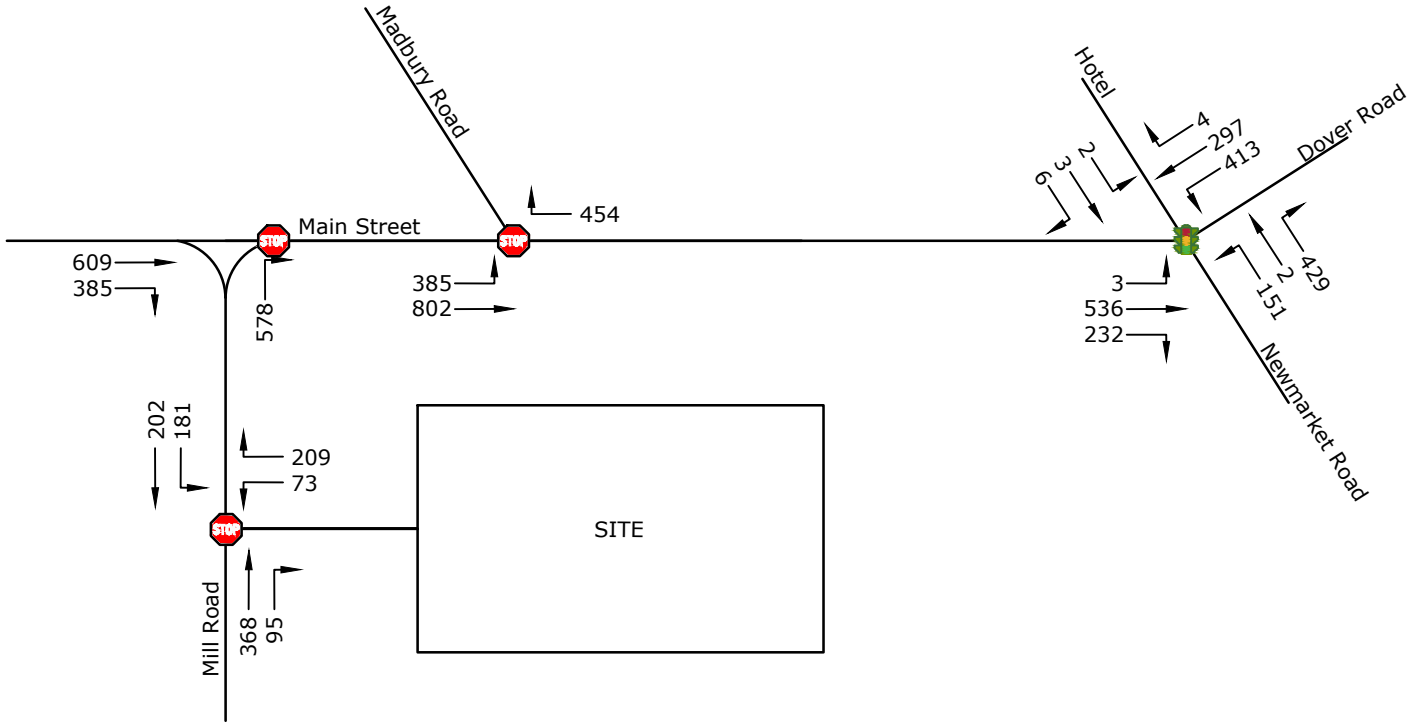
XX	Entering Vehicles
(XX)	Exiting Vehicles
	Signal
	Stop Sign

Mill Road Plaza
Durham, NH

Site Generated Trips for
Saturday Midday Peak Hour

DATE: 08/14/2020
SCALE: No Scale
FIGURE 14

Tighe&Bond
Engineers | Environmental Specialists



Legend

Signal

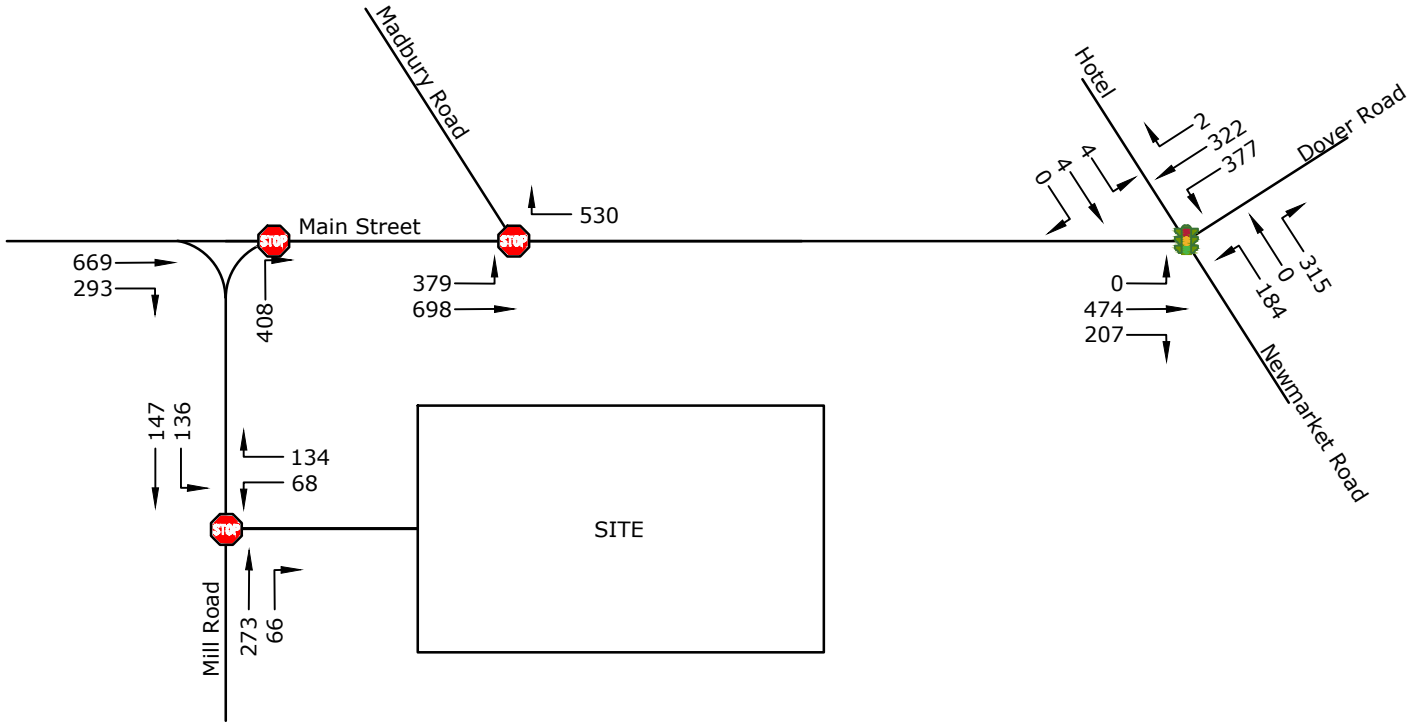
Stop Sign

Mill Road Plaza
Durham, NH

2021 Evening Peak Hour
Build Traffic Volumes

DATE: 08/14/2020
SCALE: No Scale
FIGURE 15

Tighe&Bond
Engineers | Environmental Specialists



Legend

Signal

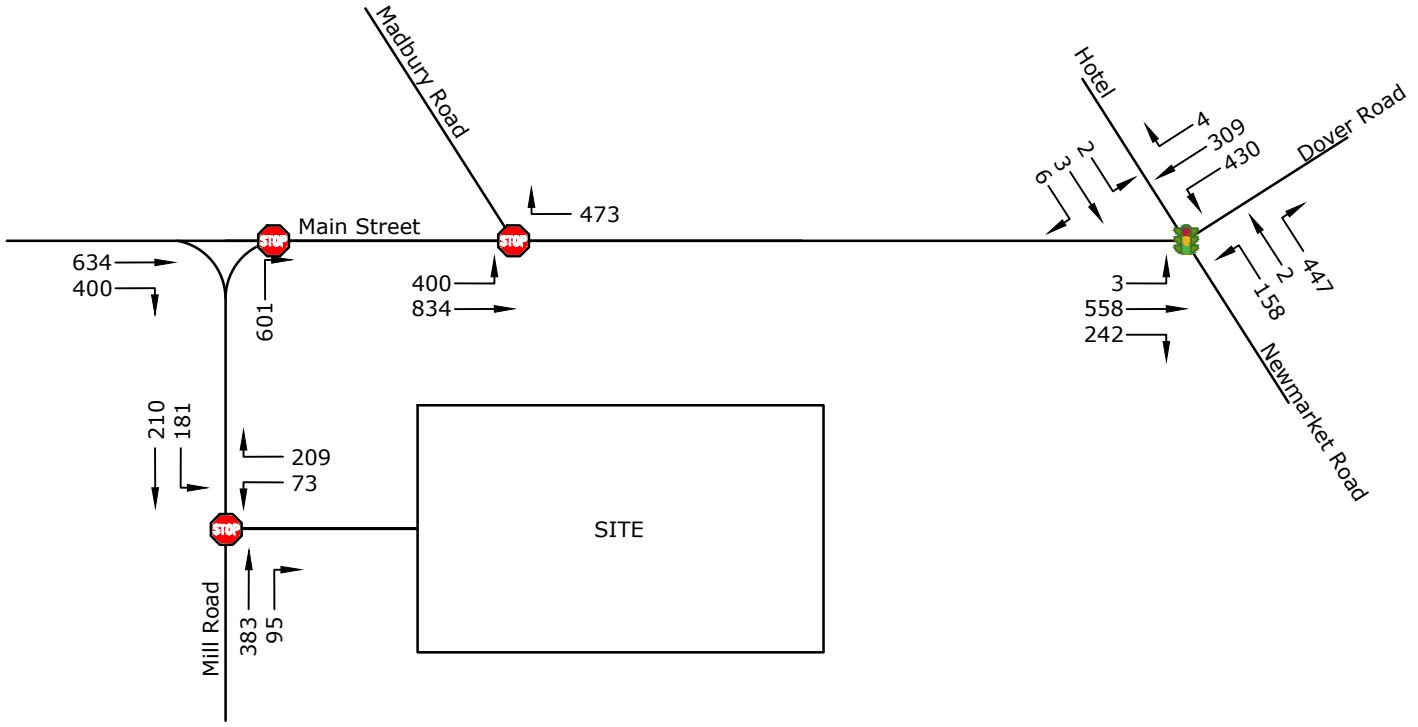
Stop Sign

Mill Road Plaza
Durham, NH

2021 Saturday Midday Peak Hour
Build Traffic Volumes

DATE: 12/13/2019
SCALE: No Scale
FIGURE 16

Tighe&Bond
Engineers | Environmental Specialists



Legend

Signal

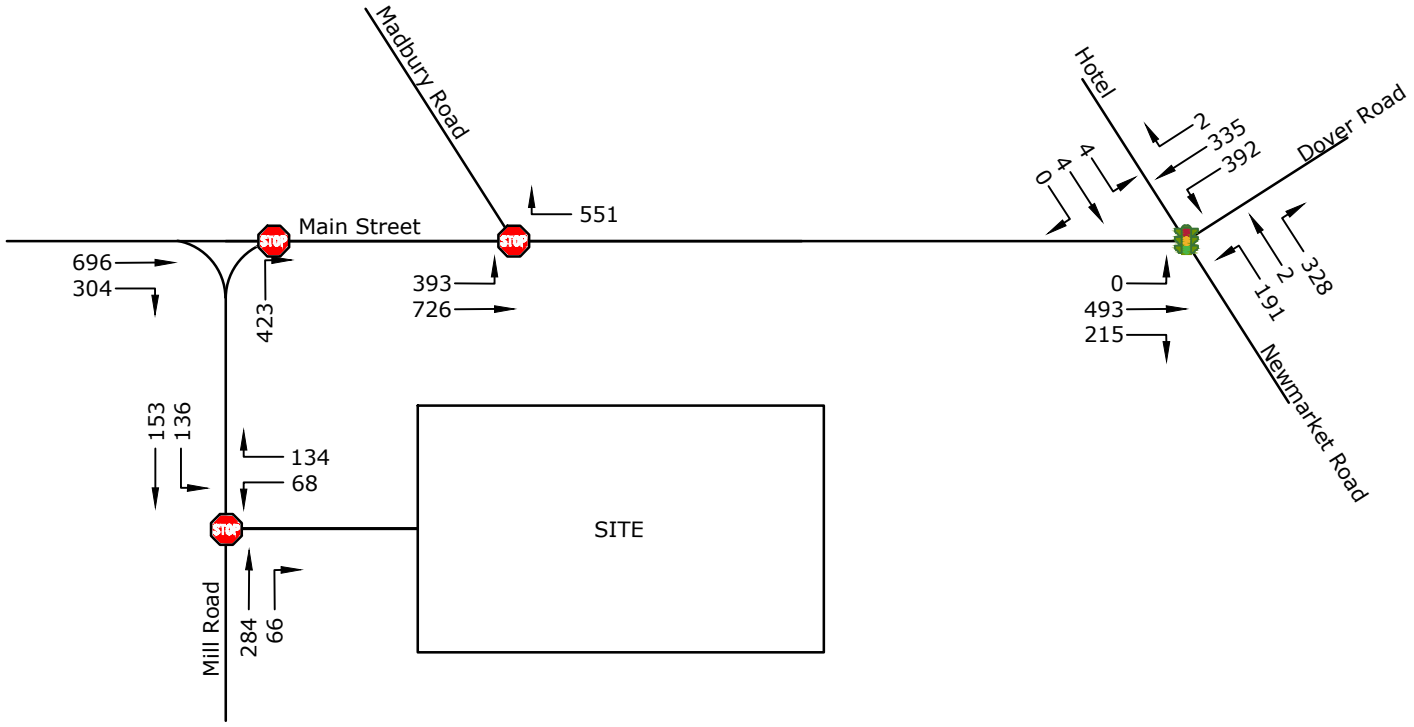
Stop Sign

Mill Road Plaza
Durham, NH

2031 Evening Peak Hour
Build Traffic Volumes

DATE: 08/14/2020
SCALE: No Scale
FIGURE 17

Tighe&Bond
Engineers | Environmental Specialists



Legend

Signal

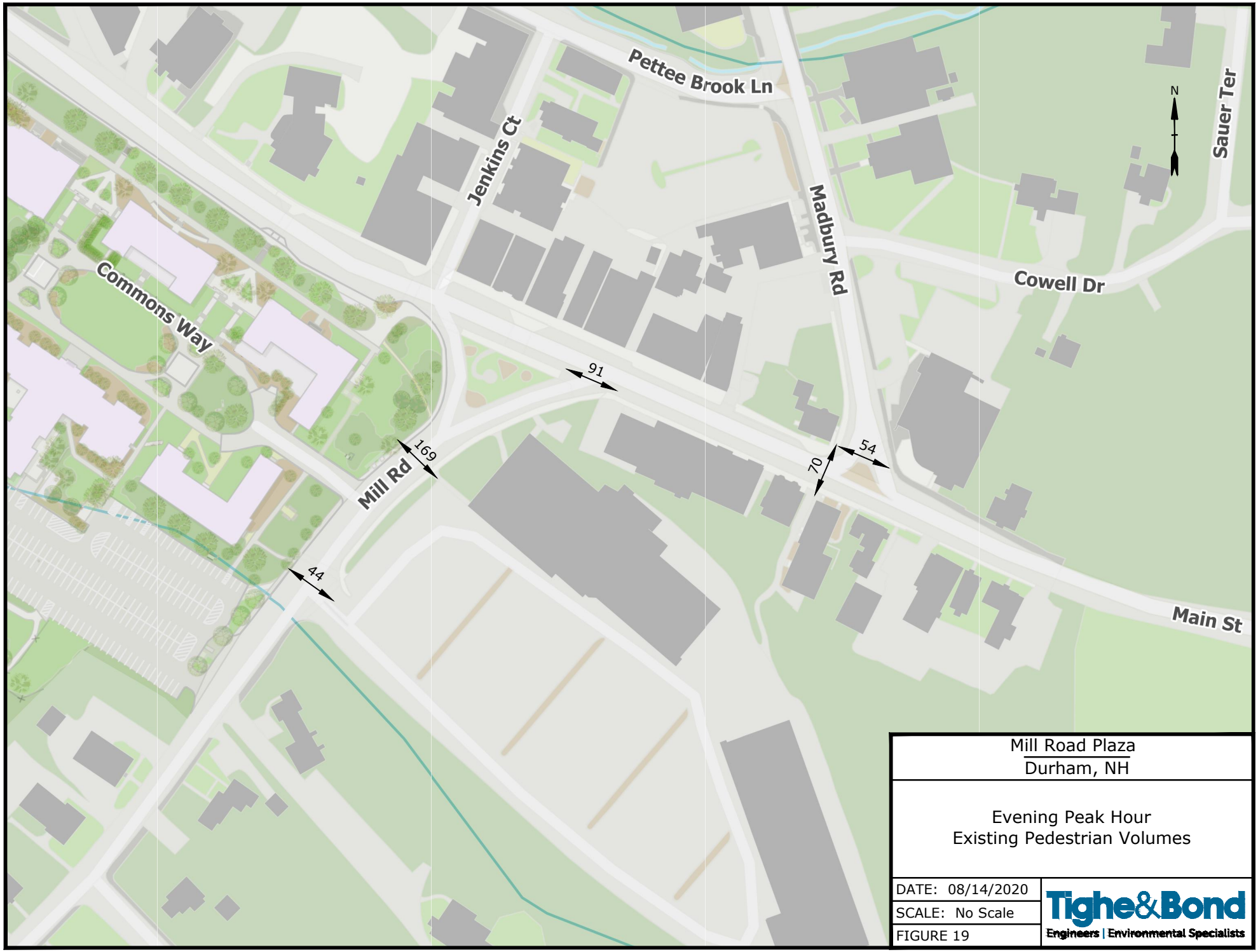
Stop Sign

Mill Road Plaza
Durham, NH

2031 Saturday Midday Peak Hour
Build Traffic Volumes

DATE: 12/13/2019
SCALE: No Scale
FIGURE 18

Tighe&Bond
Engineers | Environmental Specialists

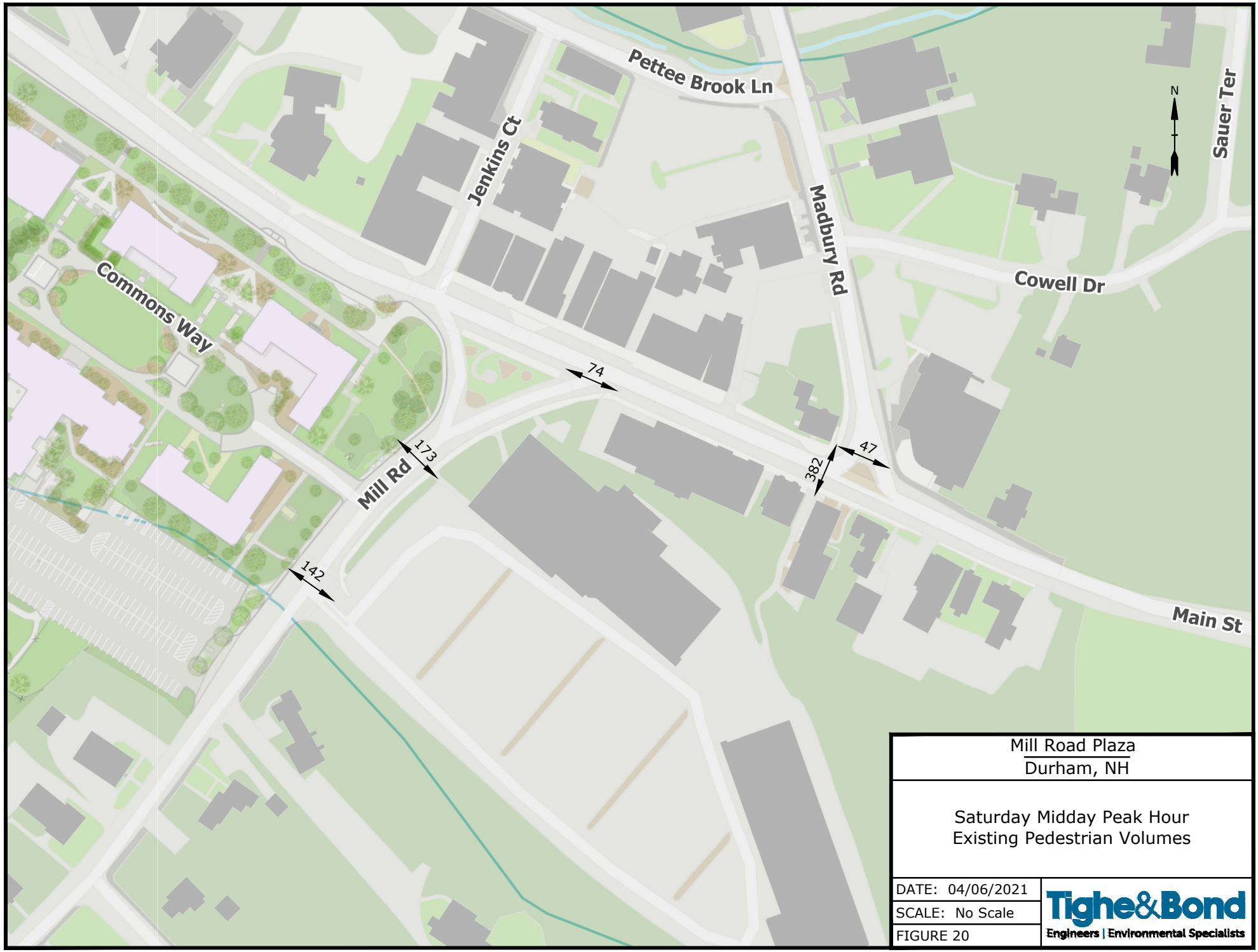


Mill Road Plaza
Durham, NH

Evening Peak Hour
Existing Pedestrian Volumes

DATE: 08/14/2020
SCALE: No Scale
FIGURE 19

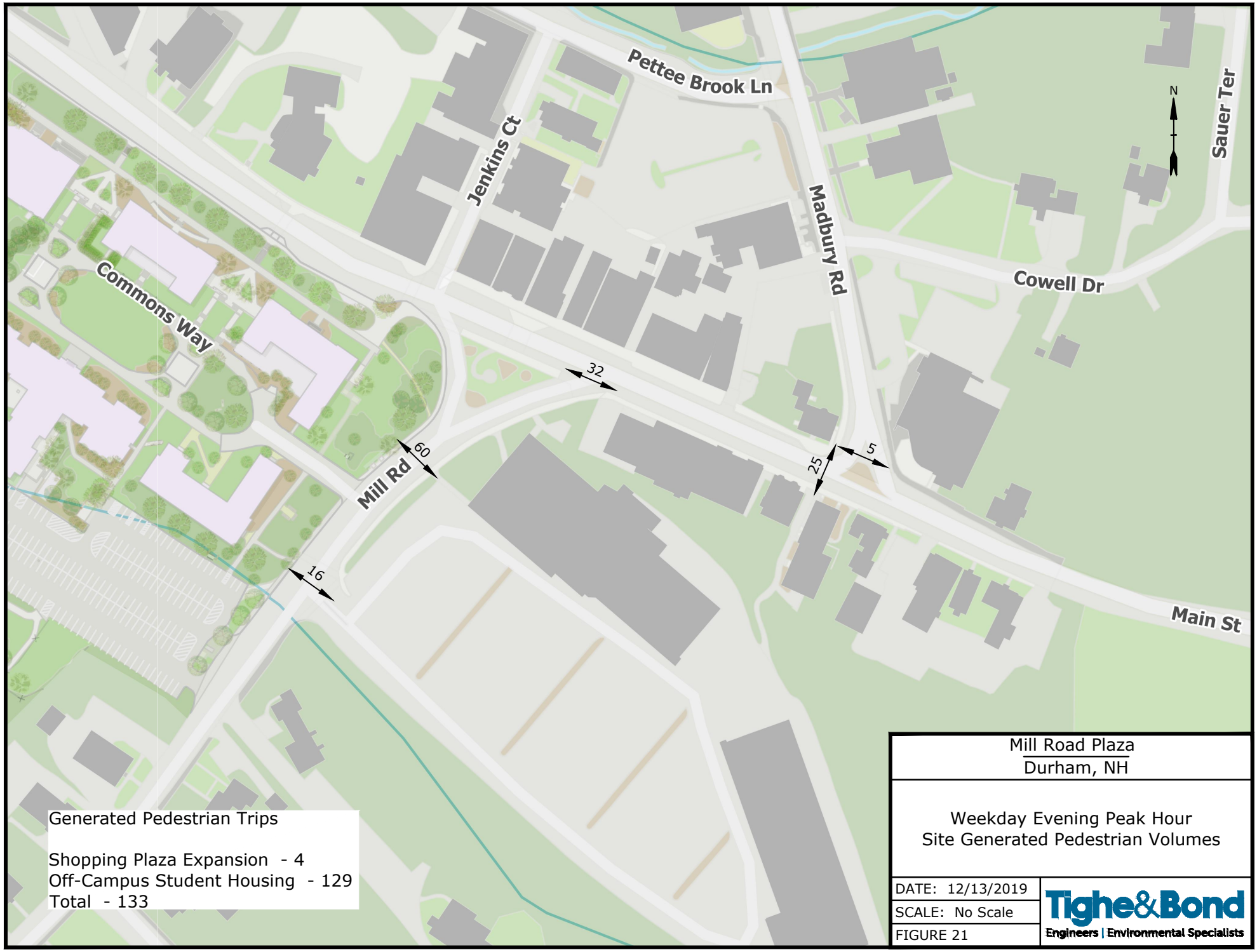
Tighe&Bond
Engineers | Environmental Specialists



Mill Road Plaza
Durham, NH

Saturday Midday Peak Hour
Existing Pedestrian Volumes

DATE: 04/06/2021	Tighe&Bond
SCALE: No Scale	Engineers | Environmental Specialists
FIGURE 20	



Generated Pedestrian Trips

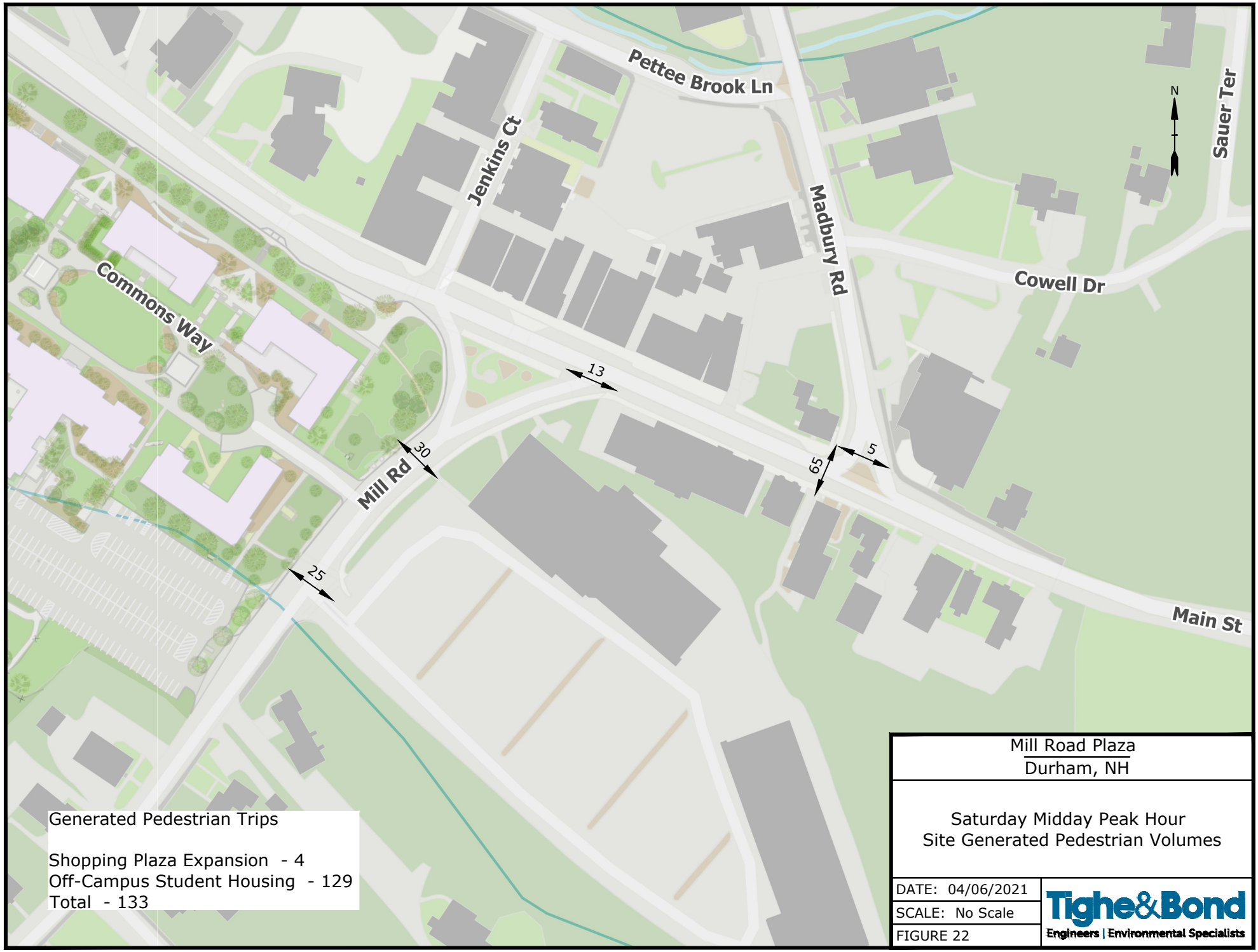
Shopping Plaza Expansion - 4
Off-Campus Student Housing - 129
Total - 133

Mill Road Plaza
Durham, NH

Weekday Evening Peak Hour
Site Generated Pedestrian Volumes

DATE: 12/13/2019
SCALE: No Scale
FIGURE 21

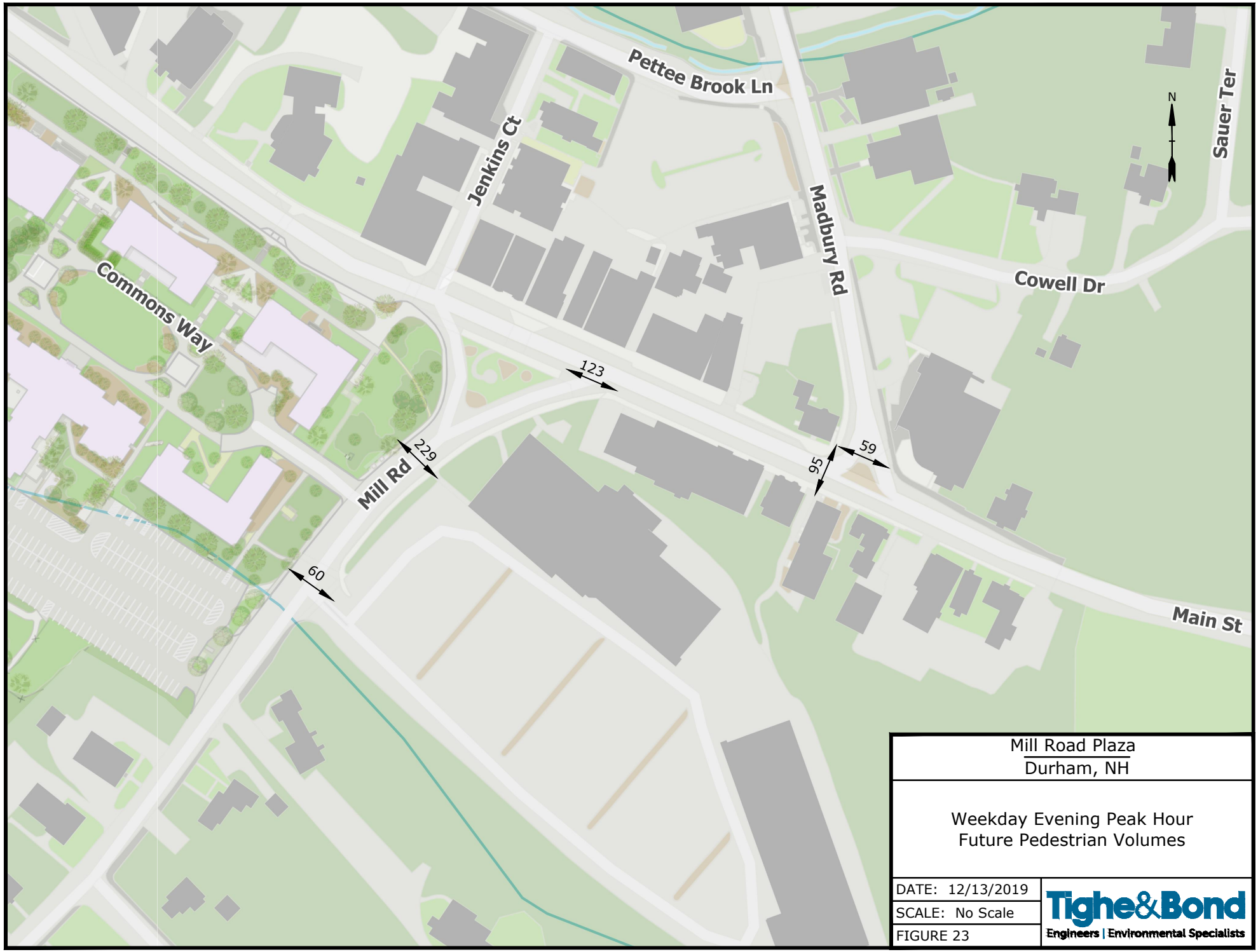
Tighe&Bond
Engineers | Environmental Specialists



Mill Road Plaza
Durham, NH

Saturday Midday Peak Hour
Site Generated Pedestrian Volumes

DATE: 04/06/2021	Tighe&Bond
SCALE: No Scale	Engineers | Environmental Specialists
FIGURE 22	

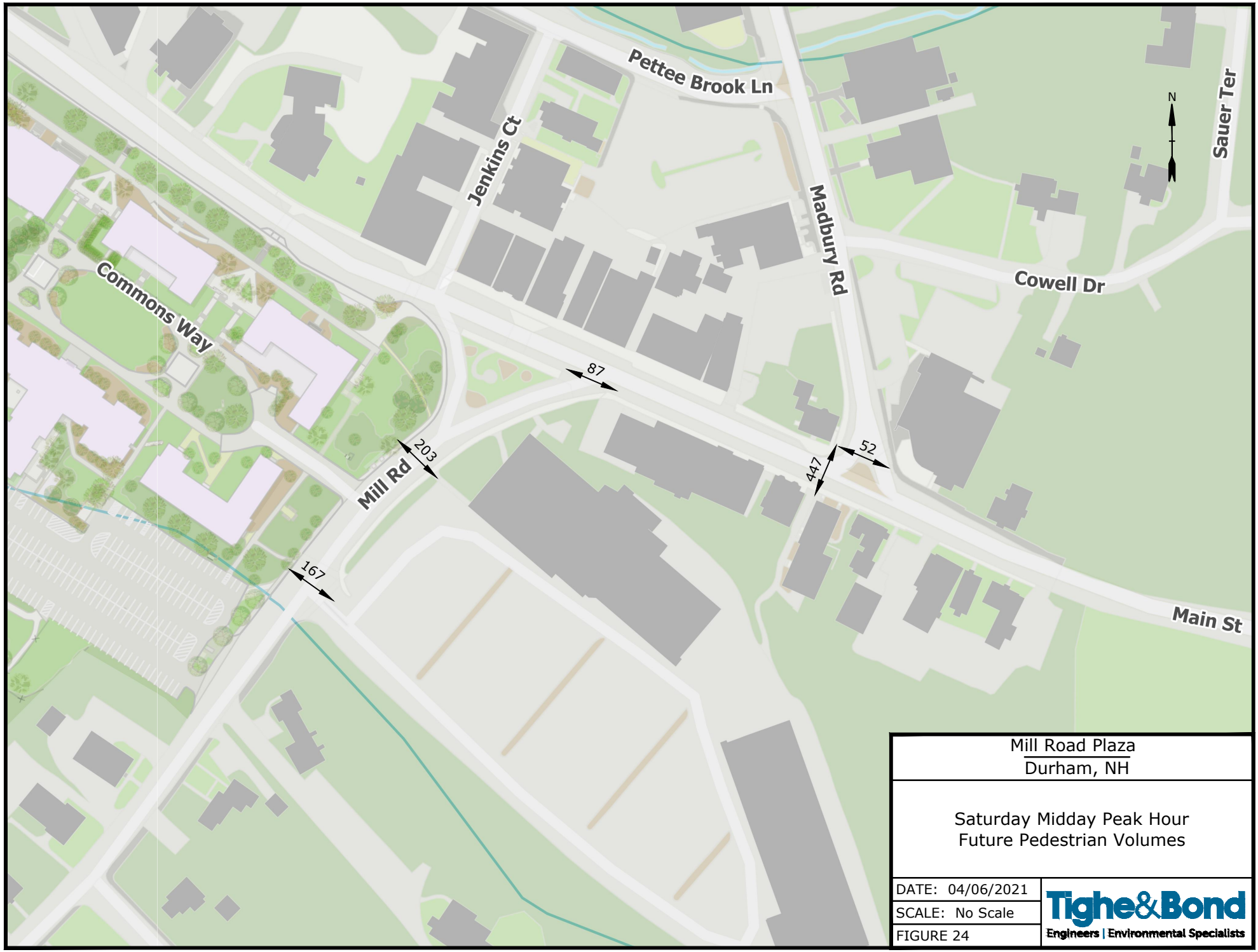


Mill Road Plaza
Durham, NH

Weekday Evening Peak Hour
Future Pedestrian Volumes

DATE: 12/13/2019
SCALE: No Scale
FIGURE 23

Tighe&Bond
Engineers | Environmental Specialists



Mill Road Plaza
Durham, NH

Saturday Midday Peak Hour
Future Pedestrian Volumes

DATE: 04/06/2021
SCALE: No Scale
FIGURE 24

Tighe&Bond
Engineers | Environmental Specialists

Table 6-1
Intersection Operation Summary - Vehicular Levels of Service / Average Delay (sec/veh)

		Weekday Afternoon Peak Hour					Saturday Midday Peak Hour				
	Lane Use	**2019 Existing**	**2021 No Build**	**2021 Build**	**2031 No Build**	**2031 Build**	**2019 Existing**	**2021 No Build**	**2021 Build**	**2031 No Build**	**2031 Build**
Traffic Signal - Main Street at Newmarket Road/ Hotel Driveway/ Dover Road											
Overall		**C / 28.4**	**C / 29.3**	**C / 30.5**	**C / 34.2**	**D / 35.4**	**D / 39.2**	**D / 41.0**	**D / 43.5**	**D / 48.5**	**D / 52.9**
Main Street	EBL	B / 13.3	B / 13.3	B / 13.3	B / 13.3	B / 13.3	A / 0.0	A / 0.0	A / 0.0	A / 0.0	A / 0.0
	EBT	E / 56.3	E / 58.5	E / 61.5	E / 71.5	E / 75.2	F / 100.4	F / 107.3	F / 115.9	F / 135.6	F / 150.7
	EBR	B / 10.0	B / 10.2	B / 10.4	B / 11.0	B / 11.3	B / 14.5	B / 14.9	B / 15.3	B / 16.1	B / 16.9
Dover Road	WBL	C / 26.5	C / 27.5	C / 28.8	C / 32.9	C / 32.9	C / 22.4	C / 22.7	C / 22.9	C / 23.4	C / 24.1
	WBTR	B / 10.8	B / 10.8	B / 10.8	B / 10.8	B / 10.8	B / 11.9	B / 12.1	B / 12.2	B / 12.4	B / 13.0
Newmarket Road	NBLT	E / 60.5	E / 61.4	E / 62.2	E / 67.6	E / 68.8	D / 49.1	D / 49.3	D / 49.4	D / 50.0	D / 51.0
	NBR	A / 6.7	A / 6.7	A / 6.7	A / 6.6	A / 6.6	A / 6.4	A / 6.4	A / 6.4	A / 6.3	A / 6.4
Hotel Driveway	SB	C / 32.7	C / 32.7	C / 32.7	C / 33.1	C / 33.1	C / 34.8	C / 34.9	C / 35.0	D / 35.4	D / 35.4
Unsignalized TWSC - Mill Road at Site Driveway											
Overall		**-- / --**	**-- / --**	**-- / --**	**-- / --**	**-- / --**	**-- / --**	**-- / --**	**-- / --**	**-- / --**	**-- / --**
Site Driveway	WBL	D / 28.1	D / 28.4	D / 32.0	D / 29.9	D / 33.7	C / 17.2	C / 17.2	C / 19.3	C / 17.7	C / 19.8
	WBR	C / 15.0	C / 15.1	C / 16.8	C / 15.5	C / 17.4	B / 11.9	B / 11.9	B / 12.6	B / 12.0	B / 12.8
Mill Road	SBL	A / 9.0	A / 9.1	A / 9.2	A / 9.1	A / 9.2	A / 8.3	A / 8.3	A / 8.4	A / 8.4	A / 8.5
Unsignalized - Main Street at Mill Road											
Overall		**-- / --**	**-- / --**	**-- / --**	**-- / --**	**-- / --**	**-- / --**	**-- / --**	**-- / --**	**-- / --**	**-- / --**
Mill Road	NBR	C / 20.3	C / 21.2	D / 25.5	C / 23.0	D / 28.3	C / 17.2	C / 17.4	C / 19.9	C / 16.6	C / 21.1
Unsignalized - Main Street at Madbury Road											
Overall		**-- / --**	**-- / --**	**-- / --**	**-- / --**	**-- / --**	**-- / --**	**-- / --**	**-- / --**	**-- / --**	**-- / --**
Main Street	WBR	B / 11.8	B / 13.2	C / 15.1	C / 15.4	C / 17.2	C / 19.0	C / 20.9	D / 25.1	D / 32.3	D / 31.4

Table 6-2

Intersection Operation Summary - Vehicular 50th / 95th Percentile Queue (In Feet)

			Weekday Afternoon Peak Hour					Saturday Midday Peak Hour				
	Lane Use	**Available Storage**	**2019 Existing**	**2021 No Build**	**2021 Build**	**2031 No Build**	**2031 Build**	**2019 Existing**	**2021 No Build**	**2021 Build**	**2031 No Build**	**2031 Build**
Traffic Signal - Main Street at Newmarket Road/ Hotel Driveway/ Dover Road												
Main Street	EBL	50	1 / 6	1 / 6	1 / 6	1 / 6	1 / 6	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0
	EBT	>1000	254 / 752	258 / 762	265 / 777	283 / 800	290 / 815	210 / 804	218 / 818	227 / 836	249 / 862	265 / 892
	EBR	460	17 / 105	18 / 107	19 / 111	22 / 117	23 / 120	17 / 122	18 / 125	19 / 129	22 / 136	24 / 143
Dover Road	WBL	230	121 / 392	127 / 403	132 / 410	154 / 460	154 / 460	78 / 355	80 / 361	82 / 363	89 / 409	92 / 423
	WBTR	>1000	48 / 224	49 / 226	50 / 230	51 / 237	52 / 240	50 / 251	52 / 261	53 / 263	56 / 271	59 / 285
Newmarket Road	NBLT	>1000	74 / 266	75 / 269	76 / 274	82 / 285	83 / 288	69 / 214	71 / 218	73 / 223	76 / 226	80 / 234
	NBR	300	0 / 84	0 / 84	0 / 84	0 / 86	0 / 86	0 / 72	0 / 73	0 / 74	0 / 75	0 / 76
Hotel Driveway	SB	75	2 / 22	2 / 22	2 / 22	2 / 22	2 / 22	3 / 19	3 / 19	3 / 19	3 / 19	3 / 19
Unsignalized TWSC - Mill Road at Site Driveway												
Site Driveway	WBL	125	33	33	40	35	43	18	18	18	18	23
	WBR	125	38	40	53	40	55	18	18	20	18	23
Mill Road	SBL	65	15	15	15	15	15	8	8	10	8	10
Unsignalized TWSC - Main Street at Mill Road												
Mill Road	NBR	375	88	93	119	106	136	51	53	66	52	74
Unsignalized - Main Street at Madbury Road												
Main Street	WBR	>1000	197	243	245	262	302	334	360	412	417	457

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	
SIDE SETBACK:	N/A	
REAR SETBACK:	N/A	
MAXIMUM IMPERVIOUS SURFACE RATIO:	100%	<100%
MAXIMUM BUILDING HEIGHT:	30 FT (50 FT W/ PB APPROVAL)	<41 FT
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 (SF)	275,734	287,194
EFFECTIVE IMPERVIOUS COVER (SF)	275,734	8,163

PARKING REQUIREMENTS:

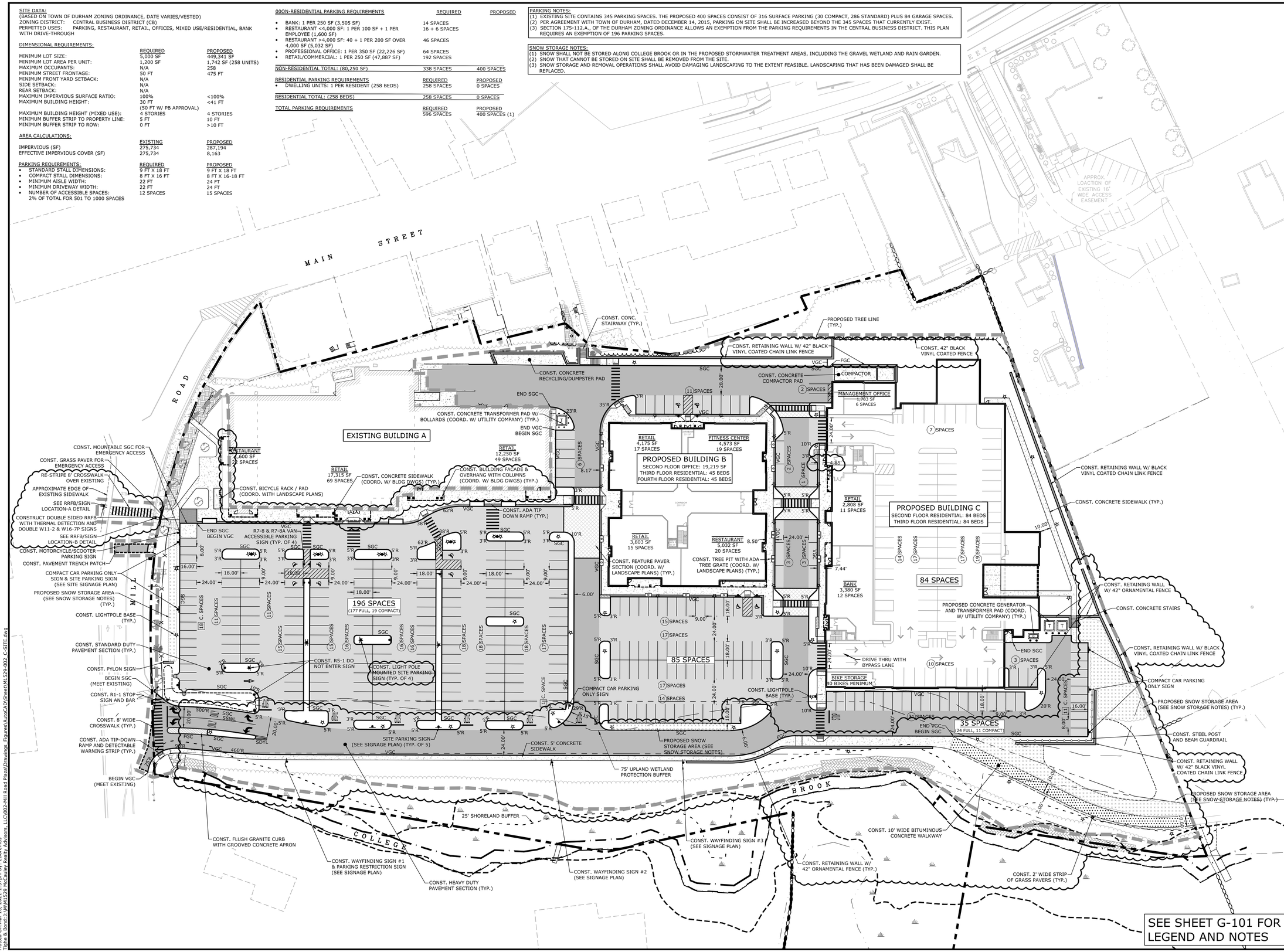
	REQUIRED	PROPOSED
• STANDARD STALL DIMENSIONS:	9 FT X 18 FT	9 FT X 18 FT
• COMPACT STALL DIMENSIONS:	8 FT X 16 FT	8 FT X 16-18 FT
• MINIMUM AISLE WIDTH:	22 FT	24 FT
• MINIMUM DRIVEWAY WIDTH:	22 FT	24 FT
• NUMBER OF ACCESSIBLE SPACES: 2% OF TOTAL FOR 501 TO 1000 SPACES	12 SPACES	15 SPACES

00ON-RESIDENTIAL PARKING REQUIREMENTS

	REQUIRED	PROPOSED
• BANK: 1 PER 250 SF (3,505 SF)	14 SPACES	
• RESTAURANT <4,000 SF: 1 PER 100 SF + 1 PER EMPLOYEE (1,600 SF)	16 + 6 SPACES	
• RESTAURANT >4,000 SF: 40 + 1 PER 200 SF OVER 4,000 SF (5,032 SF)	46 SPACES	
• PROFESSIONAL OFFICE: 1 PER 350 SF (22,226 SF)	64 SPACES	
• RETAIL/COMMERCIAL: 1 PER 250 SF (47,887 SF)	192 SPACES	
NON-RESIDENTIAL TOTAL: (80,250 SF)	338 SPACES	400 SPACES
RESIDENTIAL PARKING REQUIREMENTS	REQUIRED	PROPOSED
• DWELLING UNITS: 1 PER RESIDENT (258 BEDS)	258 SPACES	0 SPACES
RESIDENTIAL TOTAL: (258 BEDS)	258 SPACES	0 SPACES
TOTAL PARKING REQUIREMENTS	REQUIRED 596 SPACES	PROPOSED 400 SPACES (1)

PARKING NOTES:
(1) EXISTING SITE CONTAINS 345 PARKING SPACES. THE PROPOSED 400 SPACES CONSIST OF 316 SURFACE PARKING (30 COMPACT, 286 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 196 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.



SEE SHEET G-101 FOR LEGEND AND NOTES

Last Saved: 3/10/2021
Plotted On: Mar 10, 2021 - 1:37pm By: EDoremus
Tighe & Bond: J:\M\M1529 McCaffery Realty Advisors, LLC\002-Mill Road Plaza\Drawings - Figures\AutoCAD\Sheet\M1529-002_C-SITE.dwg

Tighe&Bond
Engineers | Environmental Specialists

HARRIMAN
AUBURN PORTLAND PORTSMOUTH BOSTON

Harriman Project No. 16117

STATE OF NEW HAMPSHIRE
JOSEPH M. PERCOCCHIO
No. 12363
LICENSED PROFESSIONAL ENGINEER
3/10/21

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

MARK	DATE	DESCRIPTION
6	3/10/2021	RESPONSE TO COMMENTS
5	1/20/2021	RESPONSE TO COMMENTS
4	11/4/2020	GENERAL REVISIONS
3	8/4/2020	GENERAL REVISIONS
2	5/20/2020	RESPONSE TO COMMENTS
1	1/2/2020	GENERAL REVISIONS

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

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: **Saturday, May 05, 2018**
Start Time: **11:30 AM**
End Time: **1:30 PM**
Class:

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

Cars and Heavy Vehicles (Combined)

	Driveway from North					Main Street from East					Mill Road from South					Main Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
11:30 AM	0	0	0	0	0	0	0	0	0	0	67	0	0	0	67	0	117	0	0	117	184
11:45 AM	0	0	0	0	0	0	0	0	0	0	73	0	0	0	73	0	107	0	0	107	180
Total	0	0	0	0	0	0	0	0	0	0	140	0	0	0	140	0	224	0	0	224	364
12:00 PM	0	0	1	0	1	0	0	0	0	0	56	0	0	0	56	0	117	0	0	117	174
12:15 PM	0	0	0	0	0	0	0	0	0	0	66	0	0	0	66	0	128	1	0	129	195
12:30 PM	0	0	0	0	0	0	0	0	0	0	87	0	0	0	87	0	143	0	0	143	230
12:45 PM	0	0	0	0	0	0	0	0	0	0	60	0	0	0	60	0	105	0	0	105	165
Total	0	0	1	0	1	0	0	0	0	0	269	0	0	0	269	0	493	1	0	494	764
1:00 PM	0	0	0	0	0	0	0	0	0	0	53	1	0	0	54	0	119	0	0	119	173
1:15 PM	0	0	0	0	0	0	0	0	0	0	58	0	0	0	58	0	112	0	0	112	170
Total	0	0	0	0	0	0	0	0	0	0	111	1	0	0	112	0	231	0	0	231	343
Grand Total	0	0	1	0	1	0	0	0	0	0	520	1	0	0	521	0	948	1	0	949	1471
Approach %	0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0		99.8	0.2	0.0	0.0		0.0	99.9	0.1	0.0		
Total %	0.0	0.0	0.1	0.0	0.1	0.0	0.0	0.0	0.0	0.0	35.4	0.1	0.0	0.0	35.4	0.0	64.4	0.1	0.0	64.5	
Exiting Leg Total					2					1469					0					0	1471
Cars	0	0	1	0	1	0	0	0	0	0	513	1	0	0	514	0	935	1	0	936	1451
% Cars	0.0	0.0	100.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	98.7	100.0	0.0	0.0	98.7	0.0	98.6	100.0	0.0	98.6	98.6
Exiting Leg Total					2					1449					0					0	1451
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	7	0	0	0	7	0	13	0	0	13	20
% Heavy Vehicles	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.3	0.0	0.0	0.0	1.3	0.0	1.4	0.0	0.0	1.4	1.4
Exiting Leg Total					0					20					0					0	20

Peak Hour Analysis from 11:30 AM to 01:30 PM begins at:

11:45 AM	Driveway from North					Main Street from East					Mill Road from South					Main Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
11:45 AM	0	0	0	0	0	0	0	0	0	0	73	0	0	0	73	0	107	0	0	107	180
12:00 PM	0	0	1	0	1	0	0	0	0	0	56	0	0	0	56	0	117	0	0	117	174
12:15 PM	0	0	0	0	0	0	0	0	0	0	66	0	0	0	66	0	128	1	0	129	195
12:30 PM	0	0	0	0	0	0	0	0	0	0	87	0	0	0	87	0	143	0	0	143	230
Total Volume	0	0	1	0	1	0	0	0	0	0	282	0	0	0	282	0	495	1	0	496	779
% Approach Total	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	99.8	0.2	0.0		
PHF	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.810	0.000	0.000	0.000	0.810	0.000	0.865	0.250	0.000	0.867	0.847
Cars	0	0	1	0	1	0	0	0	0	0	278	0	0	0	278	0	485	1	0	486	765
Cars %	0.0	0.0	100.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	98.6	0.0	0.0	0.0	98.6	0.0	98.0	100.0	0.0	98.0	98.2
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	0	10	0	0	10	14
Heavy Vehicles %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.4	0.0	0.0	0.0	1.4	0.0	2.0	0.0	0.0	2.0	1.8
Cars Enter Leg	0	0	1	0	1	0	0	0	0	0	278	0	0	0	278	0	485	1	0	486	765
Heavy Enter Leg	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	0	10	0	0	10	14
Total Entering Leg	0	0	1	0	1	0	0	0	0	0	282	0	0	0	282	0	495	1	0	496	779
Cars Exiting Leg					1					764					0					0	765
Heavy Exiting Leg					0					14					0					0	14
Total Exiting Leg					1					778					0					0	779

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: **Saturday, May 05, 2018**
Start Time: **11:30 AM**
End Time: **1:30 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
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 from North					Main Street from East					Mill Road from South					Main Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
11:30 AM	0	0	0	0	0	0	0	0	0	0	66	0	0	0	66	0	117	0	0	117	183
11:45 AM	0	0	0	0	0	0	0	0	0	0	72	0	0	0	72	0	104	0	0	104	176
Total	0	0	0	0	0	0	0	0	0	0	138	0	0	0	138	0	221	0	0	221	359
12:00 PM	0	0	1	0	1	0	0	0	0	0	53	0	0	0	53	0	114	0	0	114	168
12:15 PM	0	0	0	0	0	0	0	0	0	0	66	0	0	0	66	0	126	1	0	127	193
12:30 PM	0	0	0	0	0	0	0	0	0	0	87	0	0	0	87	0	141	0	0	141	228
12:45 PM	0	0	0	0	0	0	0	0	0	0	59	0	0	0	59	0	104	0	0	104	163
Total	0	0	1	0	1	0	0	0	0	0	265	0	0	0	265	0	485	1	0	486	752
1:00 PM	0	0	0	0	0	0	0	0	0	0	52	1	0	0	53	0	117	0	0	117	170
1:15 PM	0	0	0	0	0	0	0	0	0	0	58	0	0	0	58	0	112	0	0	112	170
Total	0	0	0	0	0	0	0	0	0	0	110	1	0	0	111	0	229	0	0	229	340
Grand Total	0	0	1	0	1	0	0	0	0	0	513	1	0	0	514	0	935	1	0	936	1451
Approach %	0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0		99.8	0.2	0.0	0.0		0.0	99.9	0.1	0.0		
Total %	0.0	0.0	0.1	0.0	0.1	0.0	0.0	0.0	0.0	0.0	35.4	0.1	0.0	0.0	35.4	0.0	64.4	0.1	0.0	64.5	
Exiting Leg Total					2					1449					0					0	1451

Peak Hour Analysis from 11:30 AM to 01:30 PM begins at:

11:45 AM	Driveway from North					Main Street from East					Mill Road from South					Main Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
11:45 AM	0	0	0	0	0	0	0	0	0	0	72	0	0	0	72	0	104	0	0	104	176
12:00 PM	0	0	1	0	1	0	0	0	0	0	53	0	0	0	53	0	114	0	0	114	168
12:15 PM	0	0	0	0	0	0	0	0	0	0	66	0	0	0	66	0	126	1	0	127	193
12:30 PM	0	0	0	0	0	0	0	0	0	0	87	0	0	0	87	0	141	0	0	141	228
Total Volume	0	0	1	0	1	0	0	0	0	0	278	0	0	0	278	0	485	1	0	486	765
% Approach Total	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	99.8	0.2	0.0		
PHF	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.799	0.000	0.000	0.000	0.799	0.000	0.860	0.250	0.000	0.862	0.839
Entering Leg	0	0	1	0	1	0	0	0	0	0	278	0	0	0	278	0	485	1	0	486	765
Exiting Leg					1					764					0					0	765
Total					2					764					278					486	1530

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: **Saturday, May 05, 2018**
Start Time: **11:30 AM**
End Time: **1:30 PM**

PRECISION DATA INDUSTRIES, LLC
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)**

	Driveway from North					Main Street from East					Mill Road from South					Main Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
11:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
11:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	3	0	0	3	4
Total	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	3	0	0	3	5
12:00 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	3	0	0	3	6
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
12:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	2
Total	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	0	8	0	0	8	12
1:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	0	0	2	3
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	0	0	2	3
Grand Total	0	0	0	0	0	0	0	0	0	0	7	0	0	0	7	0	13	0	0	13	20
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	35.0	0.0	0.0	0.0	35.0	0.0	65.0	0.0	0.0	65.0	
Exiting Leg Total					0					20					0					0	20
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	5
% 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	38.5	0.0	0.0	38.5	25.0
Exiting Leg Total					0					5					0					0	5
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	7	0	0	0	7	0	8	0	0	8	15
% 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	61.5	0.0	0.0	61.5	75.0
Exiting Leg Total					0					15					0					0	15
Articulated Trucks	0	0	0	0	0	0	0	0	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	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total					0					0					0					0	0

Peak Hour Analysis from 11:30 AM to 01:30 PM begins at:

11:45 AM	Driveway from North					Main Street from East					Mill Road from South					Main Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
11:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	3	0	0	3	4
12:00 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	3	0	0	3	6
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
Total Volume	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	0	10	0	0	10	14
% 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	0.333	0.000	0.000	0.000	0.333	0.000	0.833	0.000	0.000	0.833	0.583
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	4
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	40.0	0.0	0.0	40.0	28.6
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	0	6	0	0	6	10
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	60.0	0.0	0.0	60.0	71.4
Articulated Trucks	0	0	0	0	0	0	0	0	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	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	4
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	0	6	0	0	6	10
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Entering Leg	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	0	10	0	0	10	14
Buses					0					4					0					0	4
Single-Unit Trucks					0					10					0					0	10
Articulated Trucks					0					0					0					0	0
Total Exiting Leg					0					14					0					0	14

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: **Saturday, May 05, 2018**
Start Time: **11:30 AM**
End Time: **1:30 PM**
Class:

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

Cars

	Driveway from North					Main Street from East					Mill Road from South					Main Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
11:30 AM	0	0	0	0	0	0	0	0	0	0	64	0	0	0	64	0	100	0	0	100	164
11:45 AM	0	0	0	0	0	0	0	0	0	0	66	0	0	0	66	0	94	0	0	94	160
Total	0	0	0	0	0	0	0	0	0	0	130	0	0	0	130	0	194	0	0	194	324
12:00 PM	0	0	1	0	1	0	0	0	0	0	44	0	0	0	44	0	96	0	0	96	141
12:15 PM	0	0	0	0	0	0	0	0	0	0	63	0	0	0	63	0	110	1	0	111	174
12:30 PM	0	0	0	0	0	0	0	0	0	0	78	0	0	0	78	0	118	0	0	118	196
12:45 PM	0	0	0	0	0	0	0	0	0	0	53	0	0	0	53	0	94	0	0	94	147
Total	0	0	1	0	1	0	0	0	0	0	238	0	0	0	238	0	418	1	0	419	658
1:00 PM	0	0	0	0	0	0	0	0	0	0	46	1	0	0	47	0	100	0	0	100	147
1:15 PM	0	0	0	0	0	0	0	0	0	0	52	0	0	0	52	0	91	0	0	91	143
Total	0	0	0	0	0	0	0	0	0	0	98	1	0	0	99	0	191	0	0	191	290
Grand Total	0	0	1	0	1	0	0	0	0	0	466	1	0	0	467	0	803	1	0	804	1272
Approach %	0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0		99.8	0.2	0.0	0.0		0.0	99.9	0.1	0.0		
Total %	0.0	0.0	0.1	0.0	0.1	0.0	0.0	0.0	0.0	0.0	36.6	0.1	0.0	0.0	36.7	0.0	63.1	0.1	0.0	63.2	
Exiting Leg Total					2					1270					0					0	1272

Peak Hour Analysis from 11:30 AM to 01:30 PM begins at:

11:45 AM	Driveway from North					Main Street from East					Mill Road from South					Main Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
11:45 AM	0	0	0	0	0	0	0	0	0	0	66	0	0	0	66	0	94	0	0	94	160
12:00 PM	0	0	1	0	1	0	0	0	0	0	44	0	0	0	44	0	96	0	0	96	141
12:15 PM	0	0	0	0	0	0	0	0	0	0	63	0	0	0	63	0	110	1	0	111	174
12:30 PM	0	0	0	0	0	0	0	0	0	0	78	0	0	0	78	0	118	0	0	118	196
Total Volume	0	0	1	0	1	0	0	0	0	0	251	0	0	0	251	0	418	1	0	419	671
% Approach Total	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	99.8	0.2	0.0		
PHF	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.804	0.000	0.000	0.000	0.804	0.000	0.886	0.250	0.000	0.888	0.856
Entering Leg	0	0	1	0	1	0	0	0	0	0	251	0	0	0	251	0	418	1	0	419	671
Exiting Leg					1					670					0					0	671
Total					2					670					251					419	1342

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: **Saturday, May 05, 2018**
Start Time: **11:30 AM**
End Time: **1:30 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
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					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
11:30 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	10	0	0	10	12
11:45 AM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	0	8	0	0	8	12
Total	0	0	0	0	0	0	0	0	0	0	6	0	0	0	6	0	18	0	0	18	24
12:00 PM	0	0	0	0	0	0	0	0	0	0	7	0	0	0	7	0	13	0	0	13	20
12:15 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	11	0	0	11	13
12:30 PM	0	0	0	0	0	0	0	0	0	0	9	0	0	0	9	0	18	0	0	18	27
12:45 PM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	0	7	0	0	7	11
Total	0	0	0	0	0	0	0	0	0	0	22	0	0	0	22	0	49	0	0	49	71
1:00 PM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	0	9	0	0	9	13
1:15 PM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	0	18	0	0	18	22
Total	0	0	0	0	0	0	0	0	0	0	8	0	0	0	8	0	27	0	0	27	35
Grand Total	0	0	0	0	0	0	0	0	0	0	36	0	0	0	36	0	94	0	0	94	130
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	27.7	0.0	0.0	0.0	27.7	0.0	72.3	0.0	0.0	72.3	
Exiting Leg Total					0					130					0					0	130

Peak Hour Analysis from 11:30 AM to 01:30 PM begins at:

12:30 PM	Driveway					Main Street					Mill Road					Main Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
12:30 PM	0	0	0	0	0	0	0	0	0	0	9	0	0	0	9	0	18	0	0	18	27
12:45 PM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	0	7	0	0	7	11
1:00 PM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	0	9	0	0	9	13
1:15 PM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	0	18	0	0	18	22
Total Volume	0	0	0	0	0	0	0	0	0	0	21	0	0	0	21	0	52	0	0	52	73
% 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	0.583	0.000	0.000	0.000	0.583	0.000	0.722	0.000	0.000	0.722	0.676
Entering Leg	0	0	0	0	0	0	0	0	0	0	21	0	0	0	21	0	52	0	0	52	73
Exiting Leg					0					73					0					0	73
Total					0					73					21					52	146

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: **Saturday, May 05, 2018**
Start Time: **11:30 AM**
End Time: **1:30 PM**
Class:

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

Buses

	Driveway from North					Main Street from East					Mill Road from South					Main Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	5
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					5					0					0	5

Peak Hour Analysis from 11:30 AM to 01:30 PM begins at:

11:30 AM	Driveway from North					Main Street from East					Mill Road from South					Main Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	4
% 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	0.333	0.000	0.000	0.333	0.333
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	4
Exiting Leg					0					4					0					0	4
Total					0					4					0					4	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: **Saturday, May 05, 2018**
Start Time: **11:30 AM**
End Time: **1:30 PM**
Class:

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

Single-Unit Trucks

	Driveway from North					Main Street from East					Mill Road from South					Main Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
11:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
11:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	0	0	2	3
Total	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	2	0	0	2	4
12:00 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	3
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
12:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	2
Total	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	0	5	0	0	5	9
1:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	2
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	2
Grand Total	0	0	0	0	0	0	0	0	0	0	7	0	0	0	7	0	8	0	0	8	15
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	46.7	0.0	0.0	0.0	46.7	0.0	53.3	0.0	0.0	53.3	
Exiting Leg Total					0					15					0					0	15

Peak Hour Analysis from 11:30 AM to 01:30 PM begins at:

11:45 AM	Driveway from North					Main Street from East					Mill Road from South					Main Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
11:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	0	0	2	3
12:00 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	3
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
Total Volume	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	0	6	0	0	6	10
% 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	0.333	0.000	0.000	0.000	0.333	0.000	0.750	0.000	0.000	0.750	0.833
Entering Leg	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	0	6	0	0	6	10
Exiting Leg					0					10					0					0	10
Total					0					10					4					6	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: **Saturday, May 05, 2018**
Start Time: **11:30 AM**
End Time: **1:30 PM**
Class:

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

Articulated Trucks

	Driveway from North					Main Street from East					Mill Road from South					Main Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					0					0					0					0	0

Peak Hour Analysis from 11:30 AM to 01:30 PM begins at:

11:30 AM	Driveway from North					Main Street from East					Mill Road from South					Main Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg					0					0					0					0	0
Total					0					0					0					0	0

PDI File #: **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: **Saturday, May 05, 2018**
Start Time: **11:30 AM**
End Time: **1:30 PM**
Class:

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

Bicycles (on Roadway and Crosswalks)

	Driveway from North							Main Street from East							Mill Road from South							Main Street 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	Total
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2	0	1	0	0	0	0	1	3
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2	0	1	0	0	0	0	1	3
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	1
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	1	0	0	1	1	3	4
1:00 PM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	2
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	0	0	0	0	0	0	0	3
Total	0	0	0	0	0	1	1	0	0	0	0	0	0	0	4	0	0	0	0	0	4	0	0	0	0	0	0	0	5
Grand Total	0	0	0	0	0	1	1	0	0	0	0	0	0	0	6	1	0	0	0	0	7	0	2	0	0	1	1	4	12
Approach %	0.0	0.0	0.0	0.0	0.0	100.0		0.0	0.0	0.0	0.0	0.0	0.0		85.7	14.3	0.0	0.0	0.0	0.0		0.0	50.0	0.0	0.0	25.0	25.0		
Total %	0.0	0.0	0.0	0.0	0.0	8.3	8.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	8.3	0.0	0.0	0.0	0.0	58.3	0.0	16.7	0.0	0.0	8.3	8.3	33.3	
Exiting Leg Total							2							8							0							2	12

Peak Hour Analysis from 11:30 AM to 01:30 PM begins at:

12:30 PM	Driveway from North							Main Street from East							Mill Road from South							Main Street 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	Total
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	1
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
1:00 PM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	2
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	0	0	0	0	0	0	0	3
Total Volume	0	0	0	0	0	1	1	0	0	0	0	0	0	0	5	0	0	0	0	0	5	0	1	0	0	0	0	1	7
% Approach Total	0.0	0.0	0.0	0.0	0.0	100.0		0.0	0.0	0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.417	0.000	0.000	0.000	0.000	0.000	0.417	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.583
Entering Leg	0	0	0	0	0	1	1	0	0	0	0	0	0	0	5	0	0	0	0	0	5	0	1	0	0	0	0	1	7
Exiting Leg							1							6							0							0	7
Total							2							6							5							1	14

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: **Saturday, May 05, 2018**
Start Time: **11:30 AM**
End Time: **1:30 PM**
Class:

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

Pedestrians

	Driveway from North							Main Street from East							Mill Road from South							Main Street 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	Total
11:30 AM	0	0	0	0	61	51	112	0	0	0	0	4	11	15	0	0	0	0	7	20	27	0	0	0	0	0	0	0	154
11:45 AM	0	0	0	0	68	50	118	0	0	0	0	4	20	24	0	0	0	0	4	8	12	0	0	0	0	0	0	0	154
Total	0	0	0	0	129	101	230	0	0	0	0	8	31	39	0	0	0	0	11	28	39	0	0	0	0	0	0	0	308
12:00 PM	0	0	0	0	61	38	99	0	0	0	0	9	11	20	0	0	0	0	5	10	15	0	0	0	0	0	0	0	134
12:15 PM	0	0	0	0	57	18	75	0	0	0	0	8	24	32	0	0	0	0	10	14	24	0	0	0	0	0	0	0	131
12:30 PM	0	0	0	0	102	76	178	0	0	0	0	9	8	17	0	0	0	0	13	3	16	0	0	0	0	0	0	0	211
12:45 PM	0	0	0	0	43	50	93	0	0	0	0	8	4	12	0	0	0	0	5	22	27	0	0	0	0	0	0	0	132
Total	0	0	0	0	263	182	445	0	0	0	0	34	47	81	0	0	0	0	33	49	82	0	0	0	0	0	0	0	608
1:00 PM	0	0	0	0	86	56	142	0	0	0	0	7	21	28	0	0	0	0	20	31	51	0	0	0	0	0	0	0	221
1:15 PM	0	0	0	0	101	73	174	0	0	0	0	54	12	66	0	0	0	0	15	21	36	0	0	0	0	0	0	0	276
Total	0	0	0	0	187	129	316	0	0	0	0	61	33	94	0	0	0	0	35	52	87	0	0	0	0	0	0	0	497
Grand Total	0	0	0	0	579	412	991	0	0	0	0	103	111	214	0	0	0	0	79	129	208	0	0	0	0	0	0	0	1413
Approach %	0	0	0	0	58.4	41.6		0	0	0	0	48.1	51.9		0	0	0	0	38	62		0	0	0	0	0	0		
Total %	0	0	0	0	41	29.2	70.1	0	0	0	0	7.29	7.86	15.1	0	0	0	0	5.59	9.13	14.7	0	0	0	0	0	0	0	
Exiting Leg Total							991							214							208							0	1413

Peak Hour Analysis from 11:30 AM to 01:30 PM begins at:

12:30 PM	Driveway from North							Main Street from East							Mill Road from South							Main Street 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	Total
12:30 PM	0	0	0	0	102	76	178	0	0	0	0	9	8	17	0	0	0	0	13	3	16	0	0	0	0	0	0	0	211
12:45 PM	0	0	0	0	43	50	93	0	0	0	0	8	4	12	0	0	0	0	5	22	27	0	0	0	0	0	0	0	132
1:00 PM	0	0	0	0	86	56	142	0	0	0	0	7	21	28	0	0	0	0	20	31	51	0	0	0	0	0	0	0	221
1:15 PM	0	0	0	0	101	73	174	0	0	0	0	54	12	66	0	0	0	0	15	21	36	0	0	0	0	0	0	0	276
Total Volume	0	0	0	0	332	255	587	0	0	0	0	78	45	123	0	0	0	0	53	77	130	0	0	0	0	0	0	0	840
% Approach Total	0.0	0.0	0.0	0.0	56.6	43.4		0.0	0.0	0.0	0.0	63.4	36.6		0.0	0.0	0.0	0.0	40.8	59.2		0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.814	0.839	0.824	0.000	0.000	0.000	0.000	0.361	0.536	0.466	0.000	0.000	0.000	0.000	0.663	0.621	0.637	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.761
Entering Leg	0	0	0	0	332	255	587	0	0	0	0	78	45	123	0	0	0	0	53	77	130	0	0	0	0	0	0	0	840
Exiting Leg							587							123							130							0	840
Total							1174							246							260							0	1680

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:

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

Cars and Heavy Vehicles (Combined)

	Driveway from North					Main Street from East					Mill Road from South					Main Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	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		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:

4:30 PM	Driveway from North					Main Street from East					Mill Road from South					Main Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	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:

PRECISION DATA INDUSTRIES, LLC
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 from North					Main Street from East					Mill Road from South					Main Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	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		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:

4:30 PM	Driveway from North					Main Street from East					Mill Road from South					Main Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	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
4:45 PM	0	0	0	0	0	0	0	0	0	0	134	0	1	0	135	0	156	1	0	157	292
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
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		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**

PRECISION DATA INDUSTRIES, LLC
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)**

	Driveway from North					Main Street from East					Mill Road from South					Main Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	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
Total	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
Total	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	13	0	0	13	14
Grand Total	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	
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:

4:00 PM	Driveway from North					Main Street from East					Mill Road from South					Main Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	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
Total Volume	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
Total Entering Leg	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	18	0	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:

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

Cars

	Driveway from North					Main Street from East					Mill Road from South					Main Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	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:

4:30 PM	Driveway from North					Main Street from East					Mill Road from South					Main Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	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					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:

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

Light Goods Vehicle

	Driveway from North					Main Street from East					Mill Road from South					Main Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	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
Total	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
Total	0	0	0	0	0	0	0	0	0	0	38	0	0	0	38	0	35	0	0	35	73
Grand Total	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:

4:00 PM	Driveway from North					Main Street from East					Mill Road from South					Main Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	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
Total Volume	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
Total					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:

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

Buses

	Driveway from North					Main Street from East					Mill Road from South					Main Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	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
Total	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
Total	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	11	0	0	11	12
Grand Total	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 from North					Main Street from East					Mill Road from South					Main Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	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
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	0	0	13	13
% 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	0.650	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
Total					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:

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

Single-Unit Trucks

	Driveway from North					Main Street from East					Mill Road from South					Main Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	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
Total	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
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
Grand Total	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 from North					Main Street from East					Mill Road from South					Main Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	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
Total Volume	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	3	0	0	3	4
% 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	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
Total					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:

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

Articulated Trucks

	Driveway from North					Main Street from East					Mill Road from South					Main Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	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	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
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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 from North					Main Street from East					Mill Road from South					Main Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	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:

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

Bicycles (on Roadway and Crosswalks)

	Driveway from North							Main Street from East							Mill Road from South							Main Street 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	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	0	0	1	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	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	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	0	0	0	2	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	0	0	0	4
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	2	1	0	0	0	0	0	1	0	1	0	0	0	0	1	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	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	0	1	0	0	0	0	1	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	0	0	0	2	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	0	0	0	4	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	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	0.0	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:

5:00 PM	Driveway from North							Main Street from East							Mill Road from South							Main Street 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	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	0	0	0	4
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	2	1	0	0	0	0	0	1	0	1	0	0	0	0	1	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	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	0	1	0	0	0	0	1	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	0	0	0	2	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	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	0.000	0.000	0.000	0.500	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	0	0	0	2	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:

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

Pedestrians

	Driveway from North							Main Street from East							Mill Road from South							Main Street 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	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		
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 from North							Main Street from East							Mill Road from South							Main Street 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	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		
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: **Saturday, May 05, 2018**
Start Time: **11:30 AM**
End Time: **1:30 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
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 from North				Mill Road Plaza Driveway from East				Mill Road from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
11:30 AM	27	24	0	51	27	10	0	37	12	41	0	53	141
11:45 AM	45	24	0	69	24	21	0	45	16	49	0	65	179
Total	72	48	0	120	51	31	0	82	28	90	0	118	320
12:00 PM	31	26	0	57	20	11	0	31	19	41	0	60	148
12:15 PM	28	32	0	60	31	15	0	46	15	32	0	47	153
12:30 PM	34	28	0	62	33	14	0	47	9	53	0	62	171
12:45 PM	39	28	0	67	25	15	0	40	13	32	0	45	152
Total	132	114	0	246	109	55	0	164	56	158	0	214	624
1:00 PM	38	17	0	55	19	15	0	34	16	36	0	52	141
1:15 PM	39	23	0	62	24	9	0	33	17	30	0	47	142
Total	77	40	0	117	43	24	0	67	33	66	0	99	283
Grand Total	281	202	0	483	203	110	0	313	117	314	0	431	1227
Approach %	58.2	41.8	0.0		64.9	35.1	0.0		27.1	72.9	0.0		
Total %	22.9	16.5	0.0	39.4	16.5	9.0	0.0	25.5	9.5	25.6	0.0	35.1	
Exiting Leg Total				517				319				391	1227
Cars	273	199	0	472	200	109	0	309	117	310	0	427	1208
% Cars	97.2	98.5	0.0	97.7	98.5	99.1	0.0	98.7	100.0	98.7	0.0	99.1	98.5
Exiting Leg Total				510				316				382	1208
Heavy Vehicles	8	3	0	11	3	1	0	4	0	4	0	4	19
% Heavy Vehicles	2.8	1.5	0.0	2.3	1.5	0.9	0.0	1.3	0.0	1.3	0.0	0.9	1.5
Exiting Leg Total				7				3				9	19

Peak Hour Analysis from 11:30 AM to 01:30 PM begins at:

11:45 AM	Mill Road from North				Mill Road Plaza Driveway from East				Mill Road from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
11:45 AM	45	24	0	69	24	21	0	45	16	49	0	65	179
12:00 PM	31	26	0	57	20	11	0	31	19	41	0	60	148
12:15 PM	28	32	0	60	31	15	0	46	15	32	0	47	153
12:30 PM	34	28	0	62	33	14	0	47	9	53	0	62	171
Total Volume	138	110	0	248	108	61	0	169	59	175	0	234	651
% Approach Total	55.6	44.4	0.0		63.9	36.1	0.0		25.2	74.8	0.0		
PHF	0.767	0.859	0.000	0.899	0.818	0.726	0.000	0.899	0.776	0.825	0.000	0.900	0.909
Cars	134	109	0	243	107	60	0	167	59	172	0	231	641
Cars %	97.1	99.1	0.0	98.0	99.1	98.4	0.0	98.8	100.0	98.3	0.0	98.7	98.5
Heavy Vehicles	4	1	0	5	1	1	0	2	0	3	0	3	10
Heavy Vehicles %	2.9	0.9	0.0	2.0	0.9	1.6	0.0	1.2	0.0	1.7	0.0	1.3	1.5
Cars Enter Leg	134	109	0	243	107	60	0	167	59	172	0	231	641
Heavy Enter Leg	4	1	0	5	1	1	0	2	0	3	0	3	10
Total Entering Leg	138	110	0	248	108	61	0	169	59	175	0	234	651
Cars Exiting Leg				279				168				194	641
Heavy Exiting Leg				4				1				5	10
Total Exiting Leg				283				169				199	651

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: **Saturday, May 05, 2018**
Start Time: **11:30 AM**
End Time: **1:30 PM**
Class:

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

Cars-Combined (Motorcycles, Cars, Light Goods)

	Mill Road from North				Mill Road Plaza Driveway from East				Mill Road from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
11:30 AM	25	24	0	49	26	10	0	36	12	41	0	53	138
11:45 AM	45	23	0	68	23	21	0	44	16	48	0	64	176
Total	70	47	0	117	49	31	0	80	28	89	0	117	314
12:00 PM	28	26	0	54	20	11	0	31	19	39	0	58	143
12:15 PM	28	32	0	60	31	14	0	45	15	32	0	47	152
12:30 PM	33	28	0	61	33	14	0	47	9	53	0	62	170
12:45 PM	38	28	0	66	25	15	0	40	13	31	0	44	150
Total	127	114	0	241	109	54	0	163	56	155	0	211	615
1:00 PM	37	16	0	53	18	15	0	33	16	36	0	52	138
1:15 PM	39	22	0	61	24	9	0	33	17	30	0	47	141
Total	76	38	0	114	42	24	0	66	33	66	0	99	279
Grand Total	273	199	0	472	200	109	0	309	117	310	0	427	1208
Approach %	57.8	42.2	0.0		64.7	35.3	0.0		27.4	72.6	0.0		
Total %	22.6	16.5	0.0	39.1	16.6	9.0	0.0	25.6	9.7	25.7	0.0	35.3	
Exiting Leg Total				510				316				382	1208

Peak Hour Analysis from 11:30 AM to 01:30 PM begins at:

11:45 AM	Mill Road from North				Mill Road Plaza Driveway from East				Mill Road from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
11:45 AM	45	23	0	68	23	21	0	44	16	48	0	64	176
12:00 PM	28	26	0	54	20	11	0	31	19	39	0	58	143
12:15 PM	28	32	0	60	31	14	0	45	15	32	0	47	152
12:30 PM	33	28	0	61	33	14	0	47	9	53	0	62	170
Total Volume	134	109	0	243	107	60	0	167	59	172	0	231	641
% Approach Total	55.1	44.9	0.0		64.1	35.9	0.0		25.5	74.5	0.0		
PHF	0.744	0.852	0.000	0.893	0.811	0.714	0.000	0.888	0.776	0.811	0.000	0.902	0.911
Entering Leg	134	109	0	243	107	60	0	167	59	172	0	231	641
Exiting Leg				279				168				194	641
Total				522				335				425	1282

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: **Saturday, May 05, 2018**
Start Time: **11:30 AM**
End Time: **1:30 PM**

PRECISION DATA INDUSTRIES, LLC
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 from North				Mill Road Plaza Driveway from East				Mill Road from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
11:30 AM	2	0	0	2	1	0	0	1	0	0	0	0	3
11:45 AM	0	1	0	1	1	0	0	1	0	1	0	1	3
Total	2	1	0	3	2	0	0	2	0	1	0	1	6
12:00 PM	3	0	0	3	0	0	0	0	0	2	0	2	5
12:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	1
12:30 PM	1	0	0	1	0	0	0	0	0	0	0	0	1
12:45 PM	1	0	0	1	0	0	0	0	0	1	0	1	2
Total	5	0	0	5	0	1	0	1	0	3	0	3	9
1:00 PM	1	1	0	2	1	0	0	1	0	0	0	0	3
1:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	1
Total	1	2	0	3	1	0	0	1	0	0	0	0	4
Grand Total	8	3	0	11	3	1	0	4	0	4	0	4	19
Approach %	72.7	27.3	0.0		75.0	25.0	0.0		0.0	100.0	0.0		
Total %	42.1	15.8	0.0	57.9	15.8	5.3	0.0	21.1	0.0	21.1	0.0	21.1	
Exiting Leg Total				7				3				9	19
Buses	6	0	0	6	0	0	0	0	0	0	0	0	6
% Buses	75.0	0.0	0.0	54.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	31.6
Exiting Leg Total				0				0				6	6
Single-Unit Trucks	2	3	0	5	3	1	0	4	0	4	0	4	13
% Single-Unit	25.0	100.0	0.0	45.5	100.0	100.0	0.0	100.0	0.0	100.0	0.0	100.0	68.4
Exiting Leg Total				7				3				3	13
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 11:30 AM to 01:30 PM begins at:

11:30 AM	Mill Road from North				Mill Road Plaza Driveway from East				Mill Road from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
11:30 AM	2	0	0	2	1	0	0	1	0	0	0	0	3
11:45 AM	0	1	0	1	1	0	0	1	0	1	0	1	3
12:00 PM	3	0	0	3	0	0	0	0	0	2	0	2	5
12:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	1
Total Volume	5	1	0	6	2	1	0	3	0	3	0	3	12
% Approach Total	83.3	16.7	0.0		66.7	33.3	0.0		0.0	100.0	0.0		
PHF	0.417	0.250	0.000	0.500	0.500	0.250	0.000	0.750	0.000	0.375	0.000	0.375	0.600
Buses	3	0	0	3	0	0	0	0	0	0	0	0	3
Buses %	60.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0
Single-Unit Trucks	2	1	0	3	2	1	0	3	0	3	0	3	9
Single-Unit %	40.0	100.0	0.0	50.0	100.0	100.0	0.0	100.0	0.0	100.0	0.0	100.0	75.0
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	3	0	0	3	0	0	0	0	0	0	0	0	3
Single-Unit Trucks	2	1	0	3	2	1	0	3	0	3	0	3	9
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Entering Leg	5	1	0	6	2	1	0	3	0	3	0	3	12
Buses				0				0				3	3
Single-Unit Trucks				5				1				3	9
Articulated Trucks				0				0				0	0
Total Exiting Leg				5				1				6	12

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: **Saturday, May 05, 2018**
Start Time: **11:30 AM**
End Time: **1:30 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
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				
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
11:30 AM	25	23	0	48	25	8	0	33	11	39	0	50	131
11:45 AM	36	19	0	55	23	19	0	42	14	43	0	57	154
Total	61	42	0	103	48	27	0	75	25	82	0	107	285
12:00 PM	22	23	0	45	18	10	0	28	19	32	0	51	124
12:15 PM	25	30	0	55	30	14	0	44	15	30	0	45	144
12:30 PM	32	24	0	56	31	13	0	44	9	46	0	55	155
12:45 PM	35	24	0	59	19	14	0	33	12	30	0	42	134
Total	114	101	0	215	98	51	0	149	55	138	0	193	557
1:00 PM	33	15	0	48	17	15	0	32	15	27	0	42	122
1:15 PM	33	20	0	53	20	8	0	28	16	27	0	43	124
Total	66	35	0	101	37	23	0	60	31	54	0	85	246
Grand Total	241	178	0	419	183	101	0	284	111	274	0	385	1088
Approach %	57.5	42.5	0.0		64.4	35.6	0.0		28.8	71.2	0.0		
Total %	22.2	16.4	0.0	38.5	16.8	9.3	0.0	26.1	10.2	25.2	0.0	35.4	
Exiting Leg Total				457				289				342	1088

Peak Hour Analysis from 11:30 AM to 01:30 PM begins at:

11:45 AM	Mill Road				Mill Road Plaza Driveway				Mill Road				
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
11:45 AM	36	19	0	55	23	19	0	42	14	43	0	57	154
12:00 PM	22	23	0	45	18	10	0	28	19	32	0	51	124
12:15 PM	25	30	0	55	30	14	0	44	15	30	0	45	144
12:30 PM	32	24	0	56	31	13	0	44	9	46	0	55	155
Total Volume	115	96	0	211	102	56	0	158	57	151	0	208	577
% Approach Total	54.5	45.5	0.0		64.6	35.4	0.0		27.4	72.6	0.0		
PHF	0.799	0.800	0.000	0.942	0.823	0.737	0.000	0.898	0.750	0.821	0.000	0.912	0.931
Entering Leg	115	96	0	211	102	56	0	158	57	151	0	208	577
Exiting Leg				253				153				171	577
Total				464				311				379	1154

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: **Saturday, May 05, 2018**
Start Time: **11:30 AM**
End Time: **1:30 PM**
Class:

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

Light Goods Vehicle

	Mill Road from North				Mill Road Plaza Driveway from East				Mill Road from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
11:30 AM	0	1	0	1	1	1	0	2	0	2	0	2	5
11:45 AM	7	3	0	10	0	2	0	2	2	3	0	5	17
Total	7	4	0	11	1	3	0	4	2	5	0	7	22
12:00 PM	4	3	0	7	2	1	0	3	0	5	0	5	15
12:15 PM	2	2	0	4	1	0	0	1	0	1	0	1	6
12:30 PM	1	3	0	4	2	0	0	2	0	7	0	7	13
12:45 PM	2	4	0	6	5	1	0	6	1	0	0	1	13
Total	9	12	0	21	10	2	0	12	1	13	0	14	47
1:00 PM	4	1	0	5	1	0	0	1	1	7	0	8	14
1:15 PM	6	1	0	7	3	1	0	4	1	1	0	2	13
Total	10	2	0	12	4	1	0	5	2	8	0	10	27
Grand Total	26	18	0	44	15	6	0	21	5	26	0	31	96
Approach %	59.1	40.9	0.0		71.4	28.6	0.0		16.1	83.9	0.0		
Total %	27.1	18.8	0.0	45.8	15.6	6.3	0.0	21.9	5.2	27.1	0.0	32.3	
Exiting Leg Total				41				23				32	96

Peak Hour Analysis from 11:30 AM to 01:30 PM begins at:

12:30 PM	Mill Road from North				Mill Road Plaza Driveway from East				Mill Road from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
12:30 PM	1	3	0	4	2	0	0	2	0	7	0	7	13
12:45 PM	2	4	0	6	5	1	0	6	1	0	0	1	13
1:00 PM	4	1	0	5	1	0	0	1	1	7	0	8	14
1:15 PM	6	1	0	7	3	1	0	4	1	1	0	2	13
Total Volume	13	9	0	22	11	2	0	13	3	15	0	18	53
% Approach Total	59.1	40.9	0.0		84.6	15.4	0.0		16.7	83.3	0.0		
PHF	0.542	0.563	0.000	0.786	0.550	0.500	0.000	0.542	0.750	0.536	0.000	0.563	0.946
Entering Leg	13	9	0	22	11	2	0	13	3	15	0	18	53
Exiting Leg				26				12				15	53
Total				48				25				33	106

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: **Saturday, May 05, 2018**
Start Time: **11:30 AM**
End Time: **1:30 PM**
Class:

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

Buses

	Mill Road from North				Mill Road Plaza Driveway from East				Mill Road from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
11:30 AM	1	0	0	1	0	0	0	0	0	0	0	0	1
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	1	0	0	0	0	0	0	0	0	1
12:00 PM	2	0	0	2	0	0	0	0	0	0	0	0	2
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	1	0	0	1	0	0	0	0	0	0	0	0	1
12:45 PM	1	0	0	1	0	0	0	0	0	0	0	0	1
Total	4	0	0	4	0	0	0	0	0	0	0	0	4
1:00 PM	1	0	0	1	0	0	0	0	0	0	0	0	1
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	1	0	0	0	0	0	0	0	0	1
Grand Total	6	0	0	6	0	0	0	0	0	0	0	0	6
Approach %	100.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		
Total %	100.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total				0				0				6	6

Peak Hour Analysis from 11:30 AM to 01:30 PM begins at:

12:00 PM	Mill Road from North				Mill Road Plaza Driveway from East				Mill Road from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
12:00 PM	2	0	0	2	0	0	0	0	0	0	0	0	2
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	1	0	0	1	0	0	0	0	0	0	0	0	1
12:45 PM	1	0	0	1	0	0	0	0	0	0	0	0	1
Total Volume	4	0	0	4	0	0	0	0	0	0	0	0	4
% Approach Total	100.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		
PHF	0.500	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500
Entering Leg	4	0	0	4	0	0	0	0	0	0	0	0	4
Exiting Leg				0				0				4	4
Total				4				0				4	8

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: **Saturday, May 05, 2018**
Start Time: **11:30 AM**
End Time: **1:30 PM**
Class:

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

Single-Unit Trucks

	Mill Road from North				Mill Road Plaza Driveway from East				Mill Road from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
11:30 AM	1	0	0	1	1	0	0	1	0	0	0	0	2
11:45 AM	0	1	0	1	1	0	0	1	0	1	0	1	3
Total	1	1	0	2	2	0	0	2	0	1	0	1	5
12:00 PM	1	0	0	1	0	0	0	0	0	2	0	2	3
12:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	1
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	1	0	0	1	0	1	0	1	0	3	0	3	5
1:00 PM	0	1	0	1	1	0	0	1	0	0	0	0	2
1:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	1
Total	0	2	0	2	1	0	0	1	0	0	0	0	3
Grand Total	2	3	0	5	3	1	0	4	0	4	0	4	13
Approach %	40.0	60.0	0.0		75.0	25.0	0.0		0.0	100.0	0.0		
Total %	15.4	23.1	0.0	38.5	23.1	7.7	0.0	30.8	0.0	30.8	0.0	30.8	
Exiting Leg Total				7				3				3	13

Peak Hour Analysis from 11:30 AM to 01:30 PM begins at:

11:30 AM	Mill Road from North				Mill Road Plaza Driveway from East				Mill Road from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
11:30 AM	1	0	0	1	1	0	0	1	0	0	0	0	2
11:45 AM	0	1	0	1	1	0	0	1	0	1	0	1	3
12:00 PM	1	0	0	1	0	0	0	0	0	2	0	2	3
12:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	1
Total Volume	2	1	0	3	2	1	0	3	0	3	0	3	9
% Approach Total	66.7	33.3	0.0		66.7	33.3	0.0		0.0	100.0	0.0		
PHF	0.500	0.250	0.000	0.750	0.500	0.250	0.000	0.750	0.000	0.375	0.000	0.375	0.750
Entering Leg	2	1	0	3	2	1	0	3	0	3	0	3	9
Exiting Leg				5				1				3	9
Total				8				4				6	18

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: **Saturday, May 05, 2018**
Start Time: **11:30 AM**
End Time: **1:30 PM**
Class:

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

Articulated Trucks

	Mill Road from North				Mill Road Plaza Driveway from East				Mill Road from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total				0				0				0	0

Peak Hour Analysis from 11:30 AM to 01:30 PM begins at:

11:30 AM	Mill Road from North				Mill Road Plaza Driveway from East				Mill Road from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg				0				0				0	0
Total				0				0				0	0

PDI File #: **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: **Saturday, May 05, 2018**
Start Time: **11:30 AM**
End Time: **1:30 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
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 from North						Mill Road Plaza Driveway from East						Mill Road 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	Total
11:30 AM	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
11:45 AM	1	1	0	1	0	3	1	0	0	0	0	1	1	1	0	0	0	2	6
Total	2	1	0	1	0	4	1	0	0	0	0	1	1	1	0	0	0	2	7
12:00 PM	0	0	0	0	1	1	0	0	0	0	0	0	0	1	0	0	0	1	2
12:15 PM	2	0	0	0	0	2	0	0	0	0	0	0	1	0	0	0	0	1	3
12:30 PM	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	1
12:45 PM	4	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
Total	6	0	0	0	1	7	1	0	0	0	0	1	1	1	0	0	0	2	10
1:00 PM	3	0	0	0	0	3	0	0	0	0	0	0	0	2	0	0	0	2	5
1:15 PM	1	0	0	0	0	1	1	0	0	0	0	1	1	1	0	0	0	2	4
Total	4	0	0	0	0	4	1	0	0	0	0	1	1	3	0	0	0	4	9
Grand Total	12	1	0	1	1	15	3	0	0	0	0	3	3	5	0	0	0	8	26
Approach %	80.0	6.7	0.0	6.7	6.7		100.0	0.0	0.0	0.0	0.0		37.5	62.5	0.0	0.0	0.0		
Total %	46.2	3.8	0.0	3.8	3.8	57.7	11.5	0.0	0.0	0.0	0.0	11.5	11.5	19.2	0.0	0.0	0.0	30.8	
Exiting Leg Total						10						4						12	26

Peak Hour Analysis from 11:30 AM to 01:30 PM begins at:

12:30 PM	Mill Road from North						Mill Road Plaza Driveway from East						Mill Road 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	Total
12:30 PM	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	1
12:45 PM	4	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
1:00 PM	3	0	0	0	0	3	0	0	0	0	0	0	0	2	0	0	0	2	5
1:15 PM	1	0	0	0	0	1	1	0	0	0	0	1	1	1	0	0	0	2	4
Total Volume	8	0	0	0	0	8	2	0	0	0	0	2	1	3	0	0	0	4	14
% Approach Total	100.0	0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0	0.0		25.0	75.0	0.0	0.0	0.0		
PHF	0.500	0.000	0.000	0.000	0.000	0.500	0.500	0.000	0.000	0.000	0.000	0.500	0.250	0.375	0.000	0.000	0.000	0.500	0.700
Entering Leg	8	0	0	0	0	8	2	0	0	0	0	2	1	3	0	0	0	4	14
Exiting Leg						5						1						8	14
Total						13						3						12	28

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: **Saturday, May 05, 2018**
Start Time: **11:30 AM**
End Time: **1:30 PM**
Class:

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

Pedestrians

	Mill Road from North						Mill Road Plaza Driveway from East						Mill Road 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	Total
11:30 AM	0	0	0	17	6	23	0	0	0	2	2	4	0	0	0	0	0	0	27
11:45 AM	0	0	0	16	12	28	0	0	0	32	6	38	0	0	0	0	0	0	66
Total	0	0	0	33	18	51	0	0	0	34	8	42	0	0	0	0	0	0	93
12:00 PM	0	0	0	21	3	24	0	0	0	8	7	15	0	0	0	0	0	0	39
12:15 PM	0	0	0	57	6	63	0	0	0	1	24	25	0	0	0	0	0	0	88
12:30 PM	0	0	0	21	6	27	0	0	0	18	8	26	0	0	0	0	0	0	53
12:45 PM	0	0	0	11	19	30	0	0	0	3	11	14	0	0	0	0	1	1	45
Total	0	0	0	110	34	144	0	0	0	30	50	80	0	0	0	0	1	1	225
1:00 PM	0	0	0	20	6	26	0	0	0	16	23	39	0	0	0	0	8	8	73
1:15 PM	0	0	0	7	3	10	0	0	0	67	25	92	0	0	0	0	0	0	102
Total	0	0	0	27	9	36	0	0	0	83	48	131	0	0	0	0	8	8	175
Grand Total	0	0	0	170	61	231	0	0	0	147	106	253	0	0	0	0	9	9	493
Approach %	0	0	0	73.593	26.407		0	0	0	58.103	41.897		0	0	0	0	100		
Total %	0	0	0	34.483	12.373	46.856	0	0	0	29.817	21.501	51.318	0	0	0	0	1.8256	1.8256	
Exiting Leg Total						231						253						9	493

Peak Hour Analysis from 11:30 AM to 01:30 PM begins at:

12:30 PM	Mill Road from North						Mill Road Plaza Driveway from East						Mill Road 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	Total
12:30 PM	0	0	0	21	6	27	0	0	0	18	8	26	0	0	0	0	0	0	53
12:45 PM	0	0	0	11	19	30	0	0	0	3	11	14	0	0	0	0	1	1	45
1:00 PM	0	0	0	20	6	26	0	0	0	16	23	39	0	0	0	0	8	8	73
1:15 PM	0	0	0	7	3	10	0	0	0	67	25	92	0	0	0	0	0	0	102
Total Volume	0	0	0	59	34	93	0	0	0	104	67	171	0	0	0	0	9	9	273
% Approach Total	0.0	0.0	0.0	63.4	36.6		0.0	0.0	0.0	60.8	39.2		0.0	0.0	0.0	0.0	100.0		
PHF	0.000	0.000	0.000	0.702	0.447	0.775	0.000	0.000	0.000	0.388	0.670	0.465	0.000	0.000	0.000	0.000	0.281	0.281	0.669
Entering Leg	0	0	0	59	34	93	0	0	0	104	67	171	0	0	0	0	9	9	273
Exiting Leg						93						171						9	273
Total						186						342						18	546

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:

PRECISION DATA INDUSTRIES, LLC
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 from North				Mill Road Plaza Driveway from East				Mill Road from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	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
Total	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
Total	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 from North				Mill Road Plaza Driveway from East				Mill Road from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	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**
Class:

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

Cars-Combined (Motorcycles, Cars, Light Goods)

	Mill Road from North				Mill Road Plaza Driveway from East				Mill Road from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	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:

4:30 PM	Mill Road from North				Mill Road Plaza Driveway from East				Mill Road from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	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**

PRECISION DATA INDUSTRIES, LLC
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 from North				Mill Road Plaza Driveway from East				Mill Road from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	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
Total	5	1	0	6	1	0	0	1	0	0	0	0	7
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
Total	3	1	0	4	1	0	0	1	0	0	0	0	5
Grand Total	8	2	0	10	2	0	0	2	0	0	0	0	12
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:

4:30 PM	Mill Road from North				Mill Road Plaza Driveway from East				Mill Road from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	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
Total Volume	6	1	0	7	1	0	0	1	0	0	0	0	8
% 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
Total Entering Leg	6	1	0	7	1	0	0	1	0	0	0	0	8
Buses				0				0				5	5
Single-Unit Trucks				1				1				1	3
Articulated Trucks				0				0				0	0
Total Exiting Leg				1				1				6	8

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:

PRECISION DATA INDUSTRIES, LLC
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				
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	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
Total	141	144	0	285	146	55	0	201	82	247	0	329	815
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
Total	171	136	0	307	152	61	0	213	67	236	0	303	823
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:

4:30 PM	Mill Road				Mill Road Plaza Driveway				Mill Road				
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	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:

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

Light Goods Vehicle

	Mill Road from North				Mill Road Plaza Driveway from East				Mill Road from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	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
Total	16	11	0	27	12	10	0	22	9	23	0	32	81
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
Total	12	8	0	20	16	6	0	22	9	22	0	31	73
Grand Total	28	19	0	47	28	16	0	44	18	45	0	63	154
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:

4:45 PM	Mill Road from North				Mill Road Plaza Driveway from East				Mill Road from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	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
Total				62				50				54	166

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:

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

Buses

	Mill Road from North				Mill Road Plaza Driveway from East				Mill Road from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	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	0	0	3	0	0	0	0	0	0	0	0	3
4:45 PM	1	0	0	1	0	0	0	0	0	0	0	0	1
Total	5	0	0	5	0	0	0	0	0	0	0	0	5
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	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
Total	2	1	0	3	1	0	0	1	0	0	0	0	4
Grand Total	7	1	0	8	1	0	0	1	0	0	0	0	9
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 from North				Mill Road Plaza Driveway from East				Mill Road from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	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	0	0	3	0	0	0	0	0	0	0	0	3
4:45 PM	1	0	0	1	0	0	0	0	0	0	0	0	1
Total Volume	5	0	0	5	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	0.417
Entering Leg	5	0	0	5	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:

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

Single-Unit Trucks

	Mill Road from North				Mill Road Plaza Driveway from East				Mill Road from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	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
Total	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
Total	1	0	0	1	0	0	0	0	0	0	0	0	1
Grand Total	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 from North				Mill Road Plaza Driveway from East				Mill Road from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	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
Total Volume	1	1	0	2	1	0	0	1	0	0	0	0	3
% Approach Total	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
Total				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:

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

Articulated Trucks

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

PDI File #: **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:

PRECISION DATA INDUSTRIES, LLC
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 from North						Mill Road Plaza Driveway from East						Mill Road 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	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
Total	2	0	0	0	3	5	2	0	0	0	1	3	1	4	0	0	0	5	13
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
Total	2	1	0	1	0	4	0	2	0	0	0	2	0	2	0	0	0	2	8
Grand Total	4	1	0	1	3	9	2	2	0	0	1	5	1	6	0	0	0	7	21
Approach %	44.4	11.1	0.0	11.1	33.3		40.0	40.0	0.0	0.0	20.0		14.3	85.7	0.0	0.0	0.0		
Total %	19.0	4.8	0.0	4.8	14.3	42.9	9.5	9.5	0.0	0.0	4.8	23.8	4.8	28.6	0.0	0.0	0.0	33.3	
Exiting Leg Total						12						3						6	21

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

4:15 PM	Mill Road from North						Mill Road Plaza Driveway from East						Mill Road 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	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
Total Volume	2	0	0	1	3	6	2	0	0	0	1	3	1	5	0	0	0	6	15
% Approach Total	33.3	0.0	0.0	16.7	50.0		66.7	0.0	0.0	0.0	33.3		16.7	83.3	0.0	0.0	0.0		
PHF	0.500	0.000	0.000	0.250	0.250	0.375	0.500	0.000	0.000	0.000	0.250	0.375	0.250	0.625	0.000	0.000	0.000	0.750	0.625
Entering Leg	2	0	0	1	3	6	2	0	0	0	1	3	1	5	0	0	0	6	15
Exiting Leg						11						2						2	15
Total						17						5						8	30

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:

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

Pedestrians

	Mill Road from North						Mill Road Plaza Driveway from East						Mill Road 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	Total
4:00 PM	0	0	0	11	2	13	0	0	0	3	13	16	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	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:

4:30 PM	Mill Road from North						Mill Road Plaza Driveway from East						Mill Road 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	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 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 St (Mid Block CrosswalK)
City, State: Durham, NH
Client: Tighe & Bond/V. Kalikiri

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

Groups Printed- Pedestrians - Bicycles

	Mill Road From North		Mid Block Crosswalk From East		Mill Road From South		Mid Block Crosswalk From West		
Start Time	EB	WB	EB	WB	EB	WB	EB	Peds	Int. Total
11:30 AM	0	0	0	19	0	0	34	0	53
11:45 AM	0	0	0	26	0	0	14	0	40
Total	0	0	0	45	0	0	48	0	93
12:00 PM	0	0	0	7	0	0	34	0	41
12:15 PM	0	0	0	14	0	0	33	0	47
12:30 PM	0	0	0	10	0	0	35	0	45
12:45 PM	0	0	0	20	0	0	33	0	53
Total	0	0	0	51	0	0	135	0	186
01:00 PM	0	0	0	15	0	0	22	0	37
01:15 PM	0	0	0	22	0	0	24	0	46
Grand Total	0	0	0	133	0	0	229	0	362
Apprch %	0	0	0	100	0	0	100	0	
Total %	0	0	0	36.7	0	0	63.3	0	
Pedestrians	0	0	0	133	0	0	229	0	362
% Pedestrians	0	0	0	100	0	0	100	0	100
Bicycles	0	0	0	0	0	0	0	0	0
% Bicycles	0	0	0	0	0	0	0	0	0

	Mill Road From North			Mid Block Crosswalk From East			Mill Road From South			Mid Block Crosswalk From West			
Start Time	EB	WB	App. Total	EB	WB	App. Total	EB	WB	App. Total	EB	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:30 AM to 01:15 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 12:00 PM													
12:00 PM	0	0	0	0	7	7	0	0	0	34	0	34	41
12:15 PM	0	0	0	0	14	14	0	0	0	33	0	33	47
12:30 PM	0	0	0	0	10	10	0	0	0	35	0	35	45
12:45 PM	0	0	0	0	20	20	0	0	0	33	0	33	53
Total Volume	0	0	0	0	51	51	0	0	0	135	0	135	186
% App. Total	0	0		0	100		0	0		100	0		
PHF	.000	.000	.000	.000	.638	.638	.000	.000	.000	.964	.000	.964	.877
Pedestrians	0	0	0	0	51	51	0	0	0	135	0	135	186
% Pedestrians	0	0	0	0	100	100	0	0	0	100	0	100	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 DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
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Mill Road
south of Main St (Mid Block CrosswalK)
City, State: Durham, NH
Client: Tighe & Bond/V. Kalikiri

File Name : 186243 B Pathway
Site Code : 22-1529-
Start Date : 5/5/2018

Groups Printed- Pedestrians

	Mill Road From North		Mid Block Crosswalk From East		Mill Road From South		Mid Block Crosswalk From West		
Start Time	EB	WB	EB	WB	EB	WB	EB	WB	Int. Total
11:30 AM	0	0	0	19	0	0	34	0	53
11:45 AM	0	0	0	26	0	0	14	0	40
Total	0	0	0	45	0	0	48	0	93
12:00 PM	0	0	0	7	0	0	34	0	41
12:15 PM	0	0	0	14	0	0	33	0	47
12:30 PM	0	0	0	10	0	0	35	0	45
12:45 PM	0	0	0	20	0	0	33	0	53
Total	0	0	0	51	0	0	135	0	186
01:00 PM	0	0	0	15	0	0	22	0	37
01:15 PM	0	0	0	22	0	0	24	0	46
Grand Total	0	0	0	133	0	0	229	0	362
Apprch %	0	0	0	100	0	0	100	0	
Total %	0	0	0	36.7	0	0	63.3	0	

	Mill Road From North			Mid Block Crosswalk From East			Mill Road From South			Mid Block Crosswalk From West			
Start Time	EB	WB	App. Total	EB	WB	App. Total	EB	WB	App. Total	EB	WB	App. Total	Int. Total
Peak Hour Analysis From 11:30 AM to 01:15 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 12:00 PM													
12:00 PM	0	0	0	0	7	7	0	0	0	34	0	34	41
12:15 PM	0	0	0	0	14	14	0	0	0	33	0	33	47
12:30 PM	0	0	0	0	10	10	0	0	0	35	0	35	45
12:45 PM	0	0	0	0	20	20	0	0	0	33	0	33	53
Total Volume	0	0	0	0	51	51	0	0	0	135	0	135	186
% App. Total	0	0		0	100		0	0		100	0		
PHF	.000	.000	.000	.000	.638	.638	.000	.000	.000	.964	.000	.964	.877

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

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

Groups Printed- Bicycles

	Mill Road From North		Mid Block Crosswalk From East		Mill Road From South		Mid Block Crosswalk From West		
Start Time	EB	WB	EB	WB	EB	WB	EB	Peds	Int. Total
11:30 AM	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0	0	0	0	0	0	
Total %									

	Mill Road From North			Mid Block Crosswalk From East			Mill Road From South			Mid Block Crosswalk From West			
Start Time	EB	WB	App. Total	EB	WB	App. Total	EB	WB	App. Total	EB	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:30 AM to 01:15 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 11:30 AM													
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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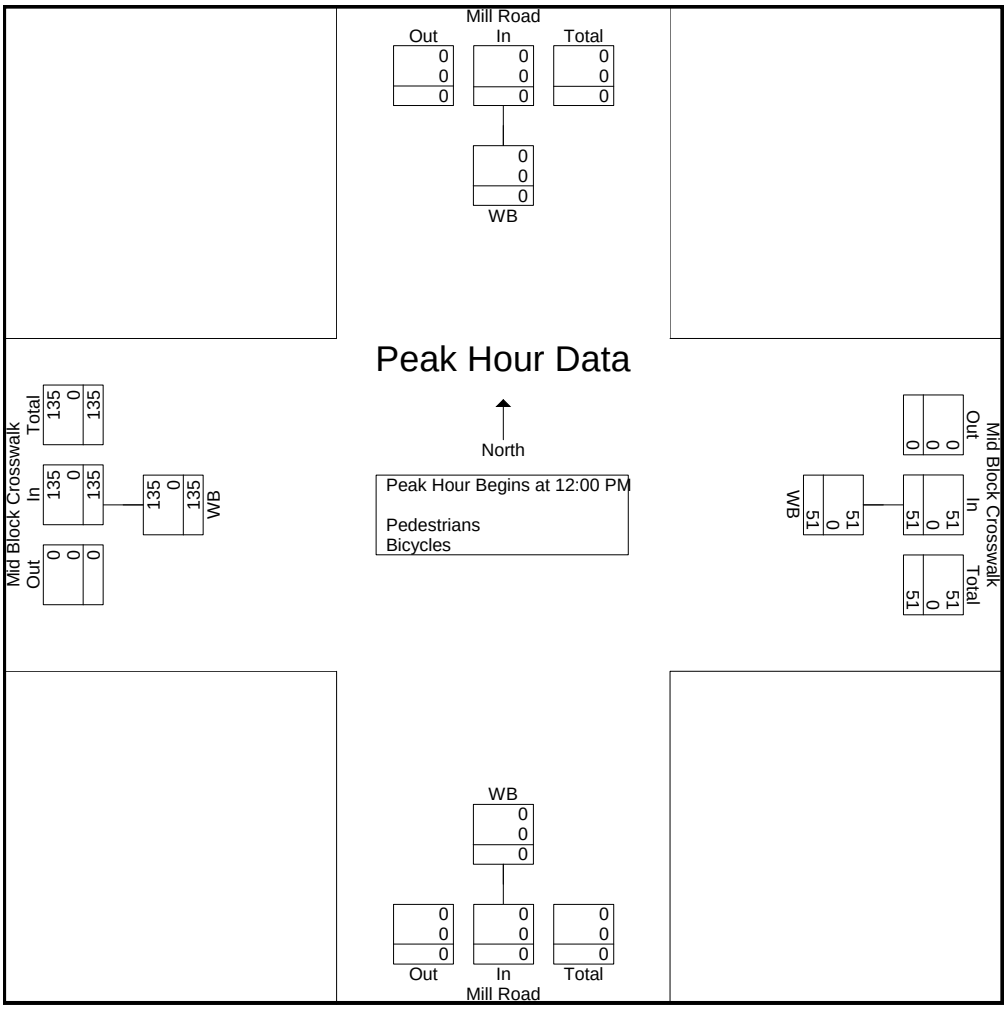
City, State: Durham, NH
Client: Tighe & Bond/V. Kalikiri

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

	Mill Road From North			Mid Block Crosswalk From East			Mill Road From South			Mid Block Crosswalk From West			
Start Time	EB	WB	App. Total	EB	WB	App. Total	EB	WB	App. Total	EB	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:30 AM to 01:15 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 12:00 PM													
12:00 PM	0	0	0	0	7	7	0	0	0	34	0	34	41
12:15 PM	0	0	0	0	14	14	0	0	0	33	0	33	47
12:30 PM	0	0	0	0	10	10	0	0	0	35	0	35	45
12:45 PM	0	0	0	0	20	20	0	0	0	33	0	33	53
Total Volume	0	0	0	0	51	51	0	0	0	135	0	135	186
% App. Total	0	0		0	100		0	0		100	0		
PHF	.000	.000	.000	.000	.638	.638	.000	.000	.000	.964	.000	.964	.877
Pedestrians	0	0	0	0	51	51	0	0	0	135	0	135	186
% Pedestrians	0	0	0	0	100	100	0	0	0	100	0	100	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



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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

Groups Printed- Pedestrians - Bicycles

	Mill Road From North		Mid Block Crosswalk From East		Mill Road From South		Mid Block Crosswalk From West		
Start Time	EB	WB	EB	WB	EB	WB	EB	WB	Int. Total
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

	Mill Road From North			Mid Block Crosswalk From East			Mill Road From South			Mid Block Crosswalk From West			
Start Time	EB	WB	App. Total	EB	WB	App. Total	EB	WB	App. Total	EB	WB	App. Total	Int. 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	100		0	0		100	0		
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

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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

Groups Printed- Pedestrians

	Mill Road From North		Mid Block Crosswalk From East		Mill Road From South		Mid Block Crosswalk From West		
Start Time	EB	WB	EB	WB	EB	WB	EB	WB	Int. Total
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	

	Mill Road From North			Mid Block Crosswalk From East			Mill Road From South			Mid Block Crosswalk From West			
Start Time	EB	WB	App. Total	EB	WB	App. Total	EB	WB	App. Total	EB	WB	App. Total	Int. 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

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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

Groups Printed- Bicycles

	Mill Road From North		Mid Block Crosswalk From East		Mill Road From South		Mid Block Crosswalk From West		
Start Time	EB	WB	EB	WB	EB	WB	EB	WB	Int. Total
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	

	Mill Road From North			Mid Block Crosswalk From East			Mill Road From South			Mid Block Crosswalk From West			
Start Time	EB	WB	App. Total	EB	WB	App. Total	EB	WB	App. Total	EB	WB	App. Total	Int. 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

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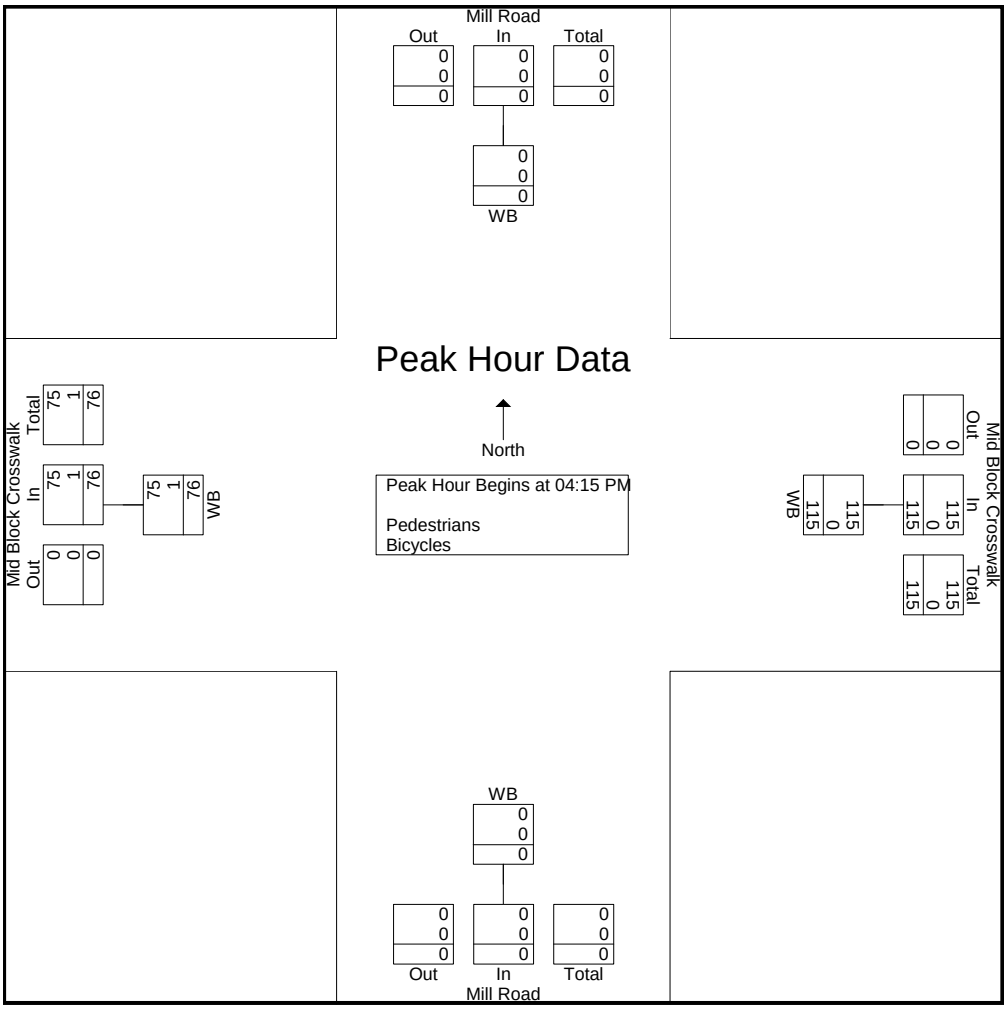
Mill Road
south of Main St (Mid Block Crosswalk)
City, State: Durham, NH
Client: Tighe & Bond/V. Kalikiri

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

	Mill Road From North			Mid Block Crosswalk From East			Mill Road From South			Mid Block Crosswalk From West			
Start Time	EB	WB	App. Total	EB	WB	App. Total	EB	WB	App. Total	EB	WB	App. Total	Int. 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	100		0	0		100	0		
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



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

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Office: 508-875-0100 Fax: 508-875-0118
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File Name : 186243 D Pathway West
Site Code : 22-1529-
Start Date : 5/5/2018
Page No : 1

Groups Printed- Pedestrians - Bicycles

	Main Street Sidewalk (north) From North		Main Street From East		Main Street Sidewalk (south) From South		Main Street From West		
Start Time	SB	NB	EB	WB	SB	NB	EB	Peds	Int. Total
11:30 AM	3	0	0	0	0	10	0	0	13
11:45 AM	9	0	0	0	0	7	0	0	16
Total	12	0	0	0	0	17	0	0	29
12:00 PM	17	0	0	0	0	6	0	0	23
12:15 PM	4	0	0	0	0	13	0	0	17
12:30 PM	10	0	0	0	0	9	0	0	19
12:45 PM	22	0	0	0	0	11	0	0	33
Total	53	0	0	0	0	39	0	0	92
01:00 PM	23	0	0	0	0	32	0	0	55
01:15 PM	32	0	0	0	0	17	0	0	49
Grand Total	120	0	0	0	0	105	0	0	225
Apprch %	100	0	0	0	0	100	0	0	
Total %	53.3	0	0	0	0	46.7	0	0	
Pedestrians	119	0	0	0	0	105	0	0	224
% Pedestrians	99.2	0	0	0	0	100	0	0	99.6
Bicycles	1	0	0	0	0	0	0	0	1
% Bicycles	0.8	0	0	0	0	0	0	0	0.4

	Main Street Sidewalk (north) From North			Main Street From East			Main Street Sidewalk (south) From South			Main Street From West			
Start Time	SB	NB	App. Total	EB	WB	App. Total	SB	NB	App. Total	EB	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:30 AM to 01:15 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 12:30 PM													
12:30 PM	10	0	10	0	0	0	0	9	9	0	0	0	19
12:45 PM	22	0	22	0	0	0	0	11	11	0	0	0	33
01:00 PM	23	0	23	0	0	0	0	32	32	0	0	0	55
01:15 PM	32	0	32	0	0	0	0	17	17	0	0	0	49
Total Volume	87	0	87	0	0	0	0	69	69	0	0	0	156
% App. Total	100	0		0	0		0	100		0	0		
PHF	.680	.000	.680	.000	.000	.000	.000	.539	.539	.000	.000	.000	.709
Pedestrians	87	0	87	0	0	0	0	69	69	0	0	0	156
% 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

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

File Name : 186243 D Pathway West
Site Code : 22-1529-
Start Date : 5/5/2018

Groups Printed- Pedestrians

	Main Street Sidewalk (north) From North		Main Street From East		Main Street Sidewalk (south) From South		Main Street From West		
Start Time	SB	NB	EB	WB	SB	NB	EB	WB	Int. Total
11:30 AM	3	0	0	0	0	10	0	0	13
11:45 AM	9	0	0	0	0	7	0	0	16
Total	12	0	0	0	0	17	0	0	29
12:00 PM	17	0	0	0	0	6	0	0	23
12:15 PM	3	0	0	0	0	13	0	0	16
12:30 PM	10	0	0	0	0	9	0	0	19
12:45 PM	22	0	0	0	0	11	0	0	33
Total	52	0	0	0	0	39	0	0	91
01:00 PM	23	0	0	0	0	32	0	0	55
01:15 PM	32	0	0	0	0	17	0	0	49
Grand Total	119	0	0	0	0	105	0	0	224
Apprch %	100	0	0	0	0	100	0	0	
Total %	53.1	0	0	0	0	46.9	0	0	

	Main Street Sidewalk (north) From North			Main Street From East			Main Street Sidewalk (south) From South			Main Street From West			
Start Time	SB	NB	App. Total	EB	WB	App. Total	SB	NB	App. Total	EB	WB	App. Total	Int. Total
Peak Hour Analysis From 11:30 AM to 01:15 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 12:30 PM													
12:30 PM	10	0	10	0	0	0	0	9	9	0	0	0	19
12:45 PM	22	0	22	0	0	0	0	11	11	0	0	0	33
01:00 PM	23	0	23	0	0	0	0	32	32	0	0	0	55
01:15 PM	32	0	32	0	0	0	0	17	17	0	0	0	49
Total Volume	87	0	87	0	0	0	0	69	69	0	0	0	156
% App. Total	100	0		0	0		0	100		0	0		
PHF	.680	.000	.680	.000	.000	.000	.000	.539	.539	.000	.000	.000	.709

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

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

Groups Printed- Bicycles

	Main Street Sidewalk (north) From North		Main Street From East		Main Street Sidewalk (south) From South		Main Street From West		
Start Time	SB	NB	EB	WB	SB	NB	EB	Peds	Int. Total
11:30 AM	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0
12:15 PM	1	0	0	0	0	0	0	0	1
12:30 PM	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0
Total	1	0	0	0	0	0	0	0	1
01:00 PM	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0
Grand Total	1	0	0	0	0	0	0	0	1
Apprch %	100	0	0	0	0	0	0	0	
Total %	100	0	0	0	0	0	0	0	

	Main Street Sidewalk (north) From North			Main Street From East			Main Street Sidewalk (south) From South			Main Street From West			
Start Time	SB	NB	App. Total	EB	WB	App. Total	SB	NB	App. Total	EB	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:30 AM to 01:15 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 11:30 AM													
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	1	0	1	0	0	0	0	0	0	0	0	0	1
Total Volume	1	0	1	0	0	0	0	0	0	0	0	0	1
% App. Total	100	0		0	0		0	0		0	0		
PHF	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250

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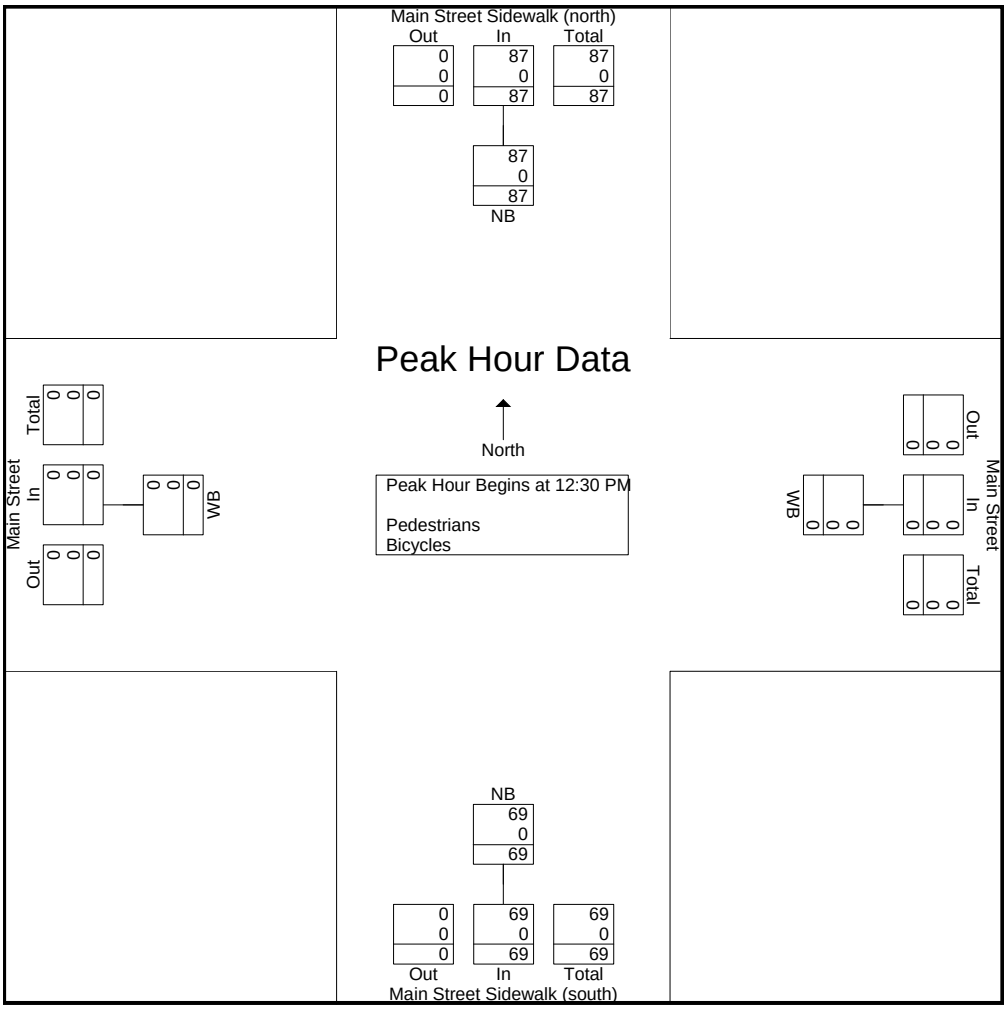
	Main Street Sidewalk (north) From North			Main Street From East			Main Street Sidewalk (south) From South			Main Street From West			
Start Time	SB	NB	App. Total	EB	WB	App. Total	SB	NB	App. Total	EB	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:30 AM to 01:15 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 12:30 PM													
12:30 PM	10	0	10	0	0	0	0	9	9	0	0	0	19
12:45 PM	22	0	22	0	0	0	0	11	11	0	0	0	33
01:00 PM	23	0	23	0	0	0	0	32	32	0	0	0	55
01:15 PM	32	0	32	0	0	0	0	17	17	0	0	0	49
Total Volume	87	0	87	0	0	0	0	69	69	0	0	0	156
% App. Total	100	0		0	0		0	100		0	0		
PHF	.680	.000	.680	.000	.000	.000	.000	.539	.539	.000	.000	.000	.709
Pedestrians	87	0	87	0	0	0	0	69	69	0	0	0	156
% 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



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File Name : 186243 DDD Pathway West
Site Code : 22-1529-
Start Date : 5/8/2018

Groups Printed- Pedestrians - Bicycles

	Main Street Sidewalk (north) From North		Main Street From East		Main Street Sidewalk (south) From South		Main Street From West		
Start Time	SB	NB	EB	WB	SB	NB	EB	Peds	Int. Total
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	11	0	0	0	0	12	0	0	23
04:45 PM	9	0	0	0	0	8	0	0	17
Total	33	0	0	0	0	36	0	0	69
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	70	0	0	0	0	90	0	0	160
Apprch %	100	0	0	0	0	100	0	0	
Total %	43.8	0	0	0	0	56.2	0	0	
Pedestrians	69	0	0	0	0	90	0	0	159
% Pedestrians	98.6	0	0	0	0	100	0	0	99.4
Bicycles	1	0	0	0	0	0	0	0	1
% Bicycles	1.4	0	0	0	0	0	0	0	0.6

	Main Street Sidewalk (north) From North			Main Street From East			Main Street Sidewalk (south) From South			Main Street From West			
Start Time	SB	NB	App. Total	EB	WB	App. Total	SB	NB	App. Total	EB	Peds	App. Total	Int. 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

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

File Name : 186243 DDD Pathway West
Site Code : 22-1529-
Start Date : 5/8/2018

Groups Printed- Pedestrians

	Main Street Sidewalk (north) From North		Main Street From East		Main Street Sidewalk (south) From South		Main Street From West		
Start Time	SB	NB	EB	WB	SB	NB	EB	WB	Int. Total
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	

	Main Street Sidewalk (north) From North			Main Street From East			Main Street Sidewalk (south) From South			Main Street From West			
Start Time	SB	NB	App. Total	EB	WB	App. Total	SB	NB	App. Total	EB	WB	App. Total	Int. 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

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City, State: Durham, NH
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File Name : 186243 DDD Pathway West
Site Code : 22-1529-
Start Date : 5/8/2018

Groups Printed- Bicycles

	Main Street Sidewalk (north) From North		Main Street From East		Main Street Sidewalk (south) From South		Main Street From West		
Start Time	SB	NB	EB	WB	SB	NB	EB	Peds	Int. Total
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	1	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0
Total	1	0	0	0	0	0	0	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	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0
Grand Total	1	0	0	0	0	0	0	0	1
Apprch %	100	0	0	0	0	0	0	0	
Total %	100	0	0	0	0	0	0	0	

	Main Street Sidewalk (north) From North			Main Street From East			Main Street Sidewalk (south) From South			Main Street From West			
Start Time	SB	NB	App. Total	EB	WB	App. Total	SB	NB	App. Total	EB	Peds	App. Total	Int. 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	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	1	0	1	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	1	0	1	0	0	0	0	0	0	0	0	0	1
% App. Total	100	0		0	0		0	0		0	0		
PHF	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250

Main Street
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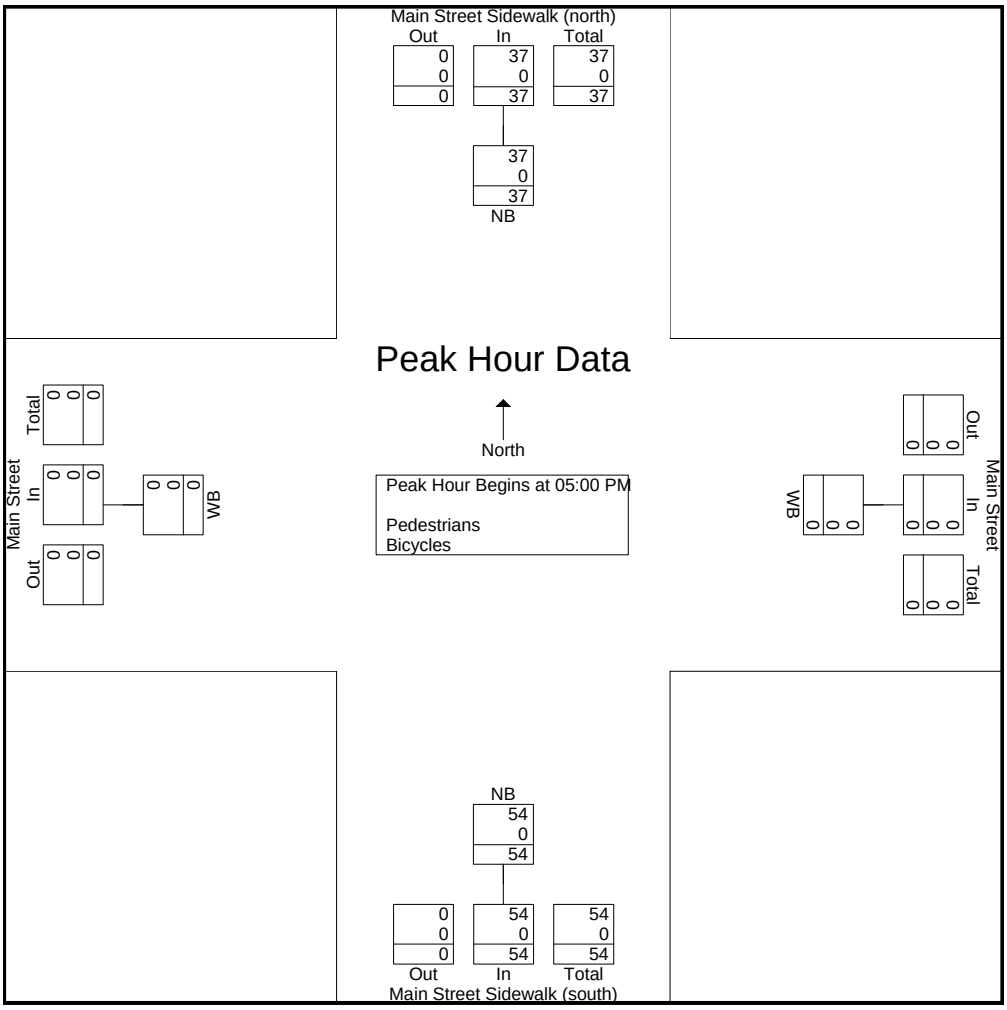
Page No : 1

	Main Street Sidewalk (north) From North			Main Street From East			Main Street Sidewalk (south) From South			Main Street From West			
Start Time	SB	NB	App. Total	EB	WB	App. Total	SB	NB	App. Total	EB	Peds	App. Total	Int. 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



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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 E Pathway
Site Code : 22-1529-
Start Date : 5/5/2018
Page No : 1

Groups Printed- Pedestrians - Bicycles

	Main Street Sidewalk (north) From North		Main Street From East		Main Street Sidewalk (south) From South		Main Street From West		
Start Time	SB J-Walk	SB X-Walk	EB	WB	NB J-Walk	NB X-Wallk	EB	Peds	Int. Total
11:30 AM	0	110	0	0	0	41	0	0	151
11:45 AM	0	59	0	0	7	84	0	0	150
Total	0	169	0	0	7	125	0	0	301
12:00 PM	1	23	0	0	1	39	0	0	64
12:15 PM	0	22	0	0	0	44	0	0	66
12:30 PM	2	54	0	0	0	58	0	0	114
12:45 PM	0	47	0	0	1	31	0	0	79
Total	3	146	0	0	2	172	0	0	323
01:00 PM	6	61	0	0	0	32	0	0	99
01:15 PM	13	49	0	0	3	47	0	0	112
Grand Total	22	425	0	0	12	376	0	0	835
Apprch %	4.9	95.1	0	0	3.1	96.9	0	0	
Total %	2.6	50.9	0	0	1.4	45	0	0	
Pedestrians	22	422	0	0	12	376	0	0	832
% Pedestrians	100	99.3	0	0	100	100	0	0	99.6
Bicycles	0	3	0	0	0	0	0	0	3
% Bicycles	0	0.7	0	0	0	0	0	0	0.4

	Main Street Sidewalk (north) From North			Main Street From East			Main Street Sidewalk (south) From South			Main Street From West			
Start Time	SB J-Walk	SB X-Walk	App. Total	EB	WB	App. Total	NB J-Walk	NB X-Wallk	App. Total	EB	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:30 AM to 01:15 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 11:30 AM													
11:30 AM	0	110	110	0	0	0	0	41	41	0	0	0	151
11:45 AM	0	59	59	0	0	0	7	84	91	0	0	0	150
12:00 PM	1	23	24	0	0	0	1	39	40	0	0	0	64
12:15 PM	0	22	22	0	0	0	0	44	44	0	0	0	66
Total Volume	1	214	215	0	0	0	8	208	216	0	0	0	431
% App. Total	0.5	99.5		0	0		3.7	96.3		0	0		
PHF	.250	.486	.489	.000	.000	.000	.286	.619	.593	.000	.000	.000	.714
Pedestrians	1	212	213	0	0	0	8	208	216	0	0	0	429
% Pedestrians	100	99.1	99.1	0	0	0	100	100	100	0	0	0	99.5
Bicycles	0	2	2	0	0	0	0	0	0	0	0	0	2
% Bicycles	0	0.9	0.9	0	0	0	0	0	0	0	0	0	0.5

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File Name : 186243 E Pathway
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Start Date : 5/5/2018
Page No : 1

Groups Printed- Pedestrians

	Main Street Sidewalk (north) From North		Main Street From East		Main Street Sidewalk (south) From South		Main Street From West		
Start Time	SB J-Walk	SB X-Walk	EB	WB	NB J-Walk	NB X-Wallk	EB	WB	Int. Total
11:30 AM	0	109	0	0	0	41	0	0	150
11:45 AM	0	59	0	0	7	84	0	0	150
Total	0	168	0	0	7	125	0	0	300
12:00 PM	1	22	0	0	1	39	0	0	63
12:15 PM	0	22	0	0	0	44	0	0	66
12:30 PM	2	54	0	0	0	58	0	0	114
12:45 PM	0	47	0	0	1	31	0	0	79
Total	3	145	0	0	2	172	0	0	322
01:00 PM	6	61	0	0	0	32	0	0	99
01:15 PM	13	48	0	0	3	47	0	0	111
Grand Total	22	422	0	0	12	376	0	0	832
Apprch %	5	95	0	0	3.1	96.9	0	0	
Total %	2.6	50.7	0	0	1.4	45.2	0	0	

	Main Street Sidewalk (north) From North			Main Street From East			Main Street Sidewalk (south) From South			Main Street From West			
Start Time	SB J-Walk	SB X-Walk	App. Total	EB	WB	App. Total	NB J-Walk	NB X-Wallk	App. Total	EB	WB	App. Total	Int. Total
Peak Hour Analysis From 11:30 AM to 01:15 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 11:30 AM													
11:30 AM	0	109	109	0	0	0	0	41	41	0	0	0	150
11:45 AM	0	59	59	0	0	0	7	84	91	0	0	0	150
12:00 PM	1	22	23	0	0	0	1	39	40	0	0	0	63
12:15 PM	0	22	22	0	0	0	0	44	44	0	0	0	66
Total Volume	1	212	213	0	0	0	8	208	216	0	0	0	429
% App. Total	0.5	99.5		0	0		3.7	96.3		0	0		
PHF	.250	.486	.489	.000	.000	.000	.286	.619	.593	.000	.000	.000	.715

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

Groups Printed- Bicycles

	Main Street Sidewalk (north) From North		Main Street From East		Main Street Sidewalk (south) From South		Main Street From West		
Start Time	SB J-Walk	SB X-Walk	EB	WB	NB J-Walk	NB X-Wallk	EB	Peds	Int. Total
11:30 AM	0	1	0	0	0	0	0	0	1
11:45 AM	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	0	0	0	0	1
12:00 PM	0	1	0	0	0	0	0	0	1
12:15 PM	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	0	0	0	0	1
01:00 PM	0	0	0	0	0	0	0	0	0
01:15 PM	0	1	0	0	0	0	0	0	1
Grand Total	0	3	0	0	0	0	0	0	3
Apprch %	0	100	0	0	0	0	0	0	
Total %	0	100	0	0	0	0	0	0	

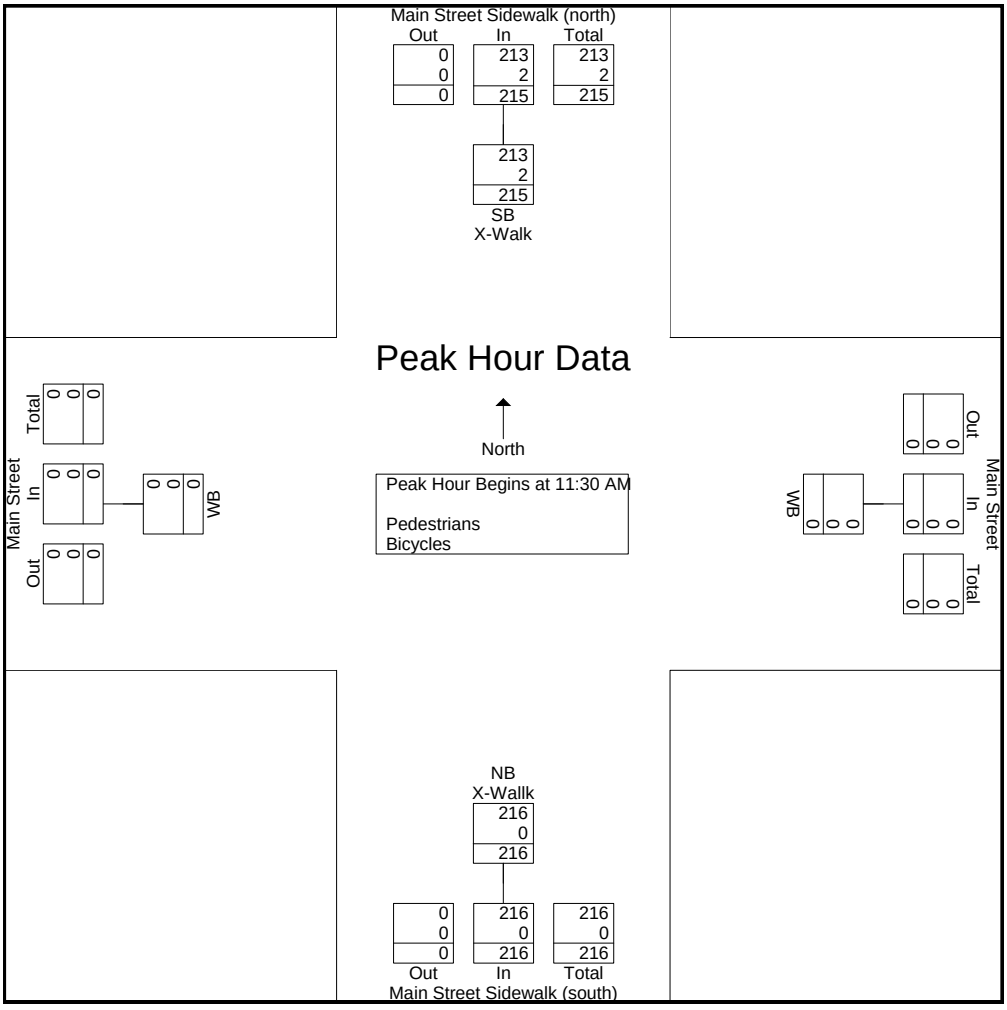
	Main Street Sidewalk (north) From North			Main Street From East			Main Street Sidewalk (south) From South			Main Street From West			
Start Time	SB J-Walk	SB X-Walk	App. Total	EB	WB	App. Total	NB J-Walk	NB X-Wallk	App. Total	EB	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:30 AM to 01:15 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 11:30 AM													
11:30 AM	0	1	1	0	0	0	0	0	0	0	0	0	1
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	1	1	0	0	0	0	0	0	0	0	0	1
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	2	2	0	0	0	0	0	0	0	0	0	2
% App. Total	0	100		0	0		0	0		0	0		
PHF	.000	.500	.500	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500

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

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 E Pathway
Site Code : 22-1529-
Start Date : 5/5/2018
Page No : 1

	Main Street Sidewalk (north) From North			Main Street From East			Main Street Sidewalk (south) From South			Main Street From West			
Start Time	SB J-Walk	SB X-Walk	App. Total	EB	WB	App. Total	NB J-Walk	NB X-Wallk	App. Total	EB	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:30 AM to 01:15 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 11:30 AM													
11:30 AM	0	110	110	0	0	0	0	41	41	0	0	0	151
11:45 AM	0	59	59	0	0	0	7	84	91	0	0	0	150
12:00 PM	1	23	24	0	0	0	1	39	40	0	0	0	64
12:15 PM	0	22	22	0	0	0	0	44	44	0	0	0	66
Total Volume	1	214	215	0	0	0	8	208	216	0	0	0	431
% App. Total	0.5	99.5		0	0		3.7	96.3		0	0		
PHF	.250	.486	.489	.000	.000	.000	.286	.619	.593	.000	.000	.000	.714
Pedestrians	1	212	213	0	0	0	8	208	216	0	0	0	429
% Pedestrians	100	99.1	99.1	0	0	0	100	100	100	0	0	0	99.5
Bicycles	0	2	2	0	0	0	0	0	0	0	0	0	2
% Bicycles	0	0.9	0.9	0	0	0	0	0	0	0	0	0	0.5



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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 - Bicycles

	Main Street Sidewalk (north) From North		Main Street From East		Main Street Sidewalk (south) From South		Main Street From West		
Start Time	SB J-Walk	SB X-Walk	EB	WB	NB J-Walk	NB X-Wallk	EB	Peds	Int. Total
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
Total	1	54	0	0	2	52	0	0	109
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
Total	0	46	0	0	4	40	0	0	90
Grand Total	1	100	0	0	6	92	0	0	199
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

	Main Street Sidewalk (north) From North			Main Street From East			Main Street Sidewalk (south) From South			Main Street From West			
Start Time	SB J-Walk	SB X-Walk	App. Total	EB	WB	App. Total	NB J-Walk	NB X-Wallk	App. Total	EB	Peds	App. Total	Int. 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
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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

	Main Street Sidewalk (north) From North		Main Street From East		Main Street Sidewalk (south) From South		Main Street From West		
Start Time	SB J-Walk	SB X-Walk	EB	WB	NB J-Walk	NB X-Wallk	EB	WB	Int. Total
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
Total	1	54	0	0	1	44	0	0	100
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
Total	0	46	0	0	4	39	0	0	89
Grand Total	1	100	0	0	5	83	0	0	189
Apprch %	1	99	0	0	5.7	94.3	0	0	
Total %	0.5	52.9	0	0	2.6	43.9	0	0	

	Main Street Sidewalk (north) From North			Main Street From East			Main Street Sidewalk (south) From South			Main Street From West			
Start Time	SB J-Walk	SB X-Walk	App. Total	EB	WB	App. Total	NB J-Walk	NB X-Wallk	App. Total	EB	WB	App. Total	Int. 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
Total Volume	1	54	55	0	0	0	1	44	45	0	0	0	100
% App. Total	1.8	98.2		0	0		2.2	97.8		0	0		
PHF	.250	.794	.809	.000	.000	.000	.250	.733	.750	.000	.000	.000	.893

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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- Bicycles

	Main Street Sidewalk (north) From North		Main Street From East		Main Street Sidewalk (south) From South		Main Street From West		
Start Time	SB J-Walk	SB X-Walk	EB	WB	NB J-Walk	NB X-Wallk	EB	Peds	Int. Total
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	

	Main Street Sidewalk (north) From North			Main Street From East			Main Street Sidewalk (south) From South			Main Street From West			
Start Time	SB J-Walk	SB X-Walk	App. Total	EB	WB	App. Total	NB J-Walk	NB X-Wallk	App. Total	EB	Peds	App. Total	Int. 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

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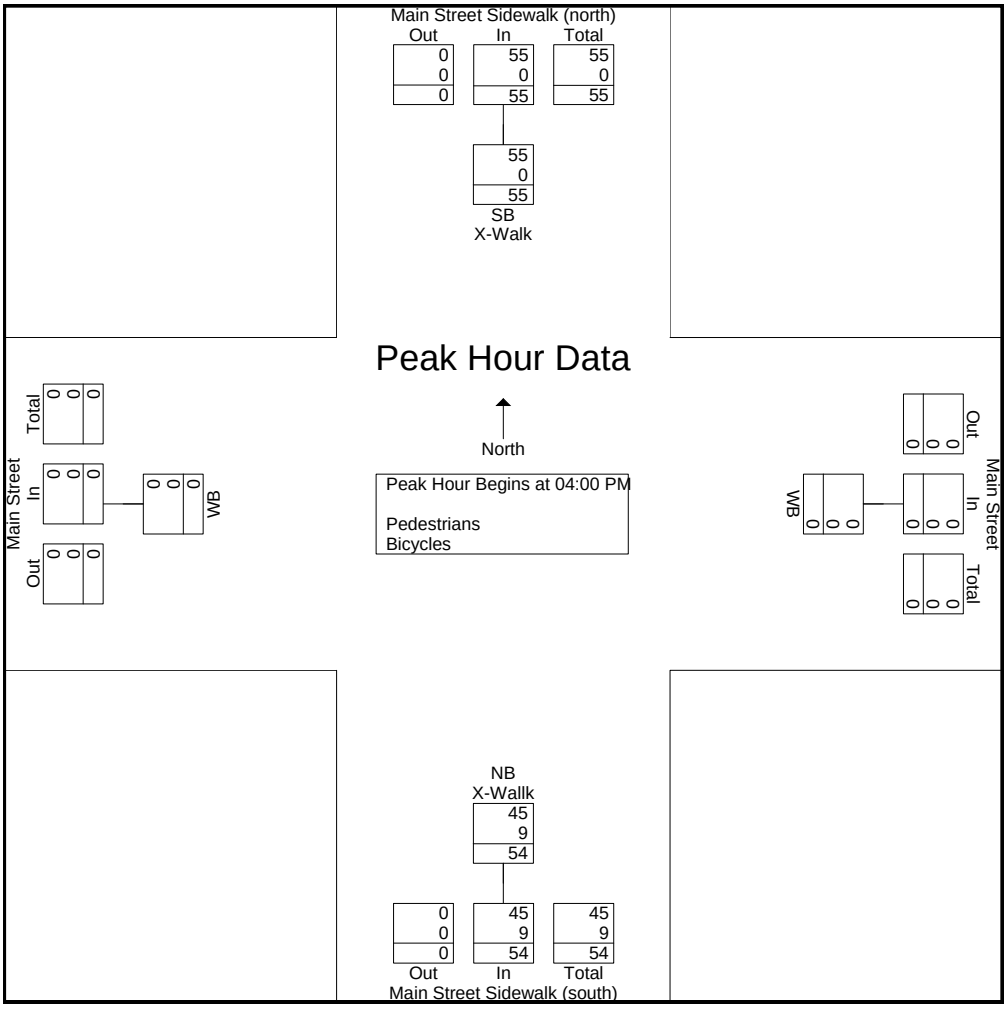
Main Street (East Path Jay Walkers &
west of Mill Rd (Madbury West Crosswalk)
City, State: Durham, NH
Client: Tighe & Bond/V. Kalikiri

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

	Main Street Sidewalk (north) From North			Main Street From East			Main Street Sidewalk (south) From South			Main Street From West			
Start Time	SB J-Walk	SB X-Walk	App. Total	EB	WB	App. Total	NB J-Walk	NB X-Wallk	App. Total	EB	Peds	App. Total	Int. 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



PDI File #: **197243 A**
Location: **N: Madbury Road**
Location: **E: Main Street W: Main Street**
City, State: **Durham, NH**
Client: **Tighe & Bond/ V. Kalikiri**
Site Code: **22-1529.002**
Count Date: **Saturday, October 26, 2019**
Start Time: **11:30 AM**
End Time: **1:30 PM**
Class:

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

Cars and Heavy Vehicles (Combined)

	Madbury Road from North				Main Street from East				Main Street from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Total
11:30 AM	0	0	0	0	114	0	0	114	131	77	0	208	322
11:45 AM	0	0	0	0	115	0	0	115	146	96	0	242	357
Total	0	0	0	0	229	0	0	229	277	173	0	450	679
12:00 PM	0	0	0	0	135	0	0	135	191	93	0	284	419
12:15 PM	0	0	0	0	113	0	0	113	155	71	0	226	339
12:30 PM	0	0	0	0	125	0	0	125	154	82	0	236	361
12:45 PM	0	0	0	0	79	0	0	79	157	80	0	237	316
Total	0	0	0	0	452	0	0	452	657	326	0	983	1435
1:00 PM	0	0	0	0	110	0	0	110	127	62	0	189	299
1:15 PM	0	0	0	0	120	0	0	120	125	63	0	188	308
Total	0	0	0	0	230	0	0	230	252	125	0	377	607
Grand Total	0	0	0	0	911	0	0	911	1186	624	0	1810	2721
Approach %	0.0	0.0	0.0		100.0	0.0	0.0		65.5	34.5	0.0		
Total %	0.0	0.0	0.0	0.0	33.5	0.0	0.0	33.5	43.6	22.9	0.0	66.5	
Exiting Leg Total				1535				1186				0	2721
Cars	0	0	0	0	899	0	0	899	1174	618	0	1792	2691
% Cars	0.0	0.0	0.0	0.0	98.7	0.0	0.0	98.7	99.0	99.0	0.0	99.0	98.9
Exiting Leg Total				1517				1174				0	2691
Heavy Vehicles	0	0	0	0	12	0	0	12	12	6	0	18	30
% Heavy Vehicles	0.0	0.0	0.0	0.0	1.3	0.0	0.0	1.3	1.0	1.0	0.0	1.0	1.1
Exiting Leg Total				18				12				0	30

Peak Hour Analysis from 11:30 AM to 01:30 PM begins at:

11:45 AM	Madbury Road from North				Main Street from East				Main Street from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Total
11:45 AM	0	0	0	0	115	0	0	115	146	96	0	242	357
12:00 PM	0	0	0	0	135	0	0	135	191	93	0	284	419
12:15 PM	0	0	0	0	113	0	0	113	155	71	0	226	339
12:30 PM	0	0	0	0	125	0	0	125	154	82	0	236	361
Total Volume	0	0	0	0	488	0	0	488	646	342	0	988	1476
% Approach Total	0.0	0.0	0.0		100.0	0.0	0.0		65.4	34.6	0.0		
PHF	0.000	0.000	0.000	0.000	0.904	0.000	0.000	0.904	0.846	0.891	0.000	0.870	0.881
Cars	0	0	0	0	485	0	0	485	639	339	0	978	1463
Cars %	0.0	0.0	0.0	0.0	99.4	0.0	0.0	99.4	98.9	99.1	0.0	99.0	99.1
Heavy Vehicles	0	0	0	0	3	0	0	3	7	3	0	10	13
Heavy Vehicles %	0.0	0.0	0.0	0.0	0.6	0.0	0.0	0.6	1.1	0.9	0.0	1.0	0.9
Cars Enter Leg	0	0	0	0	485	0	0	485	639	339	0	978	1463
Heavy Enter Leg	0	0	0	0	3	0	0	3	7	3	0	10	13
Total Entering Leg	0	0	0	0	488	0	0	488	646	342	0	988	1476
Cars Exiting Leg				824				639				0	1463
Heavy Exiting Leg				6				7				0	13
Total Exiting Leg				830				646				0	1476

PDI File #: **197243 A**
Location: **N: Madbury Road**
Location: **E: Main Street W: Main Street**
City, State: **Durham, NH**
Client: **Tighe & Bond/ V. Kalikiri**
Site Code: **22-1529.002**
Count Date: **Saturday, October 26, 2019**
Start Time: **11:30 AM**
End Time: **1:30 PM**

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

Class: **Cars**

	Madbury Road				Main Street				Main Street				
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Total
11:30 AM	0	0	0	0	111	0	0	111	130	76	0	206	317
11:45 AM	0	0	0	0	114	0	0	114	143	95	0	238	352
Total	0	0	0	0	225	0	0	225	273	171	0	444	669
12:00 PM	0	0	0	0	134	0	0	134	188	91	0	279	413
12:15 PM	0	0	0	0	112	0	0	112	155	71	0	226	338
12:30 PM	0	0	0	0	125	0	0	125	153	82	0	235	360
12:45 PM	0	0	0	0	78	0	0	78	155	80	0	235	313
Total	0	0	0	0	449	0	0	449	651	324	0	975	1424
1:00 PM	0	0	0	0	108	0	0	108	126	61	0	187	295
1:15 PM	0	0	0	0	117	0	0	117	124	62	0	186	303
Total	0	0	0	0	225	0	0	225	250	123	0	373	598
Grand Total	0	0	0	0	899	0	0	899	1174	618	0	1792	2691
Approach %	0.0	0.0	0.0		100.0	0.0	0.0		65.5	34.5	0.0		
Total %	0.0	0.0	0.0	0.0	33.4	0.0	0.0	33.4	43.6	23.0	0.0	66.6	
Exiting Leg Total				1517				1174				0	2691

Peak Hour Analysis from 11:30 AM to 01:30 PM begins at:

11:45 AM	Madbury Road				Main Street				Main Street				
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Total
11:45 AM	0	0	0	0	114	0	0	114	143	95	0	238	352
12:00 PM	0	0	0	0	134	0	0	134	188	91	0	279	413
12:15 PM	0	0	0	0	112	0	0	112	155	71	0	226	338
12:30 PM	0	0	0	0	125	0	0	125	153	82	0	235	360
Total Volume	0	0	0	0	485	0	0	485	639	339	0	978	1463
% Approach Total	0.0	0.0	0.0		100.0	0.0	0.0		65.3	34.7	0.0		
PHF	0.000	0.000	0.000	0.000	0.905	0.000	0.000	0.905	0.850	0.892	0.000	0.876	0.886
Entering Leg	0	0	0	0	485	0	0	485	639	339	0	978	1463
Exiting Leg				824				639				0	1463
Total				824				1124				978	2926

PDI File #: **197243 A**
Location: **N: Madbury Road**
Location: **E: Main Street W: Main Street**
City, State: **Durham, NH**
Client: **Tighe & Bond/ V. Kalikiri**
Site Code: **22-1529.002**
Count Date: **Saturday, October 26, 2019**
Start Time: **11:30 AM**
End Time: **1:30 PM**

PRECISION DATA INDUSTRIES, LLC
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)**

	Madbury Road from North				Main Street from East				Main Street from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Total
11:30 AM	0	0	0	0	3	0	0	3	1	1	0	2	5
11:45 AM	0	0	0	0	1	0	0	1	3	1	0	4	5
Total	0	0	0	0	4	0	0	4	4	2	0	6	10
12:00 PM	0	0	0	0	1	0	0	1	3	2	0	5	6
12:15 PM	0	0	0	0	1	0	0	1	0	0	0	0	1
12:30 PM	0	0	0	0	0	0	0	0	1	0	0	1	1
12:45 PM	0	0	0	0	1	0	0	1	2	0	0	2	3
Total	0	0	0	0	3	0	0	3	6	2	0	8	11
1:00 PM	0	0	0	0	2	0	0	2	1	1	0	2	4
1:15 PM	0	0	0	0	3	0	0	3	1	1	0	2	5
Total	0	0	0	0	5	0	0	5	2	2	0	4	9
Grand Total	0	0	0	0	12	0	0	12	12	6	0	18	30
Approach %	0.0	0.0	0.0		100.0	0.0	0.0		66.7	33.3	0.0		
Total %	0.0	0.0	0.0	0.0	40.0	0.0	0.0	40.0	40.0	20.0	0.0	60.0	
Exiting Leg Total				18				12				0	30
Buses	0	0	0	0	5	0	0	5	4	4	0	8	13
% Buses	0.0	0.0	0.0	0.0	41.7	0.0	0.0	41.7	33.3	66.7	0.0	44.4	43.3
Exiting Leg Total				9				4				0	13
Single-Unit Trucks	0	0	0	0	7	0	0	7	8	2	0	10	17
% Single-Unit	0.0	0.0	0.0	0.0	58.3	0.0	0.0	58.3	66.7	33.3	0.0	55.6	56.7
Exiting Leg Total				9				8				0	17
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 11:30 AM to 01:30 PM begins at:

11:30 AM	Madbury Road from North				Main Street from East				Main Street from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Total
11:30 AM	0	0	0	0	3	0	0	3	1	1	0	2	5
11:45 AM	0	0	0	0	1	0	0	1	3	1	0	4	5
12:00 PM	0	0	0	0	1	0	0	1	3	2	0	5	6
12:15 PM	0	0	0	0	1	0	0	1	0	0	0	0	1
Total Volume	0	0	0	0	6	0	0	6	7	4	0	11	17
% Approach Total	0.0	0.0	0.0		100.0	0.0	0.0		63.6	36.4	0.0		
PHF	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.500	0.583	0.500	0.000	0.550	0.708
Buses	0	0	0	0	3	0	0	3	2	3	0	5	8
Buses %	0.0	0.0	0.0	0.0	50.0	0.0	0.0	50.0	28.6	75.0	0.0	45.5	47.1
Single-Unit Trucks	0	0	0	0	3	0	0	3	5	1	0	6	9
Single-Unit %	0.0	0.0	0.0	0.0	50.0	0.0	0.0	50.0	71.4	25.0	0.0	54.5	52.9
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	0	0	0	0	3	0	0	3	2	3	0	5	8
Single-Unit Trucks	0	0	0	0	3	0	0	3	5	1	0	6	9
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Entering Leg	0	0	0	0	6	0	0	6	7	4	0	11	17
Buses				6				2				0	8
Single-Unit Trucks				4				5				0	9
Articulated Trucks				0				0				0	0
Total Exiting Leg				10				7				0	17

PDI File #: **197243 A**
Location: **N: Madbury Road**
Location: **E: Main Street W: Main Street**
City, State: **Durham, NH**
Client: **Tighe & Bond/ V. Kalikiri**
Site Code: **22-1529.002**
Count Date: **Saturday, October 26, 2019**
Start Time: **11:30 AM**
End Time: **1:30 PM**
Class:

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

Buses

	Madbury Road				Main Street				Main Street				
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Total
11:30 AM	0	0	0	0	1	0	0	1	0	1	0	1	2
11:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	1	0	0	1	0	2	0	2	3
12:00 PM	0	0	0	0	1	0	0	1	2	1	0	3	4
12:15 PM	0	0	0	0	1	0	0	1	0	0	0	0	1
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	2	0	0	2	3	1	0	4	6
1:00 PM	0	0	0	0	1	0	0	1	1	1	0	2	3
1:15 PM	0	0	0	0	1	0	0	1	0	0	0	0	1
Total	0	0	0	0	2	0	0	2	1	1	0	2	4
Grand Total	0	0	0	0	5	0	0	5	4	4	0	8	13
Approach %	0.0	0.0	0.0		100.0	0.0	0.0		50.0	50.0	0.0		
Total %	0.0	0.0	0.0	0.0	38.5	0.0	0.0	38.5	30.8	30.8	0.0	61.5	
Exiting Leg Total				9				4				0	13

Peak Hour Analysis from 11:30 AM to 01:30 PM begins at:

11:30 AM	Madbury Road				Main Street				Main Street				
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Total
11:30 AM	0	0	0	0	1	0	0	1	0	1	0	1	2
11:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	1
12:00 PM	0	0	0	0	1	0	0	1	2	1	0	3	4
12:15 PM	0	0	0	0	1	0	0	1	0	0	0	0	1
Total Volume	0	0	0	0	3	0	0	3	2	3	0	5	8
% Approach Total	0.0	0.0	0.0		100.0	0.0	0.0		40.0	60.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.750	0.000	0.000	0.750	0.250	0.750	0.000	0.417	0.500
Entering Leg	0	0	0	0	3	0	0	3	2	3	0	5	8
Exiting Leg				6				2				0	8
Total				6				5				5	16

PDI File #: **197243 A**
Location: **N: Madbury Road**
Location: **E: Main Street W: Main Street**
City, State: **Durham, NH**
Client: **Tighe & Bond/ V. Kalikiri**
Site Code: **22-1529.002**
Count Date: **Saturday, October 26, 2019**
Start Time: **11:30 AM**
End Time: **1:30 PM**

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

Class:

Single-Unit Trucks

	Madbury Road from North				Main Street from East				Main Street from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Total
11:30 AM	0	0	0	0	2	0	0	2	1	0	0	1	3
11:45 AM	0	0	0	0	1	0	0	1	3	0	0	3	4
Total	0	0	0	0	3	0	0	3	4	0	0	4	7
12:00 PM	0	0	0	0	0	0	0	0	1	1	0	2	2
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	1	0	0	1	1
12:45 PM	0	0	0	0	1	0	0	1	1	0	0	1	2
Total	0	0	0	0	1	0	0	1	3	1	0	4	5
1:00 PM	0	0	0	0	1	0	0	1	0	0	0	0	1
1:15 PM	0	0	0	0	2	0	0	2	1	1	0	2	4
Total	0	0	0	0	3	0	0	3	1	1	0	2	5
Grand Total	0	0	0	0	7	0	0	7	8	2	0	10	17
Approach %	0.0	0.0	0.0		100.0	0.0	0.0		80.0	20.0	0.0		
Total %	0.0	0.0	0.0	0.0	41.2	0.0	0.0	41.2	47.1	11.8	0.0	58.8	
Exiting Leg Total				9				8				0	17

Peak Hour Analysis from 11:30 AM to 01:30 PM begins at:

11:30 AM	Madbury Road from North				Main Street from East				Main Street from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Total
11:30 AM	0	0	0	0	2	0	0	2	1	0	0	1	3
11:45 AM	0	0	0	0	1	0	0	1	3	0	0	3	4
12:00 PM	0	0	0	0	0	0	0	0	1	1	0	2	2
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	3	0	0	3	5	1	0	6	9
% Approach Total	0.0	0.0	0.0		100.0	0.0	0.0		83.3	16.7	0.0		
PHF	0.000	0.000	0.000	0.000	0.375	0.000	0.000	0.375	0.417	0.250	0.000	0.500	0.563
Entering Leg	0	0	0	0	3	0	0	3	5	1	0	6	9
Exiting Leg				4				5				0	9
Total				4				8				6	18

PDI File #: **197243 A**
Location: **N: Madbury Road**
Location: **E: Main Street W: Main Street**
City, State: **Durham, NH**
Client: **Tighe & Bond/ V. Kalikiri**
Site Code: **22-1529.002**
Count Date: **Saturday, October 26, 2019**
Start Time: **11:30 AM**
End Time: **1:30 PM**
Class:

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

Articulated Trucks

	Madbury Road from North				Main Street from East				Main Street from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Total
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total				0				0				0	0

Peak Hour Analysis from 11:30 AM to 01:30 PM begins at:

11:30 AM	Madbury Road from North				Main Street from East				Main Street from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Total
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg				0				0				0	0
Total				0				0				0	0

PDI File #: **197243 A**
Location: **N: Madbury Road**
Location: **E: Main Street W: Main Street**
City, State: **Durham, NH**
Client: **Tighe & Bond/ V. Kalikiri**
Site Code: **22-1529.002**
Count Date: **Saturday, October 26, 2019**
Start Time: **11:30 AM**
End Time: **1:30 PM**
Class:

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

Bicycles (on Roadway and Crosswalks)

	Madbury Road						Main Street						Main Street						
	from North						from East						from West						
	Right	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	U-Turn	CW-SB	CW-NB	Total	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
11:30 AM	0	0	0	0	0	0	1	0	0	0	0	1	2	0	0	0	0	2	3
11:45 AM	0	0	0	0	1	1	0	0	0	0	0	0	4	2	0	0	0	6	7
Total	0	0	0	0	1	1	1	0	0	0	0	1	6	2	0	0	0	8	10
12:00 PM	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	1
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	3	0	4	4
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	0	0	0	0	1	2	0	0	3	0	5	6
1:00 PM	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	1
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	1
Grand Total	0	0	0	0	1	1	3	0	0	0	0	3	8	2	0	3	0	13	17
Approach %	0.0	0.0	0.0	0.0	100.0		100.0	0.0	0.0	0.0	0.0		61.5	15.4	0.0	23.1	0.0		
Total %	0.0	0.0	0.0	0.0	5.9	5.9	17.6	0.0	0.0	0.0	0.0	17.6	47.1	11.8	0.0	17.6	0.0	76.5	
Exiting Leg Total						6						8						3	17

Peak Hour Analysis from 11:30 AM to 01:30 PM begins at:

11:30 AM	Madbury Road						Main Street						Main Street						
	from North						from East						from West						
	Right	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	U-Turn	CW-SB	CW-NB	Total	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
11:30 AM	0	0	0	0	0	0	1	0	0	0	0	1	2	0	0	0	0	2	3
11:45 AM	0	0	0	0	1	1	0	0	0	0	0	0	4	2	0	0	0	6	7
12:00 PM	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	1
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	3	0	4	4
Total Volume	0	0	0	0	1	1	2	0	0	0	0	2	7	2	0	3	0	12	15
% Approach Total	0.0	0.0	0.0	0.0	100.0		100.0	0.0	0.0	0.0	0.0		58.3	16.7	0.0	25.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.250	0.250	0.500	0.000	0.000	0.000	0.000	0.500	0.438	0.250	0.000	0.250	0.000	0.500	0.536
Entering Leg	0	0	0	0	1	1	2	0	0	0	0	2	7	2	0	3	0	12	15
Exiting Leg						5						7						3	15
Total						6						9						15	30

PDI File #: **197243 A**
Location: **N: Madbury Road**
Location: **E: Main Street W: Main Street**
City, State: **Durham, NH**
Client: **Tighe & Bond/ V. Kalikiri**
Site Code: **22-1529.002**
Count Date: **Saturday, October 26, 2019**
Start Time: **11:30 AM**
End Time: **1:30 PM**
Class:

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

Pedestrians

	Madbury Road						Main Street						Main Street						
	from North						from East						from West						
	Right	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	U-Turn	CW-SB	CW-NB	Total	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
11:30 AM	0	0	0	4	5	9	0	0	0	0	0	0	0	0	0	9	13	22	31
11:45 AM	0	0	0	3	4	7	0	0	0	0	0	0	0	0	0	5	8	13	20
Total	0	0	0	7	9	16	0	0	0	0	0	0	0	0	0	14	21	35	51
12:00 PM	0	0	0	7	12	19	0	0	0	0	0	0	0	0	0	12	6	18	37
12:15 PM	0	0	0	9	0	9	0	0	0	0	0	0	0	0	0	16	13	29	38
12:30 PM	0	0	0	8	4	12	0	0	0	0	0	0	0	0	0	12	16	28	40
12:45 PM	0	0	0	3	7	10	0	0	0	0	0	0	0	0	0	14	8	22	32
Total	0	0	0	27	23	50	0	0	0	0	0	0	0	0	0	54	43	97	147
1:00 PM	0	0	0	1	3	4	0	0	0	0	0	0	0	0	0	10	14	24	28
1:15 PM	0	0	0	9	0	9	0	0	0	0	0	0	0	0	0	21	7	28	37
Total	0	0	0	10	3	13	0	0	0	0	0	0	0	0	0	31	21	52	65
Grand Total	0	0	0	44	35	79	0	0	0	0	0	0	0	0	0	99	85	184	263
Approach %	0	0	0	55.696	44.304		0	0	0	0	0		0	0	0	53.804	46.196		
Total %	0	0	0	16.73	13.308	30.038	0	0	0	0	0	0	0	0	0	37.643	32.319	69.962	
Exiting Leg Total						79						0						184	263

Peak Hour Analysis from 11:30 AM to 01:30 PM begins at:

12:00 PM	Madbury Road						Main Street						Main Street						
	from North						from East						from West						
	Right	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	U-Turn	CW-SB	CW-NB	Total	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
12:00 PM	0	0	0	7	12	19	0	0	0	0	0	0	0	0	0	12	6	18	37
12:15 PM	0	0	0	9	0	9	0	0	0	0	0	0	0	0	0	16	13	29	38
12:30 PM	0	0	0	8	4	12	0	0	0	0	0	0	0	0	0	12	16	28	40
12:45 PM	0	0	0	3	7	10	0	0	0	0	0	0	0	0	0	14	8	22	32
Total Volume	0	0	0	27	23	50	0	0	0	0	0	0	0	0	0	54	43	97	147
% Approach Total	0.0	0.0	0.0	54.0	46.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	55.7	44.3		
PHF	0.000	0.000	0.000	0.750	0.479	0.658	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.844	0.672	0.836	0.919
Entering Leg	0	0	0	27	23	50	0	0	0	0	0	0	0	0	0	54	43	97	147
Exiting Leg						50						0						97	147
Total						100						0						194	294

PDI File #: **197243 C**
Location: **N: Driveway S: Newmarket Road**
Location: **E: Dover Road W: Main Street**
City, State: **Durham, NH**
Client: **Tighe & Bond/ V. Kalikiri**
Site Code: **22-1529.002**
Count Date: **Saturday, October 26, 2019**
Start Time: **11:30 AM**
End Time: **1:30 PM**
Class:

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

Cars and Heavy Vehicles (Combined)

	Driveway from North					Dover Road from East					Newmarket Road from South					Main Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
11:30 AM	0	0	0	0	0	0	63	81	0	144	97	0	48	1	146	41	85	0	0	126	416
11:45 AM	0	0	1	0	1	1	61	82	0	144	73	0	50	0	123	41	96	0	0	137	405
Total	0	0	1	0	1	1	124	163	0	288	170	0	98	1	269	82	181	0	0	263	821
12:00 PM	0	0	2	0	2	0	84	67	0	151	65	0	39	0	104	46	130	0	0	176	433
12:15 PM	0	1	0	0	1	0	71	87	0	158	79	0	41	0	120	55	102	0	0	157	436
12:30 PM	0	3	1	0	4	1	80	118	0	199	79	0	39	0	118	49	111	0	0	160	481
12:45 PM	0	8	0	0	8	1	45	96	0	142	76	2	30	0	108	57	95	1	0	153	411
Total	0	12	3	0	15	2	280	368	0	650	299	2	149	0	450	207	438	1	0	646	1761
1:00 PM	0	6	1	0	7	0	63	76	0	139	73	0	47	1	121	29	99	0	0	128	395
1:15 PM	0	1	1	0	2	0	77	93	0	170	73	0	41	0	114	33	91	0	0	124	410
Total	0	7	2	0	9	0	140	169	0	309	146	0	88	1	235	62	190	0	0	252	805
Grand Total	0	19	6	0	25	3	544	700	0	1247	615	2	335	2	954	351	809	1	0	1161	3387
Approach %	0.0	76.0	24.0	0.0		0.2	43.6	56.1	0.0		64.5	0.2	35.1	0.2		30.2	69.7	0.1	0.0		
Total %	0.0	0.6	0.2	0.0	0.7	0.1	16.1	20.7	0.0	36.8	18.2	0.1	9.9	0.1	28.2	10.4	23.9	0.0	0.0	34.3	
Exiting Leg Total					6					1430					1072					879	3387
Cars	0	19	6	0	25	3	535	697	0	1235	612	2	331	2	947	348	800	1	0	1149	3356
% Cars	0.0	100.0	100.0	0.0	100.0	100.0	98.3	99.6	0.0	99.0	99.5	100.0	98.8	100.0	99.3	99.1	98.9	100.0	0.0	99.0	99.1
Exiting Leg Total					6					1418					1066					866	3356
Heavy Vehicles	0	0	0	0	0	0	9	3	0	12	3	0	4	0	7	3	9	0	0	12	31
% Heavy Vehicles	0.0	0.0	0.0	0.0	0.0	0.0	1.7	0.4	0.0	1.0	0.5	0.0	1.2	0.0	0.7	0.9	1.1	0.0	0.0	1.0	0.9
Exiting Leg Total					0					12					6					13	31

Peak Hour Analysis from 11:30 AM to 01:30 PM begins at:

12:00 PM	Driveway from North					Dover Road from East					Newmarket Road from South					Main Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
12:00 PM	0	0	2	0	2	0	84	67	0	151	65	0	39	0	104	46	130	0	0	176	433
12:15 PM	0	1	0	0	1	0	71	87	0	158	79	0	41	0	120	55	102	0	0	157	436
12:30 PM	0	3	1	0	4	1	80	118	0	199	79	0	39	0	118	49	111	0	0	160	481
12:45 PM	0	8	0	0	8	1	45	96	0	142	76	2	30	0	108	57	95	1	0	153	411
Total Volume	0	12	3	0	15	2	280	368	0	650	299	2	149	0	450	207	438	1	0	646	1761
% Approach Total	0.0	80.0	20.0	0.0		0.3	43.1	56.6	0.0		66.4	0.4	33.1	0.0		32.0	67.8	0.2	0.0		
PHF	0.000	0.375	0.375	0.000	0.469	0.500	0.833	0.780	0.000	0.817	0.946	0.250	0.909	0.000	0.938	0.908	0.842	0.250	0.000	0.918	0.915
Cars	0	12	3	0	15	2	277	365	0	644	298	2	148	0	448	206	434	1	0	641	1748
Cars %	0.0	100.0	100.0	0.0	100.0	100.0	98.9	99.2	0.0	99.1	99.7	100.0	99.3	0.0	99.6	99.5	99.1	100.0	0.0	99.2	99.3
Heavy Vehicles	0	0	0	0	0	0	3	3	0	6	1	0	1	0	2	1	4	0	0	5	13
Heavy Vehicles %	0.0	0.0	0.0	0.0	0.0	0.0	1.1	0.8	0.0	0.9	0.3	0.0	0.7	0.0	0.4	0.5	0.9	0.0	0.0	0.8	0.7
Cars Enter Leg	0	12	3	0	15	2	277	365	0	644	298	2	148	0	448	206	434	1	0	641	1748
Heavy Enter Leg	0	0	0	0	0	0	3	3	0	6	1	0	1	0	2	1	4	0	0	5	13
Total Entering Leg	0	12	3	0	15	2	280	368	0	650	299	2	149	0	450	207	438	1	0	646	1761
Cars Exiting Leg					5					735					583					425	1748
Heavy Exiting Leg					0					5					4					4	13
Total Exiting Leg					5					740					587					429	1761

PDI File #: **197243 C**
Location: **N: Driveway S: Newmarket Road**
Location: **E: Dover Road W: Main Street**
City, State: **Durham, NH**
Client: **Tighe & Bond/ V. Kalikiri**
Site Code: **22-1529.002**
Count Date: **Saturday, October 26, 2019**
Start Time: **11:30 AM**
End Time: **1:30 PM**
Class:

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

Cars

	Driveway					Dover Road					Newmarket Road					Main Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
11:30 AM	0	0	0	0	0	0	60	81	0	141	97	0	48	1	146	40	85	0	0	125	412
11:45 AM	0	0	1	0	1	1	61	82	0	144	73	0	49	0	122	40	93	0	0	133	400
Total	0	0	1	0	1	1	121	163	0	285	170	0	97	1	268	80	178	0	0	258	812
12:00 PM	0	0	2	0	2	0	83	67	0	150	65	0	38	0	103	46	128	0	0	174	429
12:15 PM	0	1	0	0	1	0	70	84	0	154	78	0	41	0	119	55	101	0	0	156	430
12:30 PM	0	3	1	0	4	1	80	118	0	199	79	0	39	0	118	48	111	0	0	159	480
12:45 PM	0	8	0	0	8	1	44	96	0	141	76	2	30	0	108	57	94	1	0	152	409
Total	0	12	3	0	15	2	277	365	0	644	298	2	148	0	448	206	434	1	0	641	1748
1:00 PM	0	6	1	0	7	0	61	76	0	137	73	0	46	1	120	29	99	0	0	128	392
1:15 PM	0	1	1	0	2	0	76	93	0	169	71	0	40	0	111	33	89	0	0	122	404
Total	0	7	2	0	9	0	137	169	0	306	144	0	86	1	231	62	188	0	0	250	796
Grand Total	0	19	6	0	25	3	535	697	0	1235	612	2	331	2	947	348	800	1	0	1149	3356
Approach %	0.0	76.0	24.0	0.0		0.2	43.3	56.4	0.0		64.6	0.2	35.0	0.2		30.3	69.6	0.1	0.0		
Total %	0.0	0.6	0.2	0.0	0.7	0.1	15.9	20.8	0.0	36.8	18.2	0.1	9.9	0.1	28.2	10.4	23.8	0.0	0.0	34.2	
Exiting Leg Total					6					1418					1066					866	3356

Peak Hour Analysis from 11:30 AM to 01:30 PM begins at:

12:00 PM	Driveway					Dover Road					Newmarket Road					Main Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
12:00 PM	0	0	2	0	2	0	83	67	0	150	65	0	38	0	103	46	128	0	0	174	429
12:15 PM	0	1	0	0	1	0	70	84	0	154	78	0	41	0	119	55	101	0	0	156	430
12:30 PM	0	3	1	0	4	1	80	118	0	199	79	0	39	0	118	48	111	0	0	159	480
12:45 PM	0	8	0	0	8	1	44	96	0	141	76	2	30	0	108	57	94	1	0	152	409
Total Volume	0	12	3	0	15	2	277	365	0	644	298	2	148	0	448	206	434	1	0	641	1748
% Approach Total	0.0	80.0	20.0	0.0		0.3	43.0	56.7	0.0		66.5	0.4	33.0	0.0		32.1	67.7	0.2	0.0		
PHF	0.000	0.375	0.375	0.000	0.469	0.500	0.834	0.773	0.000	0.809	0.943	0.250	0.902	0.000	0.941	0.904	0.848	0.250	0.000	0.921	0.910
Entering Leg	0	12	3	0	15	2	277	365	0	644	298	2	148	0	448	206	434	1	0	641	1748
Exiting Leg					5					735					583					425	1748
Total					20					1379					1031					1066	3496

PDI File #: **197243 C**
Location: **N: Driveway S: Newmarket Road**
Location: **E: Dover Road W: Main Street**
City, State: **Durham, NH**
Client: **Tighe & Bond/ V. Kalikiri**
Site Code: **22-1529.002**
Count Date: **Saturday, October 26, 2019**
Start Time: **11:30 AM**
End Time: **1:30 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
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 from North					Dover Road from East					Newmarket Road from South					Main Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
11:30 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	1	0	0	0	1	4
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	3	0	0	4	5
Total	0	0	0	0	0	0	3	0	0	3	0	0	1	0	1	2	3	0	0	5	9
12:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	0	2	0	0	2	4
12:15 PM	0	0	0	0	0	0	1	3	0	4	1	0	0	0	1	0	1	0	0	1	6
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
12:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
Total	0	0	0	0	0	0	3	3	0	6	1	0	1	0	2	1	4	0	0	5	13
1:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	0	0	0	0	0	3
1:15 PM	0	0	0	0	0	0	1	0	0	1	2	0	1	0	3	0	2	0	0	2	6
Total	0	0	0	0	0	0	3	0	0	3	2	0	2	0	4	0	2	0	0	2	9
Grand Total	0	0	0	0	0	0	9	3	0	12	3	0	4	0	7	3	9	0	0	12	31
Approach %	0.0	0.0	0.0	0.0		0.0	75.0	25.0	0.0		42.9	0.0	57.1	0.0		25.0	75.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	29.0	9.7	0.0	38.7	9.7	0.0	12.9	0.0	22.6	9.7	29.0	0.0	0.0	38.7	
Exiting Leg Total					0					12					6					13	31
Buses	0	0	0	0	0	0	4	0	0	4	0	0	1	0	1	0	4	0	0	4	9
% Buses	0.0	0.0	0.0	0.0	0.0	0.0	44.4	0.0	0.0	33.3	0.0	0.0	25.0	0.0	14.3	0.0	44.4	0.0	0.0	33.3	29.0
Exiting Leg Total					0					4					0					5	9
Single-Unit Trucks	0	0	0	0	0	0	5	3	0	8	3	0	3	0	6	3	5	0	0	8	22
% Single-Unit	0.0	0.0	0.0	0.0	0.0	0.0	55.6	100.0	0.0	66.7	100.0	0.0	75.0	0.0	85.7	100.0	55.6	0.0	0.0	66.7	71.0
Exiting Leg Total					0					8					6					8	22
Articulated Trucks	0	0	0	0	0	0	0	0	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	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total					0					0					0					0	0

Peak Hour Analysis from 11:30 AM to 01:30 PM begins at:

11:30 AM	Driveway from North					Dover Road from East					Newmarket Road from South					Main Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
11:30 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	1	0	0	0	1	4
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	3	0	0	4	5
12:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	0	2	0	0	2	4
12:15 PM	0	0	0	0	0	0	1	3	0	4	1	0	0	0	1	0	1	0	0	1	6
Total Volume	0	0	0	0	0	0	5	3	0	8	1	0	2	0	3	2	6	0	0	8	19
% Approach Total	0.0	0.0	0.0	0.0		0.0	62.5	37.5	0.0		33.3	0.0	66.7	0.0		25.0	75.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.417	0.250	0.000	0.500	0.250	0.000	0.500	0.000	0.750	0.500	0.500	0.000	0.000	0.500	0.792
Buses	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	0	2	0	0	2	5
Buses %	0.0	0.0	0.0	0.0	0.0	0.0	40.0	0.0	0.0	25.0	0.0	0.0	50.0	0.0	33.3	0.0	33.3	0.0	0.0	25.0	26.3
Single-Unit Trucks	0	0	0	0	0	0	3	3	0	6	1	0	1	0	2	2	4	0	0	6	14
Single-Unit %	0.0	0.0	0.0	0.0	0.0	0.0	60.0	100.0	0.0	75.0	100.0	0.0	50.0	0.0	66.7	100.0	66.7	0.0	0.0	75.0	73.7
Articulated Trucks	0	0	0	0	0	0	0	0	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	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Buses	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	0	2	0	0	2	5
Single-Unit Trucks	0	0	0	0	0	0	3	3	0	6	1	0	1	0	2	2	4	0	0	6	14
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Entering Leg	0	0	0	0	0	0	5	3	0	8	1	0	2	0	3	2	6	0	0	8	19
Buses					0					2					0					3	5
Single-Unit Trucks					0					5					5					4	14
Articulated Trucks					0					0					0					0	0
Total Exiting Leg					0					7					5					7	19

PDI File #: **197243 C**
Location: **N: Driveway S: Newmarket Road**
Location: **E: Dover Road W: Main Street**
City, State: **Durham, NH**
Client: **Tighe & Bond/ V. Kalikiri**
Site Code: **22-1529.002**
Count Date: **Saturday, October 26, 2019**
Start Time: **11:30 AM**
End Time: **1:30 PM**
Class:

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

Buses

	Driveway from North					Dover Road from East					Newmarket Road from South					Main Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
11:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	2
12:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	0	3	0	0	3	5
1:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
1:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
Total	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3
Grand Total	0	0	0	0	0	0	4	0	0	4	0	0	1	0	1	0	4	0	0	4	9
Approach %	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	100.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	44.4	0.0	0.0	44.4	0.0	0.0	11.1	0.0	11.1	0.0	44.4	0.0	0.0	44.4	
Exiting Leg Total					0					4					0					5	9

Peak Hour Analysis from 11:30 AM to 01:30 PM begins at:

11:30 AM	Driveway from North					Dover Road from East					Newmarket Road from South					Main Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
11:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	2
12:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
Total Volume	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	0	2	0	0	2	5
% Approach Total	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	100.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.500	0.000	0.000	0.250	0.000	0.250	0.000	0.500	0.000	0.000	0.500	0.625
Entering Leg	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	0	2	0	0	2	5
Exiting Leg					0					2					0					3	5
Total					0					4					1					5	10

PDI File #: **197243 C**
Location: **N: Driveway S: Newmarket Road**
Location: **E: Dover Road W: Main Street**
City, State: **Durham, NH**
Client: **Tighe & Bond/ V. Kalikiri**
Site Code: **22-1529.002**
Count Date: **Saturday, October 26, 2019**
Start Time: **11:30 AM**
End Time: **1:30 PM**
Class:

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

Single-Unit Trucks

	Driveway from North					Dover Road from East					Newmarket Road from South					Main Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
11:30 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	1	0	0	0	1	3
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	3	0	0	4	5
Total	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	2	3	0	0	5	8
12:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
12:15 PM	0	0	0	0	0	0	0	3	0	3	1	0	0	0	1	0	0	0	0	0	4
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
12:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	2	3	0	5	1	0	0	0	1	1	1	0	0	2	8
1:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	2
1:15 PM	0	0	0	0	0	0	0	0	0	0	2	0	1	0	3	0	1	0	0	1	4
Total	0	0	0	0	0	0	1	0	0	1	2	0	2	0	4	0	1	0	0	1	6
Grand Total	0	0	0	0	0	0	5	3	0	8	3	0	3	0	6	3	5	0	0	8	22
Approach %	0.0	0.0	0.0	0.0		0.0	62.5	37.5	0.0		50.0	0.0	50.0	0.0		37.5	62.5	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	22.7	13.6	0.0	36.4	13.6	0.0	13.6	0.0	27.3	13.6	22.7	0.0	0.0	36.4	
Exiting Leg Total					0					8					6					8	22

Peak Hour Analysis from 11:30 AM to 01:30 PM begins at:

11:30 AM	Driveway from North					Dover Road from East					Newmarket Road from South					Main Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
11:30 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	1	0	0	0	1	3
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	3	0	0	4	5
12:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
12:15 PM	0	0	0	0	0	0	0	3	0	3	1	0	0	0	1	0	0	0	0	0	4
Total Volume	0	0	0	0	0	0	3	3	0	6	1	0	1	0	2	2	4	0	0	6	14
% Approach Total	0.0	0.0	0.0	0.0		0.0	50.0	50.0	0.0		50.0	0.0	50.0	0.0		33.3	66.7	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.375	0.250	0.000	0.500	0.250	0.000	0.250	0.000	0.500	0.500	0.333	0.000	0.000	0.375	0.700
Entering Leg	0	0	0	0	0	0	3	3	0	6	1	0	1	0	2	2	4	0	0	6	14
Exiting Leg					0					5					5					4	14
Total					0					11					7					10	28

PDI File #: **197243 C**
Location: **N: Driveway S: Newmarket Road**
Location: **E: Dover Road W: Main Street**
City, State: **Durham, NH**
Client: **Tighe & Bond/ V. Kalikiri**
Site Code: **22-1529.002**
Count Date: **Saturday, October 26, 2019**
Start Time: **11:30 AM**
End Time: **1:30 PM**
Class:

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

Articulated Trucks

	Driveway from North					Dover Road from East					Newmarket Road from South					Main Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					0					0					0					0	0

Peak Hour Analysis from 11:30 AM to 01:30 PM begins at:

11:30 AM	Driveway from North					Dover Road from East					Newmarket Road from South					Main Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg					0					0					0					0	0
Total					0					0					0					0	0

PDI File #: **197243 C**
Location: **N: Driveway S: Newmarket Road**
Location: **E: Dover Road W: Main Street**
City, State: **Durham, NH**
Client: **Tighe & Bond/ V. Kalikiri**
Site Code: **22-1529.002**
Count Date: **Saturday, October 26, 2019**
Start Time: **11:30 AM**
End Time: **1:30 PM**
Class:

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

Bicycles (on Roadway and Crosswalks)

	Driveway from North							Dover Road from East							Newmarket Road from South							Main Street 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	Total
11:30 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
Total	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	1	2
12:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	1	2
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 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
Total	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
Grand Total	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	1	0	1	1	1	0	0	0	0	2	5
Approach %	0.0	0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	100.0	0.0		50.0	50.0	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	40.0	0.0	0.0	0.0	0.0	40.0	0.0	0.0	0.0	0.0	20.0	0.0	20.0	20.0	20.0	0.0	0.0	0.0	0.0	40.0	
Exiting Leg Total							0							1							2							2	5

Peak Hour Analysis from 11:30 AM to 01:30 PM begins at:

11:30 AM	Driveway from North							Dover Road from East							Newmarket Road from South							Main Street 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	Total
11:30 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
12:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	1	0	0	0	0	1	3
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	100.0	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	0.500	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.750
Entering Leg	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	1	0	0	0	0	1	3
Exiting Leg							0							1							0							2	3
Total							0							3							0							3	6

PDI File #: **197243 C**
Location: **N: Driveway S: Newmarket Road**
Location: **E: Dover Road W: Main Street**
City, State: **Durham, NH**
Client: **Tighe & Bond/ V. Kalikiri**
Site Code: **22-1529.002**
Count Date: **Saturday, October 26, 2019**
Start Time: **11:30 AM**
End Time: **1:30 PM**
Class:

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

Pedestrians

	Driveway from North							Dover Road from East							Newmarket Road from South							Main Street 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	Total
11:30 AM	0	0	0	0	1	0	1	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	0	1	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	2
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	4
1:00 PM	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	3
1:15 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
Total	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	3
Grand Total	0	0	0	0	1	4	5	0	0	0	0	1	0	1	0	0	0	0	1	2	3	0	0	0	0	0	0	0	9
Approach %	0	0	0	0	20	80		0	0	0	0	100	0		0	0	0	0	33.3	66.7		0	0	0	0	0	0		
Total %	0	0	0	0	11.1	44.4	55.6	0	0	0	0	11.1	0	11.1	0	0	0	0	11.1	22.2	33.3	0	0	0	0	0	0	0	
Exiting Leg Total							5							1							3							0	9

Peak Hour Analysis from 11:30 AM to 01:30 PM begins at:

12:15 PM	Driveway from North							Dover Road from East							Newmarket Road from South							Main Street 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	Total
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
1:00 PM	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	3
Total Volume	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	5
% Approach Total	0.0	0.0	0.0	0.0	0.0	100.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.500	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.417
Entering Leg	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	5
Exiting Leg							4							0							1							0	5
Total							8							0							2							0	10

Main St & NH-108
Durham, NH
3/28/2017
4th Tuesday

Source: RSG

	Main Street Eastbound Approach			Main Street Westbound Approach			NH-108 Northbound Approach			Holiday Inn 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	40	21	55	32	0	46	0	100	0	0	1	0	0	1	0
7:15 AM	1	36	20	74	50	0	83	0	106	1	0	1	0	0	1	0
7:30 AM	0	60	38	109	54	0	61	0	126	0	0	3	0	0	0	0
7:45 AM	0	33	12	107	80	1	51	0	98	1	1	4	0	0	1	1
8:00 AM	0	34	21	109	58	0	37	0	93	0	0	0	0	0	1	1
8:15 AM	2	39	16	70	63	0	34	0	79	1	0	5	0	0	1	0
8:30 AM	0	46	19	81	63	0	42	0	97	1	0	1	0	0	1	0
8:45 AM	0	36	17	79	77	1	41	0	55	0	0	3	0	1	0	0
4:00 PM	1	89	51	95	52	0	31	1	88	0	1	0	0	0	0	0
4:15 PM	0	76	47	109	46	2	26	0	95	0	0	0	0	0	0	0
4:30 PM	0	125	46	84	64	0	28	0	93	1	0	1	0	0	1	0
4:45 PM	0	106	46	119	59	1	33	1	102	1	0	0	0	1	1	0
5:00 PM	0	108	50	88	55	1	37	0	98	0	1	2	0	0	1	0
5:15 PM	3	114	54	94	54	2	42	1	107	0	2	3	0	1	2	0
5:30 PM	0	81	47	118	64	1	33	0	120	0	1	1	0	1	0	0
5:45 PM	2	112	45	99	79	3	25	0	70	1	1	2	0	3	0	0

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	0
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

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
SB

186243 A Class
Site Code: 22-1529-002

Start Time	Cars	Medium Heavy	Large Heavy											Total
05/05/1														
8	70	1	0	0	0	0	0	0	0	0	0	0	0	71
01:00	49	2	0	0	0	0	0	0	0	0	0	0	0	51
02:00	30	2	0	0	0	0	0	0	0	0	0	0	0	32
03:00	8	1	0	0	0	0	0	0	0	0	0	0	0	9
04:00	4	2	0	0	0	0	0	0	0	0	0	0	0	6
05:00	17	1	0	0	0	0	0	0	0	0	0	0	0	18
06:00	25	2	1	0	0	0	0	0	0	0	0	0	0	28
07:00	52	1	0	0	0	0	0	0	0	0	0	0	0	53
08:00	160	1	0	0	0	0	0	0	0	0	0	0	0	161
09:00	262	3	1	0	0	0	0	0	0	0	0	0	0	266
10:00	283	0	0	0	0	0	0	0	0	0	0	0	0	283
11:00	251	5	1	0	0	0	0	0	0	0	0	0	0	257
12 PM	243	5	0	0	0	0	0	0	0	0	0	0	0	248
13:00	230	4	0	0	0	0	0	0	0	0	0	0	0	234
14:00	207	1	0	0	0	0	0	0	0	0	0	0	0	208
15:00	183	4	0	0	0	0	0	0	0	0	0	0	0	187
16:00	194	4	0	0	0	0	0	0	0	0	0	0	0	198
17:00	204	1	0	0	0	0	0	0	0	0	0	0	0	205
18:00	231	2	0	0	0	0	0	0	0	0	0	0	0	233
19:00	177	1	0	0	0	0	0	0	0	0	0	0	0	178
20:00	174	3	0	0	0	0	0	0	0	0	0	0	0	177
21:00	134	1	0	0	0	0	0	0	0	0	0	0	0	135
22:00	112	1	0	0	0	0	0	0	0	0	0	0	0	113
23:00	83	0	0	0	0	0	0	0	0	0	0	0	0	83
Total	3383	48	3	0	0	0	0	0	0	0	0	0	0	3434
Percent	98.5%	1.4%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	10:00	11:00	06:00											10:00
Vol.	283	5	1											283
PM Peak	12:00	12:00												12:00
Vol.	243	5												248

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
NB

186243 A Class
Site Code: 22-1529-002

Start Time	Cars	Medium Heavy	Large Heavy											Total
05/05/1														
8	65	4	0	0	0	0	0	0	0	0	0	0	0	69
01:00	58	0	0	0	0	0	0	0	0	0	0	0	0	58
02:00	26	1	0	0	0	0	0	0	0	0	0	0	0	27
03:00	16	0	0	0	0	0	0	0	0	0	0	0	0	16
04:00	14	0	0	0	0	0	0	0	0	0	0	0	0	14
05:00	17	3	0	0	0	0	0	0	0	0	0	0	0	20
06:00	41	0	1	0	0	0	0	0	0	0	0	0	0	42
07:00	101	1	0	0	0	0	0	0	0	0	0	0	0	102
08:00	198	5	0	0	0	0	0	0	0	0	0	0	0	203
09:00	372	2	0	0	0	0	0	0	0	0	0	0	0	374
10:00	296	2	0	0	0	0	0	0	0	0	0	0	0	298
11:00	282	4	0	0	0	0	0	0	0	0	0	0	0	286
12 PM	267	3	0	0	0	0	0	0	0	0	0	0	0	270
13:00	219	2	0	0	0	0	0	0	0	0	0	0	0	221
14:00	238	0	0	0	0	0	0	0	0	0	0	0	0	238
15:00	222	0	0	0	0	0	0	0	0	0	0	0	0	222
16:00	246	4	0	0	0	0	0	0	0	0	0	0	0	250
17:00	224	1	0	0	0	0	0	0	0	0	0	0	0	225
18:00	261	0	0	0	0	0	0	0	0	0	0	0	0	261
19:00	207	3	0	0	0	0	0	0	0	0	0	0	0	210
20:00	200	0	0	0	0	0	0	0	0	0	0	0	0	200
21:00	160	0	0	0	0	0	0	0	0	0	0	0	0	160
22:00	113	0	0	0	0	0	0	0	0	0	0	0	0	113
23:00	89	1	0	0	0	0	0	0	0	0	0	0	0	90
Total	3932	36	1	0	0	0	0	0	0	0	0	0	0	3969
Percent	99.1%	0.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	09:00	08:00	06:00											09:00
Vol.	372	5	1											374
PM Peak	12:00	16:00												12:00
Vol.	267	4												270

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

PRECISION D A T A INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
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186243 A Volume
Site Code: 22-1529-002

Start	SB				NB				Combined				5/5/2018
Time	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
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Mill Road
south of Main Street
City, State: Durham, NH
Client: Tighe & Bond/ V. Kalikiri
SB

186243 AA Class
Site Code: 22-1529-002

Start Time	Cars	Medium Heavy	Large Heavy											Total
05/08/1														
8	34	0	0	0	0	0	0	0	0	0	0	0	0	34
01:00	12	0	0	0	0	0	0	0	0	0	0	0	0	12
02:00	6	0	1	0	0	0	0	0	0	0	0	0	0	7
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	8	2	2	0	0	0	0	0	0	0	0	0	0	12
05:00	30	1	2	0	0	0	0	0	0	0	0	0	0	33
06:00	40	5	0	0	0	0	0	0	0	0	0	0	0	45
07:00	127	11	1	0	0	0	0	0	0	0	0	0	0	139
08:00	221	15	1	0	0	0	0	0	0	0	0	0	0	237
09:00	165	9	1	0	0	0	0	0	0	0	0	0	0	175
10:00	183	12	1	0	0	0	0	0	0	0	0	0	0	196
11:00	229	7	0	0	0	0	0	0	0	0	0	0	0	236
12 PM	256	14	0	0	0	0	0	0	0	0	0	0	0	270
13:00	213	8	0	0	0	0	0	0	0	0	0	0	0	221
14:00	252	9	0	0	0	0	0	0	0	0	0	0	0	261
15:00	317	6	0	0	0	0	0	0	0	0	0	0	0	323
16:00	316	6	0	0	0	0	0	0	0	0	0	0	0	322
17:00	336	4	0	0	0	0	0	0	0	0	0	0	0	340
18:00	269	2	0	0	0	0	0	0	0	0	0	0	0	271
19:00	212	3	0	0	0	0	0	0	0	0	0	0	0	215
20:00	181	1	0	0	0	0	0	0	0	0	0	0	0	182
21:00	80	1	0	0	0	0	0	0	0	0	0	0	0	81
22:00	66	0	0	0	0	0	0	0	0	0	0	0	0	66
23:00	35	0	0	0	0	0	0	0	0	0	0	0	0	35
Total	3588	116	9	0	0	0	0	0	0	0	0	0	0	3713
Percent	96.6%	3.1%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	11:00	08:00	04:00											08:00
Vol.	229	15	2											237
PM Peak	17:00	12:00												17:00
Vol.	336	14												340

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
NB

186243 AA Class
Site Code: 22-1529-002

Start Time	Cars	Medium Heavy	Large Heavy											Total
05/08/1														
8	38	0	0	0	0	0	0	0	0	0	0	0	0	38
01:00	20	0	0	0	0	0	0	0	0	0	0	0	0	20
02:00	9	0	1	0	0	0	0	0	0	0	0	0	0	10
03:00	2	0	0	0	0	0	0	0	0	0	0	0	0	2
04:00	10	2	0	0	0	0	0	0	0	0	0	0	0	12
05:00	23	3	3	0	0	0	0	0	0	0	0	0	0	29
06:00	72	1	1	0	0	0	0	0	0	0	0	0	0	74
07:00	211	7	0	0	0	0	0	0	0	0	0	0	0	218
08:00	196	7	1	0	0	0	0	0	0	0	0	0	0	204
09:00	194	6	2	0	0	0	0	0	0	0	0	0	0	202
10:00	242	11	1	0	0	0	0	0	0	0	0	0	0	254
11:00	285	5	0	0	0	0	0	0	0	0	0	0	0	290
12 PM	287	11	1	0	0	0	0	0	0	0	0	0	0	299
13:00	299	8	0	0	0	0	0	0	0	0	0	0	0	307
14:00	363	3	1	0	0	0	0	0	0	0	0	0	0	367
15:00	373	4	1	0	0	0	0	0	0	0	0	0	0	378
16:00	440	2	0	0	0	0	0	0	0	0	0	0	0	442
17:00	440	1	0	0	0	0	0	0	0	0	0	0	0	441
18:00	354	0	0	0	0	0	0	0	0	0	0	0	0	354
19:00	252	0	0	0	0	0	0	0	0	0	0	0	0	252
20:00	206	0	0	0	0	0	0	0	0	0	0	0	0	206
21:00	109	0	0	0	0	0	0	0	0	0	0	0	0	109
22:00	79	0	0	0	0	0	0	0	0	0	0	0	0	79
23:00	41	0	0	0	0	0	0	0	0	0	0	0	0	41
Total	4545	71	12	0	0	0	0	0	0	0	0	0	0	4628
Percent	98.2%	1.5%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	11:00	10:00	05:00											11:00
Vol.	285	11	3											290
PM Peak	16:00	12:00	12:00											16:00
Vol.	440	11	1											442

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
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Mill Road
south of Main Street
City, State: Durham, NH
Client: Tighe & Bond/ V. Kalikiri

186243 AA Volume
Site Code: 22-1529-002

Start	SB				NB				Combined				5/8/2018
Time	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
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 Plaza Driveway
east of Mill Road
City, State: Durham, NH
Client: Tighe & Bond/ V. Kalikiri
WB

186243 B Class
Site Code: 22-1529-002

Start Time	Cars	Medium Heavy	Large Heavy											Total
05/05/1														
8	37	1	0	0	0	0	0	0	0	0	0	0	0	38
01:00	21	0	0	0	0	0	0	0	0	0	0	0	0	21
02:00	15	0	0	0	0	0	0	0	0	0	0	0	0	15
03:00	5	0	0	0	0	0	0	0	0	0	0	0	0	5
04:00	10	0	0	0	0	0	0	0	0	0	0	0	0	10
05:00	1	1	0	0	0	0	0	0	0	0	0	0	0	2
06:00	12	0	1	0	0	0	0	0	0	0	0	0	0	13
07:00	51	2	0	0	0	0	0	0	0	0	0	0	0	53
08:00	128	1	0	0	0	0	0	0	0	0	0	0	0	129
09:00	204	2	0	0	0	0	0	0	0	0	0	0	0	206
10:00	208	0	1	0	0	0	0	0	0	0	0	0	0	209
11:00	165	3	0	0	0	0	0	0	0	0	0	0	0	168
12 PM	164	1	0	0	0	0	0	0	0	0	0	0	0	165
13:00	143	2	0	0	0	0	0	0	0	0	0	0	0	145
14:00	111	0	0	0	0	0	0	0	0	0	0	0	0	111
15:00	121	1	0	0	0	0	0	0	0	0	0	0	0	122
16:00	133	0	0	0	0	0	0	0	0	0	0	0	0	133
17:00	138	0	0	0	0	0	0	0	0	0	0	0	0	138
18:00	163	0	0	0	0	0	0	0	0	0	0	0	0	163
19:00	132	2	0	0	0	0	0	0	0	0	0	0	0	134
20:00	109	0	0	0	0	0	0	0	0	0	0	0	0	109
21:00	79	0	0	0	0	0	0	0	0	0	0	0	0	79
22:00	49	0	0	0	0	0	0	0	0	0	0	0	0	49
23:00	38	0	0	0	0	0	0	0	0	0	0	0	0	38
Total	2237	16	2	0	0	0	0	0	0	0	0	0	0	2255
Percent	99.2%	0.7%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	10:00	11:00	06:00											10:00
Vol.	208	3	1											209
PM Peak	12:00	13:00												12:00
Vol.	164	2												165

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

186243 B Class
Site Code: 22-1529-002

Start Time	Cars	Medium Heavy	Large Heavy											Total
05/05/1														
8	26	1	0	0	0	0	0	0	0	0	0	0	0	27
01:00	17	0	0	0	0	0	0	0	0	0	0	0	0	17
02:00	15	0	0	0	0	0	0	0	0	0	0	0	0	15
03:00	6	0	0	0	0	0	0	0	0	0	0	0	0	6
04:00	5	1	0	0	0	0	0	0	0	0	0	0	0	6
05:00	11	0	0	0	0	0	0	0	0	0	0	0	0	11
06:00	22	2	1	0	0	0	0	0	0	0	0	0	0	25
07:00	65	1	0	0	0	0	0	0	0	0	0	0	0	66
08:00	165	1	0	0	0	0	0	0	0	0	0	0	0	166
09:00	213	2	0	0	0	0	0	0	0	0	0	0	0	215
10:00	212	1	0	0	0	0	0	0	0	0	0	0	0	213
11:00	158	3	0	0	0	0	0	0	0	0	0	0	0	161
12 PM	169	0	0	0	0	0	0	0	0	0	0	0	0	169
13:00	141	2	0	0	0	0	0	0	0	0	0	0	0	143
14:00	108	0	0	0	0	0	0	0	0	0	0	0	0	108
15:00	108	1	0	0	0	0	0	0	0	0	0	0	0	109
16:00	136	0	0	0	0	0	0	0	0	0	0	0	0	136
17:00	159	0	0	0	0	0	0	0	0	0	0	0	0	159
18:00	152	0	0	0	0	0	0	0	0	0	0	0	0	152
19:00	129	1	0	0	0	0	0	0	0	0	0	0	0	130
20:00	104	0	0	0	0	0	0	0	0	0	0	0	0	104
21:00	51	0	0	0	0	0	0	0	0	0	0	0	0	51
22:00	44	0	0	0	0	0	0	0	0	0	0	0	0	44
23:00	27	0	0	0	0	0	0	0	0	0	0	0	0	27
Total	2243	16	1	0	0	0	0	0	0	0	0	0	0	2260
Percent	99.2%	0.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	09:00	11:00	06:00											09:00
Vol.	213	3	1											215
PM Peak	12:00	13:00												12:00
Vol.	169	2												169

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

PRECISION
D A T A
INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
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186243 B Volume
Site Code: 22-1529-002

Start	WB				EB				Combined				5/5/2018
Time	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
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 Plaza Driveway
east of Mill Road
City, State: Durham, NH
Client: Tighe & Bond/ V. Kalikiri
WB

186243 BB Class
Site Code: 22-1529-002

Start Time	Cars	Medium Heavy	Large Heavy											Total
05/08/1														
8	18	0	0	0	0	0	0	0	0	0	0	0	0	18
01:00	13	0	0	0	0	0	0	0	0	0	0	0	0	13
02:00	4	1	0	0	0	0	0	0	0	0	0	0	0	5
03:00	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:00	5	1	0	0	0	0	0	0	0	0	0	0	0	6
05:00	1	2	4	0	0	0	0	0	0	0	0	0	0	7
06:00	30	0	1	0	0	0	0	0	0	0	0	0	0	31
07:00	60	2	0	0	0	0	0	0	0	0	0	0	0	62
08:00	84	5	3	0	0	0	0	0	0	0	0	0	0	92
09:00	117	1	1	0	0	0	0	0	0	0	0	0	0	119
10:00	137	4	1	0	0	0	0	0	0	0	0	0	0	142
11:00	153	2	0	0	0	0	0	0	0	0	0	0	0	155
12 PM	169	4	1	0	0	0	0	0	0	0	0	0	0	174
13:00	188	1	0	0	0	0	0	0	0	0	0	0	0	189
14:00	173	3	0	0	0	0	0	0	0	0	0	0	0	176
15:00	205	1	0	0	0	0	0	0	0	0	0	0	0	206
16:00	224	1	0	0	0	0	0	0	0	0	0	0	0	225
17:00	239	1	0	0	0	0	0	0	0	0	0	0	0	240
18:00	218	1	0	0	0	0	0	0	0	0	0	0	0	219
19:00	164	0	0	0	0	0	0	0	0	0	0	0	0	164
20:00	145	0	0	0	0	0	0	0	0	0	0	0	0	145
21:00	51	0	0	0	0	0	0	0	0	0	0	0	0	51
22:00	34	0	0	0	0	0	0	0	0	0	0	0	0	34
23:00	9	0	0	0	0	0	0	0	0	0	0	0	0	9
Total	2442	30	11	0	0	0	0	0	0	0	0	0	0	2483
Percent	98.3%	1.2%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	11:00	08:00	05:00											11:00
Vol.	153	5	4											155
PM Peak	17:00	12:00	12:00											17:00
Vol.	239	4	1											240

PRECISION
D A T A
INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
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Mill Road Plaza Driveway
east of Mill Road
City, State: Durham, NH
Client: Tighe & Bond/ V. Kalikiri
EB

186243 BB Class
Site Code: 22-1529-002

Start Time	Cars	Medium Heavy	Large Heavy											Total
05/08/1														
8	13	0	0	0	0	0	0	0	0	0	0	0	0	13
01:00	10	0	0	0	0	0	0	0	0	0	0	0	0	10
02:00	6	0	1	0	0	0	0	0	0	0	0	0	0	7
03:00	2	0	0	0	0	0	0	0	0	0	0	0	0	2
04:00	9	2	2	0	0	0	0	0	0	0	0	0	0	13
05:00	26	1	2	0	0	0	0	0	0	0	0	0	0	29
06:00	38	1	1	0	0	0	0	0	0	0	0	0	0	40
07:00	74	4	1	0	0	0	0	0	0	0	0	0	0	79
08:00	128	4	2	0	0	0	0	0	0	0	0	0	0	134
09:00	110	3	1	0	0	0	0	0	0	0	0	0	0	114
10:00	140	4	0	0	0	0	0	0	0	0	0	0	0	144
11:00	172	4	0	0	0	0	0	0	0	0	0	0	0	176
12 PM	178	6	0	0	0	0	0	0	0	0	0	0	0	184
13:00	161	2	0	0	0	0	0	0	0	0	0	0	0	163
14:00	162	1	0	0	0	0	0	0	0	0	0	0	0	163
15:00	209	1	0	0	0	0	0	0	0	0	0	0	0	210
16:00	248	1	0	0	0	0	0	0	0	0	0	0	0	249
17:00	223	1	0	0	0	0	0	0	0	0	0	0	0	224
18:00	202	1	0	0	0	0	0	0	0	0	0	0	0	203
19:00	151	0	0	0	0	0	0	0	0	0	0	0	0	151
20:00	118	0	0	0	0	0	0	0	0	0	0	0	0	118
21:00	27	0	0	0	0	0	0	0	0	0	0	0	0	27
22:00	19	0	0	0	0	0	0	0	0	0	0	0	0	19
23:00	11	0	0	0	0	0	0	0	0	0	0	0	0	11
Total	2437	36	10	0	0	0	0	0	0	0	0	0	0	2483
Percent	98.1%	1.4%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	11:00	07:00	04:00											11:00
Vol.	172	4	2											176
PM Peak	16:00	12:00												16:00
Vol.	248	6												249

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

PRECISION
D A T A
INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
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186243 BB Volume
Site Code: 22-1529-002

Start	WB				EB				Combined				5/8/2018
Time	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	18	47	174	2	13	50	184	9	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			

APPENDIX C

Seasonal Adjustment Factor Worksheet

March	1.13
May	1.05
October	1.05

2016

Group 4 Urban Highways Averages:

Month	ADT	Adjustment to Average	Peak
January	13573	1.16	1.25
February	14038	1.12	1.21
March	15731	1.00	1.08
April	16139	0.97	1.05
May	15705	1.00	1.08
June	16766	0.94	1.01
July	15752	1.00	1.08
August	16529	0.95	1.03
September	17007	0.92	1.00
October	16598	0.94	1.02
November	15649	1.00	1.09
December	14638	1.07	1.16

Average ADT: 15677.0833

Peak ADT: 17007

2017

Group 4 Urban Highways Averages:

Month	ADT	Adjustment to Average	Peak
January	12254	1.21	1.33
February	13494	1.10	1.21
March	14335	1.03	1.14
April	15004	0.99	1.09
May	15547	0.95	1.05
June	16310	0.91	1.00
July	15523	0.95	1.05
August	15974	0.93	1.02
September	15546	0.95	1.05
October	15104	0.98	1.08
November	14544	1.02	1.12
December	14151	1.05	1.15

Average ADT: 14815.5

Peak ADT: 16310

2018

Group 4 Urban Highways Averages:

Month	ADT	Adjustment to Average	Peak
January	11281.56	1.13	1.24
February	11848.06	1.08	1.18
March	11828.19	1.08	1.18
April	12491.31	1.02	1.12
May	13586.88	0.94	1.03
June	13910.81	0.92	1.00
July	13765.06	0.93	1.01
August	13944.94	0.92	1.00
September	13168.25	0.97	1.06
October	13367.06	0.96	1.04
November	12215.06	1.05	1.14
December	11962.56	1.07	1.17

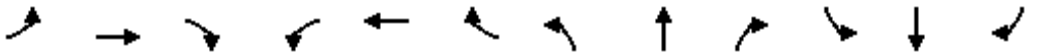
Average ADT: 12780.8125

Peak ADT: 13944.9375

All data was provided by NHDOT.

Tighe&Bond

APPENDIX D



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
Lane Width (ft)	12	12	12	12	12	12	11	12	12	12	12	12
Storage Length (ft)	50		0	225		0	0		300	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			0.142				0.721			0.942	
Satd. Flow (perm)	1069	1863	1583	265	1859	0	0	1343	1583	0	1625	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			185		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	Over	Perm	NA	
Protected Phases	1	6	6	5	2			4	5		8	
Permitted Phases	6			2			4			8		
Detector Phase	1	6	6	5	2		4	4	5	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	11.0	11.0	11.0	11.0		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	37.0	19.0	19.0	
Total Split (%)	10.2%	27.1%	27.1%	31.4%	48.3%		16.1%	16.1%	31.4%	16.1%	16.1%	
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	
Lead/Lag	Lead	Lag	Lag	Lead	Lag				Lead			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				Yes			
Recall Mode	None	Min	Min	None	Min		None	None	None	None	None	
Act Effct Green (s)	32.0	26.8	26.8	55.6	54.0			13.4	22.6		6.3	
Actuated g/C Ratio	0.37	0.31	0.31	0.65	0.63			0.16	0.26		0.07	
v/c Ratio	0.01	0.93	0.38	0.75	0.26			0.75	0.60		0.09	
Control Delay	13.3	56.3	10.0	26.5	10.8			60.5	6.7		32.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0			0.0	0.0		0.0	
Total Delay	13.3	56.3	10.0	26.5	10.8			60.5	6.7		32.7	
LOS	B	E	B	C	B			E	A		C	
Approach Delay		42.2			19.9			20.7			32.7	
Approach LOS		D			B			C			C	
Queue Length 50th (ft)	1	254	17	121	48			74	0		2	

Lane Group	Ø3
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	3
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	1.0
Minimum Split (s)	30.0
Total Split (s)	30.0
Total Split (%)	25%
Yellow Time (s)	2.0
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)	6	#752	105	#392	224			#266	84		22	
Internal Link Dist (ft)		651			693			812			79	
Turn Bay Length (ft)	50			225					300			
Base Capacity (vph)	462	582	622	733	1193			209	868		259	
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	0.93	0.38	0.58	0.26			0.75	0.51		0.04	

Intersection Summary			
Area Type:	Other		
Cycle Length: 118			
Actuated Cycle Length: 85.7			
Natural Cycle: 120			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.93			
Intersection Signal Delay: 28.4		Intersection LOS: C	
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: 101: Newmarket Road/Hotel Driveway & Main Street /Dover Road

Lane Group	Ø3
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary

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	NBR	WBLn1	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	0
HCM Lane LOS	-	-	D	C	A	A
HCM 95th %tile Q(veh)	-	-	1.3	1.5	0.6	-

Movement	EBT	EBR	WBL	WBT	NBL	NBR
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)					10.0	
Walking Speed (ft/s)					3.5	
Percent Blockage					7	
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)			780		313	532

Direction, Lane #	EB 1	EB 2	EB 3	NB 1	NB 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	532	532
Volume to Capacity	0.20	0.20	0.24	0.57	0.57
Queue Length 95th (ft)	0	0	0	88	88
Control Delay (s)	0.0	0.0	0.0	20.3	20.3
Lane LOS				C	C
Approach Delay (s)	0.0			20.3	
Approach LOS				C	

Intersection Summary			
Average Delay	7.3		
Intersection Capacity Utilization	42.2%	ICU Level of Service	A
Analysis Period (min)	15		

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.	

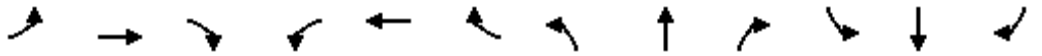
Run Number	1	2	3	4	5	Avg
Vehs Entered	901	935	906	853	876	894
Vehs Exited	899	925	907	862	884	895
Starting Vehs	9	8	15	14	13	12
Ending Vehs	11	18	14	5	5	11
Travel Distance (mi)	313	323	315	298	305	311
Travel Time (hr)	14.1	15.0	14.3	13.4	13.7	14.1
Total Delay (hr)	2.3	2.8	2.4	2.1	2.1	2.4
Total Stops	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 Del/Veh (s)	0.3	0.4	0.4
Total Del/Veh (s)	2.6	11.8	8.0

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)		



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	462	201	373	312	2	178	0	312	4	4	0
Future Volume (vph)	0	462	201	373	312	2	178	0	312	4	4	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	12	12	12	12	12
Storage Length (ft)	50		0	225		0	0		300	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		0.999				0.850			
Flt Protected				0.950				0.950			0.976	
Satd. Flow (prot)	1863	1863	1583	1770	1861	0	0	1770	1583	0	1818	0
Flt Permitted				0.166				0.752			0.845	
Satd. Flow (perm)	1863	1863	1583	309	1861	0	0	1401	1583	0	1574	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			154						325			
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)	0	481	209	389	325	2	185	0	325	4	4	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	481	209	389	327	0	0	185	325	0	8	0
Turn Type	pm+pt	NA	Prot	pm+pt	NA		Perm	NA	Over	Perm	NA	
Protected Phases	1	6	6	5	2			4	5		8	
Permitted Phases	6			2			4			8		
Detector Phase	1	6	6	5	2		4	4	5	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	11.0	11.0	11.0	11.0		11.0	11.0	11.0	11.0	11.0	
Total Split (s)	12.0	22.0	22.0	38.0	48.0		38.0	38.0	38.0	38.0	38.0	
Total Split (%)	9.4%	17.2%	17.2%	29.7%	37.5%		29.7%	29.7%	29.7%	29.7%	29.7%	
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	
Lead/Lag	Lead	Lag	Lag	Lead	Lag				Lead			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				Yes			
Recall Mode	None	Min	Min	None	Min		None	None	None	None	None	
Act Effct Green (s)		17.5	17.5	43.7	43.7			13.3	19.6		8.1	
Actuated g/C Ratio		0.24	0.24	0.59	0.59			0.18	0.27		0.11	
v/c Ratio		1.09	0.42	0.68	0.30			0.73	0.49		0.05	
Control Delay		100.4	14.5	22.4	11.9			49.1	6.4		34.8	
Queue Delay		0.0	0.0	0.0	0.0			0.0	0.0		0.0	
Total Delay		100.4	14.5	22.4	11.9			49.1	6.4		34.8	
LOS		F	B	C	B			D	A		C	
Approach Delay		74.4			17.6			21.9			34.8	
Approach LOS		E			B			C			C	
Queue Length 50th (ft)		~210	17	78	50			69	0		3	

Lane Group	Ø3
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	3
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	1.0
Minimum Split (s)	30.0
Total Split (s)	30.0
Total Split (%)	23%
Yellow Time (s)	2.0
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	

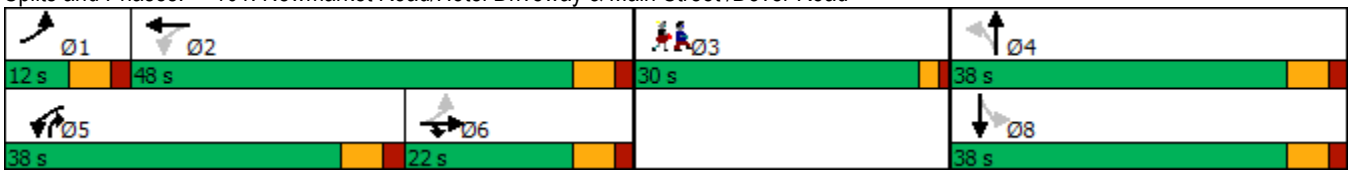
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)		#804	122	355	251			214	72		19	
Internal Link Dist (ft)		651			693			812			79	
Turn Bay Length (ft)				225					300			
Base Capacity (vph)		442	493	877	1210			665	922		747	
Starvation Cap Reductn		0	0	0	0			0	0		0	
Spillback Cap Reductn		0	0	0	0			0	0		0	
Storage Cap Reductn		0	0	0	0			0	0		0	
Reduced v/c Ratio		1.09	0.42	0.44	0.27			0.28	0.35		0.01	

Intersection Summary			
Area Type:	Other		
Cycle Length: 128			
Actuated Cycle Length: 73.7			
Natural Cycle: 100			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.09			
Intersection Signal Delay: 39.2		Intersection LOS: D	
Intersection Capacity Utilization 76.5%		ICU Level of Service D	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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

Splits and Phases: 101: Newmarket Road/Hotel Driveway & Main Street /Dover Road



Lane Group	Ø3
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary

Intersection	
Int Delay, s/veh	4.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	61	108	270	59	110	146
Future Vol, veh/h	61	108	270	59	110	146
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	66	117	300	66	112	149

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	706	377	0	0	366	0
Stage 1	333	-	-	-	-	-
Stage 2	373	-	-	-	-	-
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	402	670	-	-	1193	-
Stage 1	726	-	-	-	-	-
Stage 2	696	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	361	642	-	-	1193	-
Mov Cap-2 Maneuver	361	-	-	-	-	-
Stage 1	726	-	-	-	-	-
Stage 2	625	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.8	0	3.6
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	361	642	1193	-
HCM Lane V/C Ratio	-	-	0.184	0.183	0.094	-
HCM Control Delay (s)	-	-	17.2	11.9	8.3	0
HCM Lane LOS	-	-	C	B	A	A
HCM 95th %tile Q(veh)	-	-	0.7	0.7	0.3	-

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	662	264	0	0	0	378
Future Volume (Veh/h)	662	264	0	0	0	378
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)	744	297	0	0	0	425
Pedestrians					91	
Lane Width (ft)					10.0	
Walking Speed (ft/s)					3.5	
Percent Blockage					7	
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			835		835	463
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			835		835	463
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	16
cM capacity (veh/h)			737		284	506

Direction, Lane #	EB 1	EB 2	EB 3	NB 1	NB 2
Volume Total	372	372	297	212	212
Volume Left	0	0	0	0	0
Volume Right	0	0	297	212	212
cSH	1700	1700	1700	506	506
Volume to Capacity	0.22	0.22	0.17	0.42	0.42
Queue Length 95th (ft)	0	0	0	51	51
Control Delay (s)	0.0	0.0	0.0	17.2	17.2
Lane LOS				C	C
Approach Delay (s)	0.0			17.2	
Approach LOS				C	

Intersection Summary			
Average Delay	5.0		
Intersection Capacity Utilization	38.2%	ICU Level of Service	A
Analysis Period (min)	15		

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	1036	1001	943	970	911	972
Vehs Exited	1038	996	940	970	917	972
Starting Vehs	12	11	15	17	13	13
Ending Vehs	10	16	18	17	7	14
Travel Distance (mi)	361	348	327	337	317	338
Travel Time (hr)	18.2	19.0	15.3	16.2	15.1	16.8
Total Delay (hr)	4.5	5.8	2.9	3.5	3.1	4.0
Total Stops	585	580	477	516	472	526
Fuel Used (gal)	13.4	13.3	11.8	12.2	11.6	12.5

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.	

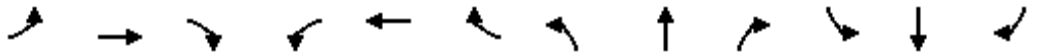
Run Number	1	2	3	4	5	Avg
Vehs Entered	1036	1001	943	970	911	972
Vehs Exited	1038	996	940	970	917	972
Starting Vehs	12	11	15	17	13	13
Ending Vehs	10	16	18	17	7	14
Travel Distance (mi)	361	348	327	337	317	338
Travel Time (hr)	18.2	19.0	15.3	16.2	15.1	16.8
Total Delay (hr)	4.5	5.8	2.9	3.5	3.1	4.0
Total Stops	585	580	477	516	472	526
Fuel Used (gal)	13.4	13.3	11.8	12.2	11.6	12.5

6: Main Street & Madbury Road Performance by approach

Approach	EB	WB	All
Denied Del/Veh (s)	0.3	0.5	0.4
Total Del/Veh (s)	2.7	19.0	13.0

Intersection: 6: Main Street & Madbury Road

Movement	EB	WB
Directions Served	L	R
Maximum Queue (ft)	102	374
Average Queue (ft)	28	174
95th Queue (ft)	76	334
Link Distance (ft)	997	1070
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		



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
Lane Width (ft)	12	12	12	12	12	12	11	12	12	12	12	12
Storage Length (ft)	50		0	225		0	0		300	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			0.136				0.721			0.942	
Satd. Flow (perm)	1067	1863	1583	253	1859	0	0	1343	1583	0	1625	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			185		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	Over	Perm	NA	
Protected Phases	1	6	6	5	2			4	5		8	
Permitted Phases	6			2			4			8		
Detector Phase	1	6	6	5	2		4	4	5	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	11.0	11.0	11.0	11.0		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	37.0	19.0	19.0	
Total Split (%)	10.2%	27.1%	27.1%	31.4%	48.3%		16.1%	16.1%	31.4%	16.1%	16.1%	
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	
Lead/Lag	Lead	Lag	Lag	Lead	Lag				Lead			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				Yes			
Recall Mode	None	Min	Min	None	Min		None	None	None	None	None	
Act Effct Green (s)	31.9	26.8	26.8	55.8	54.2			13.4	22.8		6.3	
Actuated g/C Ratio	0.37	0.31	0.31	0.65	0.63			0.16	0.27		0.07	
v/c Ratio	0.01	0.95	0.38	0.76	0.26			0.75	0.60		0.09	
Control Delay	13.3	58.5	10.2	27.5	10.8			61.4	6.7		32.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0			0.0	0.0		0.0	
Total Delay	13.3	58.5	10.2	27.5	10.8			61.4	6.7		32.7	
LOS	B	E	B	C	B			E	A		C	
Approach Delay		43.9			20.5			20.9			32.7	
Approach LOS		D			C			C			C	
Queue Length 50th (ft)	1	258	18	127	49			75	0		2	

Lane Group	Ø3
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	3
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	1.0
Minimum Split (s)	30.0
Total Split (s)	30.0
Total Split (%)	25%
Yellow Time (s)	2.0
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)	6	#762	107	#403	226			#269	84		22	
Internal Link Dist (ft)		651			693			812			79	
Turn Bay Length (ft)	50			225					300			
Base Capacity (vph)	460	580	620	728	1193			209	869		258	
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	0.95	0.38	0.59	0.26			0.75	0.51		0.04	

Intersection Summary			
Area Type:	Other		
Cycle Length: 118			
Actuated Cycle Length: 85.9			
Natural Cycle: 120			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.95			
Intersection Signal Delay: 29.3		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: 101: Newmarket Road/Hotel Driveway & Main Street /Dover Road

Lane Group	Ø3
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary

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	NBR	WBLn1	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	0
HCM Lane LOS	-	-	D	C	A	A
HCM 95th %tile Q(veh)	-	-	1.3	1.6	0.6	-

Movement	EBT	EBR	WBL	WBT	NBL	NBR
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	NB 1	NB 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		

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	918	970	922	903	871	917
Vehs Exited	920	959	923	903	879	917
Starting Vehs	9	8	15	14	13	12
Ending Vehs	7	19	14	14	5	12
Travel Distance (mi)	319	335	320	313	303	318
Travel Time (hr)	14.4	16.6	14.6	14.2	13.5	14.7
Total Delay (hr)	2.3	4.0	2.5	2.3	2.0	2.6
Total Stops	416	509	431	389	375	424
Fuel Used (gal)	11.4	12.5	11.6	11.2	10.8	11.5

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.	

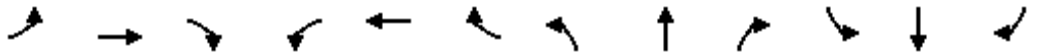
Run Number	1	2	3	4	5	Avg
Vehs Entered	918	970	922	903	871	917
Vehs Exited	920	959	923	903	879	917
Starting Vehs	9	8	15	14	13	12
Ending Vehs	7	19	14	14	5	12
Travel Distance (mi)	319	335	320	313	303	318
Travel Time (hr)	14.4	16.6	14.6	14.2	13.5	14.7
Total Delay (hr)	2.3	4.0	2.5	2.3	2.0	2.6
Total Stops	416	509	431	389	375	424
Fuel Used (gal)	11.4	12.5	11.6	11.2	10.8	11.5

6: Main Street & Madbury Road Performance by approach

Approach	EB	WB	All
Denied Del/Veh (s)	0.3	0.5	0.4
Total Del/Veh (s)	2.6	13.2	8.8

Intersection: 6: Main Street & Madbury Road

Movement	EB	WB
Directions Served	L	R
Maximum Queue (ft)	104	288
Average Queue (ft)	28	129
95th Queue (ft)	75	243
Link Distance (ft)	997	1070
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	467	203	377	322	2	180	0	315	4	4	0
Future Volume (vph)	0	467	203	377	322	2	180	0	315	4	4	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	12	12	12	12	12
Storage Length (ft)	50		0	225		0	0		300	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		0.999				0.850			
Flt Protected				0.950				0.950			0.976	
Satd. Flow (prot)	1863	1863	1583	1770	1861	0	0	1770	1583	0	1818	0
Flt Permitted				0.166				0.752			0.846	
Satd. Flow (perm)	1863	1863	1583	309	1861	0	0	1401	1583	0	1576	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			154						328			
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)	0	486	211	393	335	2	188	0	328	4	4	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	486	211	393	337	0	0	188	328	0	8	0
Turn Type	pm+pt	NA	Prot	pm+pt	NA		Perm	NA	Over	Perm	NA	
Protected Phases	1	6	6	5	2			4	5		8	
Permitted Phases	6			2			4			8		
Detector Phase	1	6	6	5	2		4	4	5	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	11.0	11.0	11.0	11.0		11.0	11.0	11.0	11.0	11.0	
Total Split (s)	12.0	22.0	22.0	38.0	48.0		38.0	38.0	38.0	38.0	38.0	
Total Split (%)	9.4%	17.2%	17.2%	29.7%	37.5%		29.7%	29.7%	29.7%	29.7%	29.7%	
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	
Lead/Lag	Lead	Lag	Lag	Lead	Lag				Lead			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				Yes			
Recall Mode	None	Min	Min	None	Min		None	None	None	None	None	
Act Effct Green (s)		17.5	17.5	44.0	44.0			13.5	19.9		8.2	
Actuated g/C Ratio		0.24	0.24	0.59	0.59			0.18	0.27		0.11	
v/c Ratio		1.11	0.43	0.68	0.31			0.74	0.49		0.05	
Control Delay		107.3	14.9	22.7	12.1			49.3	6.4		34.9	
Queue Delay		0.0	0.0	0.0	0.0			0.0	0.0		0.0	
Total Delay		107.3	14.9	22.7	12.1			49.3	6.4		34.9	
LOS		F	B	C	B			D	A		C	
Approach Delay		79.3			17.8			22.0			34.9	
Approach LOS		E			B			C			C	
Queue Length 50th (ft)		~218	18	80	52			71	0		3	

Lane Group	Ø3
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	3
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	1.0
Minimum Split (s)	30.0
Total Split (s)	30.0
Total Split (%)	23%
Yellow Time (s)	2.0
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	

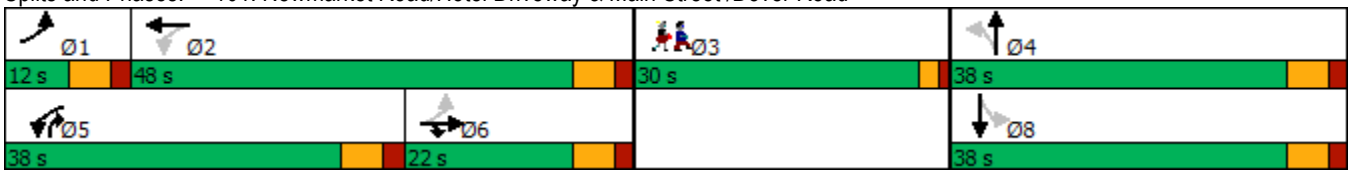
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)		#818	125	361	261			218	73		19	
Internal Link Dist (ft)		651			693			812			79	
Turn Bay Length (ft)				225					300			
Base Capacity (vph)		439	490	872	1203			660	919		742	
Starvation Cap Reductn		0	0	0	0			0	0		0	
Spillback Cap Reductn		0	0	0	0			0	0		0	
Storage Cap Reductn		0	0	0	0			0	0		0	
Reduced v/c Ratio		1.11	0.43	0.45	0.28			0.28	0.36		0.01	

Intersection Summary			
Area Type:	Other		
Cycle Length: 128			
Actuated Cycle Length: 74.3			
Natural Cycle: 110			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.11			
Intersection Signal Delay: 41.0		Intersection LOS: D	
Intersection Capacity Utilization 77.1%		ICU Level of Service D	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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

Splits and Phases: 101: Newmarket Road/Hotel Driveway & Main Street /Dover Road



Lane Group	Ø3
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary

Intersection	
Int Delay, s/veh	4.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	61	108	270	59	110	147
Future Vol, veh/h	61	108	270	59	110	147
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	66	117	300	66	112	150

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	707	377	0	0	366	0
Stage 1	333	-	-	-	-	-
Stage 2	374	-	-	-	-	-
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	402	670	-	-	1193	-
Stage 1	726	-	-	-	-	-
Stage 2	696	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	361	642	-	-	1193	-
Mov Cap-2 Maneuver	361	-	-	-	-	-
Stage 1	726	-	-	-	-	-
Stage 2	625	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.8	0	3.6
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	361	642	1193	-
HCM Lane V/C Ratio	-	-	0.184	0.183	0.094	-
HCM Control Delay (s)	-	-	17.2	11.9	8.3	0
HCM Lane LOS	-	-	C	B	A	A
HCM 95th %tile Q(veh)	-	-	0.7	0.7	0.3	-

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	669	267	0	0	0	382
Future Volume (Veh/h)	669	267	0	0	0	382
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)	752	300	0	0	0	429
Pedestrians					91	
Lane Width (ft)					10.0	
Walking Speed (ft/s)					3.5	
Percent Blockage					7	
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			843		843	467
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			843		843	467
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	15
cM capacity (veh/h)			732		281	503

Direction, Lane #	EB 1	EB 2	EB 3	NB 1	NB 2
Volume Total	376	376	300	214	214
Volume Left	0	0	0	0	0
Volume Right	0	0	300	214	214
cSH	1700	1700	1700	503	503
Volume to Capacity	0.22	0.22	0.18	0.43	0.43
Queue Length 95th (ft)	0	0	0	53	53
Control Delay (s)	0.0	0.0	0.0	17.4	17.4
Lane LOS				C	C
Approach Delay (s)	0.0			17.4	
Approach LOS				C	

Intersection Summary			
Average Delay	5.0		
Intersection Capacity Utilization	38.5%	ICU Level of Service	A
Analysis Period (min)	15		

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	979	1042	1029	982	947	996
Vehs Exited	985	1035	1029	982	946	995
Starting Vehs	12	11	15	17	13	13
Ending Vehs	6	18	15	17	14	14
Travel Distance (mi)	341	362	358	341	328	346
Travel Time (hr)	17.2	19.9	18.2	15.9	15.9	17.4
Total Delay (hr)	4.2	6.2	4.6	3.0	3.5	4.3
Total Stops	541	623	576	519	490	550
Fuel Used (gal)	12.7	13.9	13.2	12.2	12.0	12.8

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	979	1042	1029	982	947	996
Vehs Exited	985	1035	1029	982	946	995
Starting Vehs	12	11	15	17	13	13
Ending Vehs	6	18	15	17	14	14
Travel Distance (mi)	341	362	358	341	328	346
Travel Time (hr)	17.2	19.9	18.2	15.9	15.9	17.4
Total Delay (hr)	4.2	6.2	4.6	3.0	3.5	4.3
Total Stops	541	623	576	519	490	550
Fuel Used (gal)	12.7	13.9	13.2	12.2	12.0	12.8

6: Main Street & Madbury Road Performance by approach

Approach	EB	WB	All
Denied Del/Veh (s)	0.3	0.5	0.4
Total Del/Veh (s)	2.8	20.9	13.9

Intersection: 6: Main Street & Madbury Road

Movement	EB	WB
Directions Served	L	R
Maximum Queue (ft)	106	410
Average Queue (ft)	30	186
95th Queue (ft)	78	360
Link Distance (ft)	997	1070
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	536	232	413	297	4	151	2	429	2	3	6
Future Volume (vph)	3	536	232	413	297	4	151	2	429	2	3	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	12	12	12	12	12
Storage Length (ft)	50		0	225		0	0		300	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	0.570			0.127				0.721			0.941	
Satd. Flow (perm)	1062	1863	1583	237	1859	0	0	1343	1583	0	1623	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			187		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	558	242	430	309	4	157	2	447	2	3	6
Shared Lane Traffic (%)												
Lane Group Flow (vph)	3	558	242	430	313	0	0	159	447	0	11	0
Turn Type	pm+pt	NA	Prot	pm+pt	NA		Perm	NA	Over	Perm	NA	
Protected Phases	1	6	6	5	2			4	5		8	
Permitted Phases	6			2			4			8		
Detector Phase	1	6	6	5	2		4	4	5	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	11.0	11.0	11.0	11.0		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	37.0	19.0	19.0	
Total Split (%)	10.2%	27.1%	27.1%	31.4%	48.3%		16.1%	16.1%	31.4%	16.1%	16.1%	
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	
Lead/Lag	Lead	Lag	Lag	Lead	Lag				Lead			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				Yes			
Recall Mode	None	Min	Min	None	Min		None	None	None	None	None	
Act Effct Green (s)	31.9	26.8	26.8	55.8	54.2			13.4	22.8		6.3	
Actuated g/C Ratio	0.37	0.31	0.31	0.65	0.63			0.16	0.27		0.07	
v/c Ratio	0.01	0.96	0.39	0.77	0.27			0.76	0.60		0.09	
Control Delay	13.3	61.5	10.4	28.8	10.8			62.2	6.7		32.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0			0.0	0.0		0.0	
Total Delay	13.3	61.5	10.4	28.8	10.8			62.2	6.7		32.7	
LOS	B	E	B	C	B			E	A		C	
Approach Delay		45.9			21.2			21.3			32.7	
Approach LOS		D			C			C			C	
Queue Length 50th (ft)	1	265	19	132	50			76	0		2	

Lane Group	Ø3
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	3
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	1.0
Minimum Split (s)	30.0
Total Split (s)	30.0
Total Split (%)	25%
Yellow Time (s)	2.0
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)	6	#777	111	#410	230			#274	84		22	
Internal Link Dist (ft)		651			693			812			79	
Turn Bay Length (ft)	50			225					300			
Base Capacity (vph)	458	580	622	723	1193			209	869		258	
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	0.96	0.39	0.59	0.26			0.76	0.51		0.04	

Intersection Summary			
Area Type:	Other		
Cycle Length: 118			
Actuated Cycle Length: 85.9			
Natural Cycle: 120			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.96			
Intersection Signal Delay: 30.5		Intersection LOS: C	
Intersection Capacity Utilization 81.2%		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: 101: Newmarket Road/Hotel Driveway & Main Street /Dover Road

Lane Group	Ø3
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary

Intersection	
Int Delay, s/veh	6.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	73	209	368	95	181	202
Future Vol, veh/h	73	209	368	95	181	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	79	227	409	106	185	206

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1038	522	0	0	515	0
Stage 1	462	-	-	-	-	-
Stage 2	576	-	-	-	-	-
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	256	555	-	-	1051	-
Stage 1	634	-	-	-	-	-
Stage 2	562	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	211	529	-	-	1051	-
Mov Cap-2 Maneuver	211	-	-	-	-	-
Stage 1	634	-	-	-	-	-
Stage 2	463	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	20.7	0	4.3
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	211	529	1051	-
HCM Lane V/C Ratio	-	-	0.376	0.429	0.176	-
HCM Control Delay (s)	-	-	32	16.8	9.2	-
HCM Lane LOS	-	-	D	C	A	-
HCM 95th %tile Q(veh)	-	-	1.6	2.1	0.6	-

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	609	385	0	0	0	578
Future Volume (Veh/h)	609	385	0	0	0	578
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	433	0	0	0	649
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	NB 1	NB 2
Volume Total	342	342	433	324	324
Volume Left	0	0	0	0	0
Volume Right	0	0	433	324	324
cSH	1700	1700	1700	491	491
Volume to Capacity	0.20	0.20	0.25	0.66	0.66
Queue Length 95th (ft)	0	0	0	119	119
Control Delay (s)	0.0	0.0	0.0	25.5	25.5
Lane LOS				D	D
Approach Delay (s)	0.0			25.5	
Approach LOS				D	

Intersection Summary			
Average Delay	9.4		
Intersection Capacity Utilization	43.7%	ICU Level of Service	A
Analysis Period (min)	15		

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	923	950	962	932	919	937
Vehs Exited	922	954	959	931	924	938
Starting Vehs	9	14	15	14	13	13
Ending Vehs	10	10	18	15	8	12
Travel Distance (mi)	320	331	333	323	320	325
Travel Time (hr)	15.0	15.9	16.0	14.9	14.7	15.3
Total Delay (hr)	2.9	3.4	3.5	2.6	2.6	3.0
Total Stops	444	509	484	424	468	466
Fuel Used (gal)	11.7	12.1	12.2	11.7	11.5	11.8

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.	

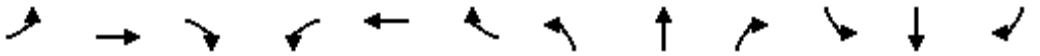
Run Number	1	2	3	4	5	Avg
Vehs Entered	923	950	962	932	919	937
Vehs Exited	922	954	959	931	924	938
Starting Vehs	9	14	15	14	13	13
Ending Vehs	10	10	18	15	8	12
Travel Distance (mi)	320	331	333	323	320	325
Travel Time (hr)	15.0	15.9	16.0	14.9	14.7	15.3
Total Delay (hr)	2.9	3.4	3.5	2.6	2.6	3.0
Total Stops	444	509	484	424	468	466
Fuel Used (gal)	11.7	12.1	12.2	11.7	11.5	11.8

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	15.1	10.0

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

Movement	EB	WB
Directions Served	L	R
Maximum Queue (ft)	120	267
Average Queue (ft)	33	141
95th Queue (ft)	86	245
Link Distance (ft)	997	1070
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	474	207	377	322	2	184	0	315	4	4	0
Future Volume (vph)	0	474	207	377	322	2	184	0	315	4	4	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	12	12	12	12	12
Storage Length (ft)	50		0	225		0	0		300	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		0.999				0.850			
Flt Protected				0.950				0.950			0.976	
Satd. Flow (prot)	1863	1863	1583	1770	1861	0	0	1770	1583	0	1818	0
Flt Permitted				0.166				0.752			0.847	
Satd. Flow (perm)	1863	1863	1583	309	1861	0	0	1401	1583	0	1578	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			155						328			
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)	0	494	216	393	335	2	192	0	328	4	4	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	494	216	393	337	0	0	192	328	0	8	0
Turn Type	pm+pt	NA	Prot	pm+pt	NA		Perm	NA	Over	Perm	NA	
Protected Phases	1	6	6	5	2			4	5		8	
Permitted Phases	6			2			4			8		
Detector Phase	1	6	6	5	2		4	4	5	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	11.0	11.0	11.0	11.0		11.0	11.0	11.0	11.0	11.0	
Total Split (s)	12.0	22.0	22.0	38.0	48.0		38.0	38.0	38.0	38.0	38.0	
Total Split (%)	9.4%	17.2%	17.2%	29.7%	37.5%		29.7%	29.7%	29.7%	29.7%	29.7%	
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	
Lead/Lag	Lead	Lag	Lag	Lead	Lag				Lead			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				Yes			
Recall Mode	None	Min	Min	None	Min		None	None	None	None	None	
Act Effct Green (s)		17.5	17.5	44.1	44.1			13.8	20.0		8.2	
Actuated g/C Ratio		0.23	0.23	0.59	0.59			0.18	0.27		0.11	
v/c Ratio		1.13	0.44	0.68	0.31			0.74	0.49		0.05	
Control Delay		115.9	15.3	22.9	12.2			49.4	6.4		35.0	
Queue Delay		0.0	0.0	0.0	0.0			0.0	0.0		0.0	
Total Delay		115.9	15.3	22.9	12.2			49.4	6.4		35.0	
LOS		F	B	C	B			D	A		C	
Approach Delay		85.3			18.0			22.3			35.0	
Approach LOS		F			B			C			C	
Queue Length 50th (ft)		~227	19	82	53			73	0		3	

Lane Group	Ø3
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	3
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	1.0
Minimum Split (s)	30.0
Total Split (s)	30.0
Total Split (%)	23%
Yellow Time (s)	2.0
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	

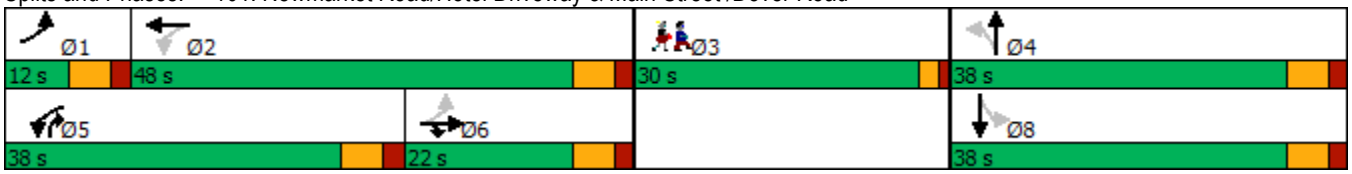
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)		#836	129	363	263			223	74		19	
Internal Link Dist (ft)		651			693			812			79	
Turn Bay Length (ft)				225					300			
Base Capacity (vph)		436	489	867	1197			656	916		739	
Starvation Cap Reductn		0	0	0	0			0	0		0	
Spillback Cap Reductn		0	0	0	0			0	0		0	
Storage Cap Reductn		0	0	0	0			0	0		0	
Reduced v/c Ratio		1.13	0.44	0.45	0.28			0.29	0.36		0.01	

Intersection Summary			
Area Type:	Other		
Cycle Length: 128			
Actuated Cycle Length: 74.7			
Natural Cycle: 110			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.13			
Intersection Signal Delay: 43.5		Intersection LOS: D	
Intersection Capacity Utilization 77.7%		ICU Level of Service D	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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

Splits and Phases: 101: Newmarket Road/Hotel Driveway & Main Street /Dover Road



Lane Group	Ø3
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary

Intersection	
Int Delay, s/veh	5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	68	134	273	66	136	147
Future Vol, veh/h	68	134	273	66	136	147
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	74	146	303	73	139	150

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	768	400	0	0	376	0
Stage 1	340	-	-	-	-	-
Stage 2	428	-	-	-	-	-
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	370	650	-	-	1182	-
Stage 1	721	-	-	-	-	-
Stage 2	657	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	326	619	-	-	1182	-
Mov Cap-2 Maneuver	326	-	-	-	-	-
Stage 1	721	-	-	-	-	-
Stage 2	579	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14.9	0	4.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	326	619	1182	-
HCM Lane V/C Ratio	-	-	0.227	0.235	0.117	-
HCM Control Delay (s)	-	-	19.3	12.6	8.4	-
HCM Lane LOS	-	-	C	B	A	-
HCM 95th %tile Q(veh)	-	-	0.9	0.9	0.4	-

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	669	293	0	0	0	408
Future Volume (Veh/h)	669	293	0	0	0	408
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)	752	329	0	0	0	458
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			875		875	499
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			875		875	499
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	2
cM capacity (veh/h)			692		260	467

Direction, Lane #	EB 1	EB 2	EB 3	NB 1	NB 2
Volume Total	376	376	329	229	229
Volume Left	0	0	0	0	0
Volume Right	0	0	329	229	229
cSH	1700	1700	1700	467	467
Volume to Capacity	0.22	0.22	0.19	0.49	0.49
Queue Length 95th (ft)	0	0	0	66	66
Control Delay (s)	0.0	0.0	0.0	19.9	19.9
Lane LOS				C	C
Approach Delay (s)	0.0			19.9	
Approach LOS				C	

Intersection Summary			
Average Delay	5.9		
Intersection Capacity Utilization	39.4%	ICU Level of Service	A
Analysis Period (min)	15		

Summary of All Intervals

Run Number	7	Avg
Start Time	4:27	4:27
End Time	5:30	5:30
Total Time (min)	63	63
Time Recorded (min)	60	60
# of Intervals	2	2
# of Recorded Intervals	1	1
Vehs Entered	986	986
Vehs Exited	997	997
Starting Vehs	25	25
Ending Vehs	14	14
Travel Distance (mi)	345	345
Travel Time (hr)	17.7	17.7
Total Delay (hr)	4.7	4.7
Total Stops	553	553
Fuel Used (gal)	13.0	13.0

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.	

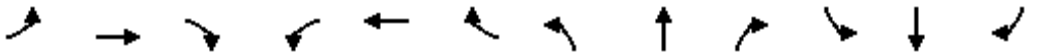
Run Number	7	Avg
Vehs Entered	986	986
Vehs Exited	997	997
Starting Vehs	25	25
Ending Vehs	14	14
Travel Distance (mi)	345	345
Travel Time (hr)	17.7	17.7
Total Delay (hr)	4.7	4.7
Total Stops	553	553
Fuel Used (gal)	13.0	13.0

6: Main Street & Madbury Road Performance by movement

Movement	EBL	WBR	All
Denied Del/Veh (s)	0.4	0.6	0.5
Total Del/Veh (s)	3.3	23.0	15.2

Intersection: 6: Main Street & Madbury Road

Movement	EB	WB
Directions Served	L	R
Maximum Queue (ft)	119	499
Average Queue (ft)	34	206
95th Queue (ft)	91	412
Link Distance (ft)	997	1070
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		



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
Lane Width (ft)	12	12	12	12	12	12	11	12	12	12	12	12
Storage Length (ft)	50		0	225		0	0		300	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			0.105				0.721			0.940	
Satd. Flow (perm)	1054	1863	1583	196	1859	0	0	1343	1583	0	1621	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			186		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	Over	Perm	NA	
Protected Phases	1	6	6	5	2			4	5		8	
Permitted Phases	6			2			4			8		
Detector Phase	1	6	6	5	2		4	4	5	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	11.0	11.0	11.0	11.0		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	37.0	19.0	19.0	
Total Split (%)	10.2%	27.1%	27.1%	31.4%	48.3%		16.1%	16.1%	31.4%	16.1%	16.1%	
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	
Lead/Lag	Lead	Lag	Lag	Lead	Lag				Lead			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				Yes			
Recall Mode	None	Min	Min	None	Min		None	None	None	None	None	
Act Effct Green (s)	31.9	26.7	26.7	57.0	55.3			13.4	24.1		6.3	
Actuated g/C Ratio	0.37	0.31	0.31	0.65	0.63			0.15	0.28		0.07	
v/c Ratio	0.01	1.00	0.40	0.80	0.27			0.80	0.60		0.09	
Control Delay	13.3	71.5	11.0	32.9	10.8			67.6	6.6		33.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0			0.0	0.0		0.0	
Total Delay	13.3	71.5	11.0	32.9	10.8			67.6	6.6		33.1	
LOS	B	E	B	C	B			E	A		C	
Approach Delay		53.1			23.6			22.5			33.1	
Approach LOS		D			C			C			C	
Queue Length 50th (ft)	1	283	22	154	51			82	0		2	

Lane Group	Ø3
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	3
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	1.0
Minimum Split (s)	30.0
Total Split (s)	30.0
Total Split (%)	25%
Yellow Time (s)	2.0
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)	6	#800	117	#460	237			#285	86		22	
Internal Link Dist (ft)		651			693			812			79	
Turn Bay Length (ft)	50			225					300			
Base Capacity (vph)	448	571	614	704	1196			205	874		253	
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	1.00	0.40	0.64	0.27			0.80	0.53		0.04	

Intersection Summary			
Area Type:	Other		
Cycle Length: 118			
Actuated Cycle Length: 87.1			
Natural Cycle: 130			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.00			
Intersection Signal Delay: 34.2		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: 101: Newmarket Road/Hotel Driveway & Main Street /Dover Road

Lane Group	Ø3
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary

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	NBR	WBLn1	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	0
HCM Lane LOS	-	-	D	C	A	A
HCM 95th %tile Q(veh)	-	-	1.4	1.6	0.6	-

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)					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			803		803	447
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			803		803	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)			746		293	511

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	511	511
Volume to Capacity	0.21	0.21	0.25	0.62	0.62
Queue Length 95th (ft)	0	0	0	106	106
Control Delay (s)	0.0	0.0	0.0	23.0	23.0
Lane LOS				C	C
Approach Delay (s)	0.0			23.0	
Approach LOS				C	

Intersection Summary			
Average Delay	8.2		
Intersection Capacity Utilization	44.0%	ICU Level of Service	A
Analysis Period (min)	15		

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.	

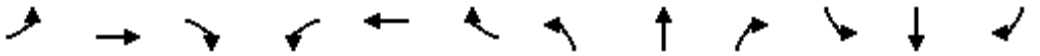
Run Number	1	2	3	4	5	Avg
Vehs Entered	951	975	905	976	893	940
Vehs Exited	957	964	906	977	895	940
Starting Vehs	17	9	15	16	13	14
Ending Vehs	11	20	14	15	11	14
Travel Distance (mi)	331	336	314	339	310	326
Travel Time (hr)	15.1	17.2	14.4	16.1	14.3	15.4
Total Delay (hr)	2.5	4.5	2.5	3.3	2.6	3.1
Total Stops	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 Del/Veh (s)	0.3	0.4	0.4
Total Del/Veh (s)	3.0	15.4	10.2

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)		



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	486	211	392	328	2	187	0	328	4	4	0
Future Volume (vph)	0	486	211	392	328	2	187	0	328	4	4	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	12	12	12	12	12
Storage Length (ft)	50		0	225		0	0		300	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		0.999				0.850			
Flt Protected				0.950				0.950			0.976	
Satd. Flow (prot)	1863	1863	1583	1770	1861	0	0	1770	1583	0	1818	0
Flt Permitted				0.167				0.752			0.849	
Satd. Flow (perm)	1863	1863	1583	311	1861	0	0	1401	1583	0	1581	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			154						342			
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)	0	506	220	408	342	2	195	0	342	4	4	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	506	220	408	344	0	0	195	342	0	8	0
Turn Type	pm+pt	NA	Prot	pm+pt	NA		Perm	NA	Over	Perm	NA	
Protected Phases	1	6	6	5	2			4	5		8	
Permitted Phases	6			2			4			8		
Detector Phase	1	6	6	5	2		4	4	5	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	11.0	11.0	11.0	11.0		11.0	11.0	11.0	11.0	11.0	
Total Split (s)	12.0	22.0	22.0	38.0	48.0		38.0	38.0	38.0	38.0	38.0	
Total Split (%)	9.4%	17.2%	17.2%	29.7%	37.5%		29.7%	29.7%	29.7%	29.7%	29.7%	
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	
Lead/Lag	Lead	Lag	Lag	Lead	Lag				Lead			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				Yes			
Recall Mode	None	Min	Min	None	Min		None	None	None	None	None	
Act Effct Green (s)		17.4	17.4	45.1	45.1			14.2	21.1		8.3	
Actuated g/C Ratio		0.23	0.23	0.59	0.59			0.19	0.28		0.11	
v/c Ratio		1.19	0.46	0.69	0.31			0.75	0.50		0.05	
Control Delay		135.6	16.1	23.4	12.4			50.0	6.3		35.4	
Queue Delay		0.0	0.0	0.0	0.0			0.0	0.0		0.0	
Total Delay		135.6	16.1	23.4	12.4			50.0	6.3		35.4	
LOS		F	B	C	B			D	A		D	
Approach Delay		99.4			18.4			22.2			35.4	
Approach LOS		F			B			C			D	
Queue Length 50th (ft)		~249	22	89	56			76	0		3	

Lane Group	Ø3
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	3
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	1.0
Minimum Split (s)	30.0
Total Split (s)	30.0
Total Split (%)	23%
Yellow Time (s)	2.0
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	

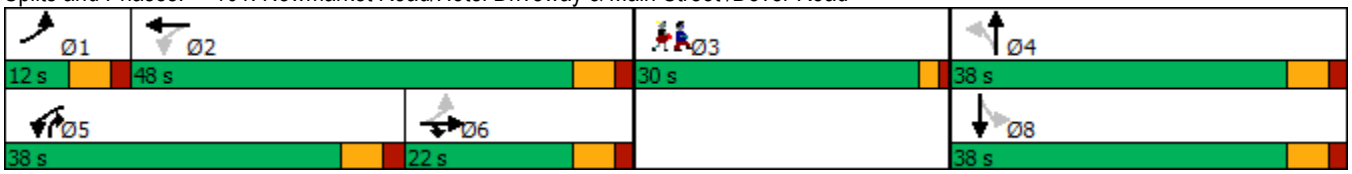
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)		#862	136	#409	271			226	75		19	
Internal Link Dist (ft)		651			693			812			79	
Turn Bay Length (ft)				225					300			
Base Capacity (vph)		427	481	854	1181			643	911		725	
Starvation Cap Reductn		0	0	0	0			0	0		0	
Spillback Cap Reductn		0	0	0	0			0	0		0	
Storage Cap Reductn		0	0	0	0			0	0		0	
Reduced v/c Ratio		1.19	0.46	0.48	0.29			0.30	0.38		0.01	

Intersection Summary			
Area Type:	Other		
Cycle Length: 128			
Actuated Cycle Length: 76			
Natural Cycle: 110			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.19			
Intersection Signal Delay: 48.5		Intersection LOS: D	
Intersection Capacity Utilization 79.3%		ICU Level of Service D	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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

Splits and Phases: 101: Newmarket Road/Hotel Driveway & Main Street /Dover Road



Lane Group	Ø3
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary

Intersection	
Int Delay, s/veh	4.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	61	108	284	59	110	153
Future Vol, veh/h	61	108	284	59	110	153
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	66	117	316	66	112	156

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	729	393	0	0	382	0
Stage 1	349	-	-	-	-	-
Stage 2	380	-	-	-	-	-
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	390	656	-	-	1176	-
Stage 1	714	-	-	-	-	-
Stage 2	691	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	349	629	-	-	1176	-
Mov Cap-2 Maneuver	349	-	-	-	-	-
Stage 1	714	-	-	-	-	-
Stage 2	619	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14.1	0	3.5
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	349	629	1176	-
HCM Lane V/C Ratio	-	-	0.19	0.187	0.095	-
HCM Control Delay (s)	-	-	17.7	12	8.4	0
HCM Lane LOS	-	-	C	B	A	A
HCM 95th %tile Q(veh)	-	-	0.7	0.7	0.3	-

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	696	278	0	0	0	397
Future Volume (Veh/h)	696	278	0	0	0	397
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)	782	312	0	0	0	446
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			782		782	482
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			782		782	482
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	16
cM capacity (veh/h)			832		331	530

Direction, Lane #	EB 1	EB 2	EB 3	NB 1	NB 2
Volume Total	391	391	312	223	223
Volume Left	0	0	0	0	0
Volume Right	0	0	312	223	223
cSH	1700	1700	1700	530	530
Volume to Capacity	0.23	0.23	0.18	0.42	0.42
Queue Length 95th (ft)	0	0	0	52	52
Control Delay (s)	0.0	0.0	0.0	16.6	16.6
Lane LOS				C	C
Approach Delay (s)	0.0			16.6	
Approach LOS				C	

Intersection Summary			
Average Delay	4.8		
Intersection Capacity Utilization	45.5%	ICU Level of Service	A
Analysis Period (min)	15		

Summary of All Intervals

Run Number	10	Avg
Start Time	4:27	4:27
End Time	5:30	5:30
Total Time (min)	63	63
Time Recorded (min)	60	60
# of Intervals	2	2
# of Recorded Intervals	1	1
Vehs Entered	1017	1017
Vehs Exited	1009	1009
Starting Vehs	13	13
Ending Vehs	21	21
Travel Distance (mi)	352	352
Travel Time (hr)	18.5	18.5
Total Delay (hr)	5.1	5.1
Total Stops	588	588
Fuel Used (gal)	13.1	13.1

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	10	Avg
Vehs Entered	1017	1017
Vehs Exited	1009	1009
Starting Vehs	13	13
Ending Vehs	21	21
Travel Distance (mi)	352	352
Travel Time (hr)	18.5	18.5
Total Delay (hr)	5.1	5.1
Total Stops	588	588
Fuel Used (gal)	13.1	13.1

6: Main Street & Madbury Road Performance by approach

Approach	EB	WB	All
Denied Del/Veh (s)	0.4	0.5	0.5
Total Del/Veh (s)	3.8	25.1	16.5

Intersection: 6: Main Street & Madbury Road

Movement	EB	WB
Directions Served	L	R
Maximum Queue (ft)	142	500
Average Queue (ft)	48	221
95th Queue (ft)	110	417
Link Distance (ft)	997	1070
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	558	242	430	309	4	158	2	447	2	3	6
Future Volume (vph)	3	558	242	430	309	4	158	2	447	2	3	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	12	12	12	12	12
Storage Length (ft)	50		0	225		0	0		300	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	0.563			0.105				0.721			0.940	
Satd. Flow (perm)	1049	1863	1583	196	1859	0	0	1343	1583	0	1621	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			187		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	581	252	448	322	4	165	2	466	2	3	6
Shared Lane Traffic (%)												
Lane Group Flow (vph)	3	581	252	448	326	0	0	167	466	0	11	0
Turn Type	pm+pt	NA	Prot	pm+pt	NA		Perm	NA	Over	Perm	NA	
Protected Phases	1	6	6	5	2			4	5		8	
Permitted Phases	6			2			4			8		
Detector Phase	1	6	6	5	2		4	4	5	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	11.0	11.0	11.0	11.0		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	37.0	19.0	19.0	
Total Split (%)	10.2%	27.1%	27.1%	31.4%	48.3%		16.1%	16.1%	31.4%	16.1%	16.1%	
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	
Lead/Lag	Lead	Lag	Lag	Lead	Lag				Lead			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				Yes			
Recall Mode	None	Min	Min	None	Min		None	None	None	None	None	
Act Effct Green (s)	31.9	26.7	26.7	57.0	55.3			13.4	24.1		6.3	
Actuated g/C Ratio	0.37	0.31	0.31	0.65	0.63			0.15	0.28		0.07	
v/c Ratio	0.01	1.02	0.41	0.80	0.28			0.81	0.60		0.09	
Control Delay	13.3	75.2	11.3	32.9	10.8			68.8	6.6		33.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0			0.0	0.0		0.0	
Total Delay	13.3	75.2	11.3	32.9	10.8			68.8	6.6		33.1	
LOS	B	E	B	C	B			E	A		C	
Approach Delay		55.7			23.6			23.0			33.1	
Approach LOS		E			C			C			C	
Queue Length 50th (ft)	1	290	23	154	52			83	0		2	

Lane Group	Ø3
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	3
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	1.0
Minimum Split (s)	30.0
Total Split (s)	30.0
Total Split (%)	25%
Yellow Time (s)	2.0
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)	6	#815	120	#460	240			#288	86		22	
Internal Link Dist (ft)		651			693			812			79	
Turn Bay Length (ft)	50			225					300			
Base Capacity (vph)	447	571	615	704	1196			205	874		253	
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	1.02	0.41	0.64	0.27			0.81	0.53		0.04	

Intersection Summary			
Area Type:	Other		
Cycle Length: 118			
Actuated Cycle Length: 87.1			
Natural Cycle: 130			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.02			
Intersection Signal Delay: 35.4		Intersection LOS: D	
Intersection Capacity Utilization 83.7%		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: 101: Newmarket Road/Hotel Driveway & Main Street /Dover Road

Lane Group	Ø3
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary

Intersection	
Int Delay, s/veh	6.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	73	209	383	95	181	210
Future Vol, veh/h	73	209	383	95	181	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	79	227	426	106	185	214

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1063	539	0	0	532	0
Stage 1	479	-	-	-	-	-
Stage 2	584	-	-	-	-	-
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	247	542	-	-	1036	-
Stage 1	623	-	-	-	-	-
Stage 2	557	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	203	516	-	-	1036	-
Mov Cap-2 Maneuver	203	-	-	-	-	-
Stage 1	623	-	-	-	-	-
Stage 2	457	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	21.6	0	4.3
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	203	516	1036	-
HCM Lane V/C Ratio	-	-	0.391	0.44	0.178	-
HCM Control Delay (s)	-	-	33.7	17.4	9.2	-
HCM Lane LOS	-	-	D	C	A	-
HCM 95th %tile Q(veh)	-	-	1.7	2.2	0.6	-

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	634	400	0	0	0	601
Future Volume (Veh/h)	634	400	0	0	0	601
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	449	0	0	0	675
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	NB 1	NB 2
Volume Total	356	356	449	338	338
Volume Left	0	0	0	0	0
Volume Right	0	0	449	338	338
cSH	1700	1700	1700	481	481
Volume to Capacity	0.21	0.21	0.26	0.70	0.70
Queue Length 95th (ft)	0	0	0	136	136
Control Delay (s)	0.0	0.0	0.0	28.3	28.3
Lane LOS				D	D
Approach Delay (s)	0.0			28.3	
Approach LOS				D	

Intersection Summary			
Average Delay	10.4		
Intersection Capacity Utilization	45.2%	ICU Level of Service	A
Analysis Period (min)	15		

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	957	1024	967	942	952	968
Vehs Exited	963	1021	959	948	951	968
Starting Vehs	17	16	15	16	11	15
Ending Vehs	11	19	23	10	12	15
Travel Distance (mi)	334	355	334	328	330	336
Travel Time (hr)	15.4	19.1	15.8	15.1	15.5	16.2
Total Delay (hr)	2.8	5.7	3.1	2.7	3.0	3.5
Total Stops	452	549	467	458	483	482
Fuel Used (gal)	12.1	13.5	12.1	11.7	11.9	12.3

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.	

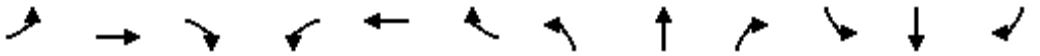
Run Number	1	2	3	4	5	Avg
Vehs Entered	957	1024	967	942	952	968
Vehs Exited	963	1021	959	948	951	968
Starting Vehs	17	16	15	16	11	15
Ending Vehs	11	19	23	10	12	15
Travel Distance (mi)	334	355	334	328	330	336
Travel Time (hr)	15.4	19.1	15.8	15.1	15.5	16.2
Total Delay (hr)	2.8	5.7	3.1	2.7	3.0	3.5
Total Stops	452	549	467	458	483	482
Fuel Used (gal)	12.1	13.5	12.1	11.7	11.9	12.3

6: Main Street & Madbury Road Performance by approach

Approach	EB	WB	All
Denied Del/Veh (s)	0.4	0.4	0.4
Total Del/Veh (s)	3.0	17.2	11.3

Intersection: 6: Main Street & Madbury Road

Movement	EB	WB
Directions Served	L	R
Maximum Queue (ft)	106	368
Average Queue (ft)	33	152
95th Queue (ft)	85	302
Link Distance (ft)	997	1070
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	493	215	392	335	2	191	2	328	4	4	0
Future Volume (vph)	0	493	215	392	335	2	191	2	328	4	4	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	12	12	12	12	12
Storage Length (ft)	50		0	225		0	0		300	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		0.999				0.850			
Flt Protected				0.950				0.953			0.976	
Satd. Flow (prot)	1863	1863	1583	1770	1861	0	0	1775	1583	0	1818	0
Flt Permitted				0.167				0.723			0.853	
Satd. Flow (perm)	1863	1863	1583	311	1861	0	0	1347	1583	0	1589	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			154						342			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		731			773			892			293	
Travel Time (s)		16.6			17.6			20.3			6.7	
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)	0	514	224	408	349	2	199	2	342	4	4	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	514	224	408	351	0	0	201	342	0	8	0
Turn Type	pm+pt	NA	Prot	pm+pt	NA		Perm	NA	Over	Perm	NA	
Protected Phases	1	6	6	5	2			4	5		8	
Permitted Phases	6			2			4			8		
Detector Phase	1	6	6	5	2		4	4	5	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	11.0	11.0	11.0	11.0		11.0	11.0	11.0	11.0	11.0	
Total Split (s)	12.0	22.0	22.0	38.0	48.0		38.0	38.0	38.0	38.0	38.0	
Total Split (%)	9.4%	17.2%	17.2%	29.7%	37.5%		29.7%	29.7%	29.7%	29.7%	29.7%	
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	
Lead/Lag	Lead	Lag	Lag	Lead	Lag				Lead			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				Yes			
Recall Mode	None	Min	Min	None	Min		None	None	None	None	None	
Act Effct Green (s)		17.5	17.5	45.4	45.4			15.2	21.4		8.6	
Actuated g/C Ratio		0.23	0.23	0.59	0.59			0.20	0.28		0.11	
v/c Ratio		1.22	0.47	0.70	0.32			0.76	0.50		0.05	
Control Delay		150.7	16.9	24.1	13.0			51.0	6.4		35.4	
Queue Delay		0.0	0.0	0.0	0.0			0.0	0.0		0.0	
Total Delay		150.7	16.9	24.1	13.0			51.0	6.4		35.4	
LOS		F	B	C	B			D	A		D	
Approach Delay		110.1			18.9			22.9			35.4	
Approach LOS		F			B			C			D	
Queue Length 50th (ft)		~265	24	92	59			80	0		3	

Lane Group	Ø3
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	3
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	1.0
Minimum Split (s)	30.0
Total Split (s)	30.0
Total Split (%)	23%
Yellow Time (s)	2.0
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	

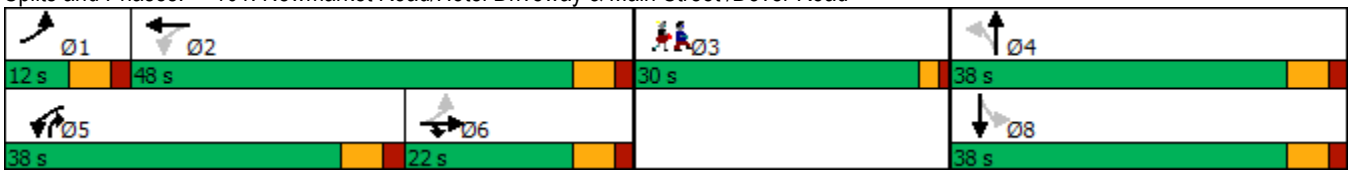
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)		#892	143	#423	285			234	76		19	
Internal Link Dist (ft)		651			693			812			213	
Turn Bay Length (ft)				225					300			
Base Capacity (vph)		420	476	841	1167			608	902		717	
Starvation Cap Reductn		0	0	0	0			0	0		0	
Spillback Cap Reductn		0	0	0	0			0	0		0	
Storage Cap Reductn		0	0	0	0			0	0		0	
Reduced v/c Ratio		1.22	0.47	0.49	0.30			0.33	0.38		0.01	

Intersection Summary			
Area Type:	Other		
Cycle Length: 128			
Actuated Cycle Length: 77.3			
Natural Cycle: 120			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.22			
Intersection Signal Delay: 52.9		Intersection LOS: D	
Intersection Capacity Utilization 80.0%		ICU Level of Service D	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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

Splits and Phases: 101: Newmarket Road/Hotel Driveway & Main Street /Dover Road



Lane Group	Ø3
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary

Intersection	
Int Delay, s/veh	5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	68	134	284	66	136	153
Future Vol, veh/h	68	134	284	66	136	153
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	74	146	316	73	139	156

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	787	413	0	0	389	0
Stage 1	353	-	-	-	-	-
Stage 2	434	-	-	-	-	-
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	360	639	-	-	1170	-
Stage 1	711	-	-	-	-	-
Stage 2	653	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	317	609	-	-	1170	-
Mov Cap-2 Maneuver	317	-	-	-	-	-
Stage 1	711	-	-	-	-	-
Stage 2	575	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	15.2	0	4
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	317	609	1170	-
HCM Lane V/C Ratio	-	-	0.233	0.239	0.119	-
HCM Control Delay (s)	-	-	19.8	12.8	8.5	-
HCM Lane LOS	-	-	C	B	A	-
HCM 95th %tile Q(veh)	-	-	0.9	0.9	0.4	-

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	696	304	0	0	0	423
Future Volume (Veh/h)	696	304	0	0	0	423
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)	782	342	0	0	0	475
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			905		905	514
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			905		905	514
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)			674		249	456

Direction, Lane #	EB 1	EB 2	EB 3	NB 1	NB 2
Volume Total	391	391	342	238	238
Volume Left	0	0	0	0	0
Volume Right	0	0	342	238	238
cSH	1700	1700	1700	456	456
Volume to Capacity	0.23	0.23	0.20	0.52	0.52
Queue Length 95th (ft)	0	0	0	74	74
Control Delay (s)	0.0	0.0	0.0	21.1	21.1
Lane LOS				C	C
Approach Delay (s)	0.0			21.1	
Approach LOS				C	

Intersection Summary			
Average Delay	6.3		
Intersection Capacity Utilization	40.7%	ICU Level of Service	A
Analysis Period (min)	15		

Summary of All Intervals

Run Number	8	Avg
Start Time	4:27	4:27
End Time	5:30	5:30
Total Time (min)	63	63
Time Recorded (min)	60	60
# of Intervals	2	2
# of Recorded Intervals	1	1
Vehs Entered	1046	1046
Vehs Exited	1056	1056
Starting Vehs	17	17
Ending Vehs	7	7
Travel Distance (mi)	365	365
Travel Time (hr)	20.2	20.2
Total Delay (hr)	6.4	6.4
Total Stops	631	631
Fuel Used (gal)	13.9	13.9

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	8	Avg
Vehs Entered	1046	1046
Vehs Exited	1056	1056
Starting Vehs	17	17
Ending Vehs	7	7
Travel Distance (mi)	365	365
Travel Time (hr)	20.2	20.2
Total Delay (hr)	6.4	6.4
Total Stops	631	631
Fuel Used (gal)	13.9	13.9

6: Main Street & Madbury Road Performance by movement

Movement	EBL	WBR	All
Denied Del/Veh (s)	0.3	0.6	0.5
Total Del/Veh (s)	3.6	31.4	20.1

Intersection: 6: Main Street & Madbury Road

Movement	EB	WB
Directions Served	L	R
Maximum Queue (ft)	119	562
Average Queue (ft)	48	243
95th Queue (ft)	105	457
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:	Weekday PM Peak Hour	**Date:**	10/25/2019
Analysis Year:	2019	**Checked By:**	
Analysis Period:	**Weekday PM 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[3]		
	ITE LUCs[1]	Quantity	Units	Total	Entering	Exiting
Office				27	4	23
Retail				497	256	241
Restaurant				0		
Cinema/Entertainment				0		
Residential				65	32	33
Hotel				0		
All Other Land Uses[2]				41	20	21
				630	312	318

Table 2-P: Mode Split and Vehicle Occupancy Estimates

Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.[4]	% Transit	% Non-Motorized	Veh. Occ.[4]	% Transit	% Non-Motorized
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						
All Other Land Uses[2]						

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	15	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	1	14	0	0		0
Hotel	0	0	0	0	0	

Table 5-P: Computations Summary

	Total	Entering	Exiting
All Person-Trips	630	312	318
Internal Capture Percentage	11%	12%	11%
External Vehicle-Trips[5]	558	276	282
External Transit-Trips[6]	0	0	0
External Non-Motorized Trips[6]	0	0	0

Table 6-P: Internal Trip Capture Percentages by Land Use

Land Use	Entering Trips	Exiting Trips
Office	50%	22%
Retail	7%	7%
Restaurant	N/A	N/A
Cinema/Entertainment	N/A	N/A
Residential	47%	45%
Hotel	N/A	N/A

[1]Land Use Codes (LUCs) from *Trip Generation Manual*, published by the Institute of Transportation Engineers.

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

[3]Enter trips assuming no transit or non-motorized trips (as assumed in ITE *Trip Generation Manual*).

[4]Enter vehicle occupancy assumed in Table 1-P vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be

[5]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P.

[6]Person-Trips

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

Project Name:	Mill Plaza
Analysis Period:	**Weekday PM Peak Hour**

Table 7-P: Conversion of Vehicle-Trip Ends to Person-Trip Ends

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	241	241
Restaurant	1.00	0	0	1.00	0	0
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.00	32	32	1.00	33	33
Hotel	1.00	0	0	1.00	0	0

Table 8-P (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		5	1	0	0	0
Retail	5		70	10	63	12
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	1	14	7	0		1
Hotel	0	0	0	0	0	

Table 8-P (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		20	0	0	1	0
Retail	1		0	0	15	0
Restaurant	1	128		0	5	0
Cinema/Entertainment	0	10	0		1	0
Residential	2	26	0	0		0
Hotel	0	5	0	0	0	

Table 9-P (D): Internal and External Trips Summary (Entering Trips)

Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	2	2	4	2	0	0
Retail	19	237	256	237	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	15	17	32	17	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses[3]	0	20	20	20	0	0

Table 9-P (O): Internal and External Trips Summary (Exiting Trips)

Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	5	18	23	18	0	0
Retail	16	225	241	225	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	15	18	33	18	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses[3]	0	21	21	21	0	0

[1]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P

[2]Person-Trips

[3]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.

NCHRP 684 Internal Trip Capture Estimation Tool			
Project Name:	Mill Plaza	**Organization:**	Tighe & Bond
Project Location:	Durham NH	**Performed By:**	EM
Scenario Description:	Saturday Midday Peak Hour	**Date:**	10/25/2019
Analysis Year:	2019	**Checked By:**	
Analysis Period:	**Saturday Midday 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[3]		
	ITE LUCs[1]	Quantity	Units	Total	Entering	Exiting
Office				12	6	6
Retail				340	170	170
Restaurant				0		
Cinema/Entertainment				0		
Residential				65	32	33
Hotel				0		
All Other Land Uses[2]				53	27	26
				470	235	235

Table 2-P: Mode Split and Vehicle Occupancy Estimates

Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.[4]	% Transit	% Non-Motorized	Veh. Occ.[4]	% Transit	% Non-Motorized
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						
All Other Land Uses[2]						

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		1	0	0	0	0
Retail	2		0	0	15	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	1	14	0	0		0
Hotel	0	0	0	0	0	

Table 5-P: Computations Summary

	Total	Entering	Exiting
All Person-Trips	470	235	235
Internal Capture Percentage	14%	14%	14%
External Vehicle-Trips[5]	404	202	202
External Transit-Trips[6]	0	0	0
External Non-Motorized Trips[6]	0	0	0

Table 6-P: Internal Trip Capture Percentages by Land Use

Land Use	Entering Trips	Exiting Trips
Office	50%	17%
Retail	9%	10%
Restaurant	N/A	N/A
Cinema/Entertainment	N/A	N/A
Residential	47%	45%
Hotel	N/A	N/A

[1]Land Use Codes (LUCs) from *Trip Generation Manual*, published by the Institute of Transportation Engineers.

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

[3]Enter trips assuming no transit or non-motorized trips (as assumed in ITE *Trip Generation Manual*).

[4]Enter vehicle occupancy assumed in Table 1-P vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be

[5]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P.

[6]Person-Trips

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

Project Name:	Mill Plaza
Analysis Period:	**Saturday Midday Peak Hour**

Table 7-P: Conversion of Vehicle-Trip Ends to Person-Trip Ends

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	6	6	1.00	6	6
Retail	1.00	170	170	1.00	170	170
Restaurant	1.00	0	0	1.00	0	0
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.00	32	32	1.00	33	33
Hotel	1.00	0	0	1.00	0	0

Table 8-P (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		1	0	0	0	0
Retail	3		49	7	44	9
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	1	14	7	0		1
Hotel	0	0	0	0	0	

Table 8-P (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		14	0	0	1	0
Retail	2		0	0	15	0
Restaurant	2	85		0	5	0
Cinema/Entertainment	0	7	0		1	0
Residential	3	17	0	0		0
Hotel	0	3	0	0	0	

Table 9-P (D): Internal and External Trips Summary (Entering Trips)

Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	3	3	6	3	0	0
Retail	15	155	170	155	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	15	17	32	17	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses[3]	0	27	27	27	0	0

Table 9-P (O): Internal and External Trips Summary (Exiting Trips)

Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	1	5	6	5	0	0
Retail	17	153	170	153	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	15	18	33	18	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses[3]	0	26	26	26	0	0

[1]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P

[2]Person-Trips

[3]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	PM Peak Hour Exit	PM Peak Hour Total	Saturday Peak Enter	Saturday Peak Exit	Saturday Peak Total
Existing Trips (Based on ITE)									
	Land Use								
	Retail (820)	55,400	SF	168	213	381	217	201	418
	Total			**168**	**213**	**381**	**217**	**201**	**418**
Existing Trips (Based on Driveway Counts)									
	Mill Road Plaza			254	239	493	169	169	338
	Total			**254**	**239**	**493**	**169**	**169**	**338**
Existing Non Pass-By Trips									
	Total			**254**	**239**	**493**	**169**	**169**	**338**
Generated Retail Trips[1] (Proportional)									
	Retail (820)	55,865		**256**	**241**	**497**	**170**	**170**	**341**
Generated Trips (Based on ITE)									
	Off-Campus Student Housing (225)	258	Dwelling Units	32	33	65	32	33	65
	General Office (710)	22,385	SF	4	23	27	6	6	12
	Drive-in Bank (912)	2,000	SF	20	21	41	27	26	53
	Total			**56**	**77**	**133**	**65**	**65**	**130**
Internal Capture[3]									
	Internal Capture								
	Residential (225)			15	15	30	15	15	30
	Office (710)			2	5	7	3	1	4
	Retail (820)			19	16	35	15	17	32
	Drive-in Bank (912)					0			0
	Total Internal Capture			**36**	**36**	72	**33**	**33**	66
	External Trips								
	Residential (225)			17	18	35	17	18	35
	Office (710)			2	18	20	3	5	8
	Retail (820)			237	225	462	155	153	308
	Drive-in Bank (912)			20	21	41	27	26	53
	Total External Capture			**256**	**261**	517	**175**	**176**	351
Total New Site Generated Trips									
	Residential (225)			17	18	35	17	18	35
	Office (710)			2	18	20	3	5	8
	Retail (820)			237	225	462	155	153	308
	Drive-in Bank (912)			20	21	41	27	26	53
	Total			**276**	**282**	**558**	**202**	**202**	**404**
	Net Change due to Development			**22**	**43**	**65**	**33**	**33**	**66**

LUC 936 Restaurant - The Works Café

[1] Proportional Expansion of Retail Trip Generation

[2] Trips Per 1000 SF.

[3] Internal Capture Values are based on NCHRP 684 Report

[4] Based on ITE Methodology

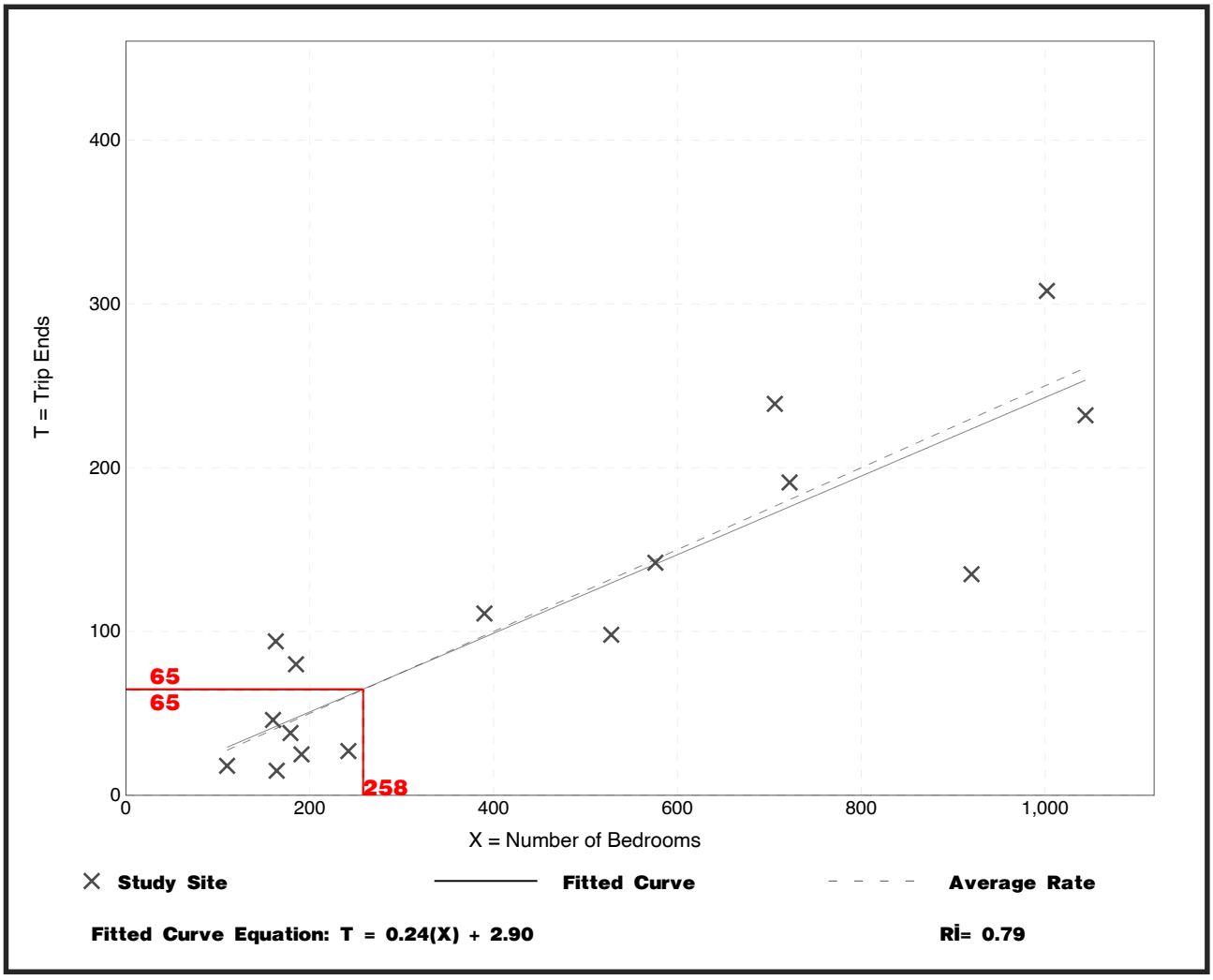
Off-Campus Student Apartment
(225)

Vehicle Trip Ends vs: **Bedrooms**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: **Adjacent to Campus**
Number of Studies: 16
Avg. Num. of Bedrooms: 455
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Bedroom

Average Rate	Range of Rates	Standard Deviation
0.25	0.09 - 0.58	0.09

Data Plot and Equation



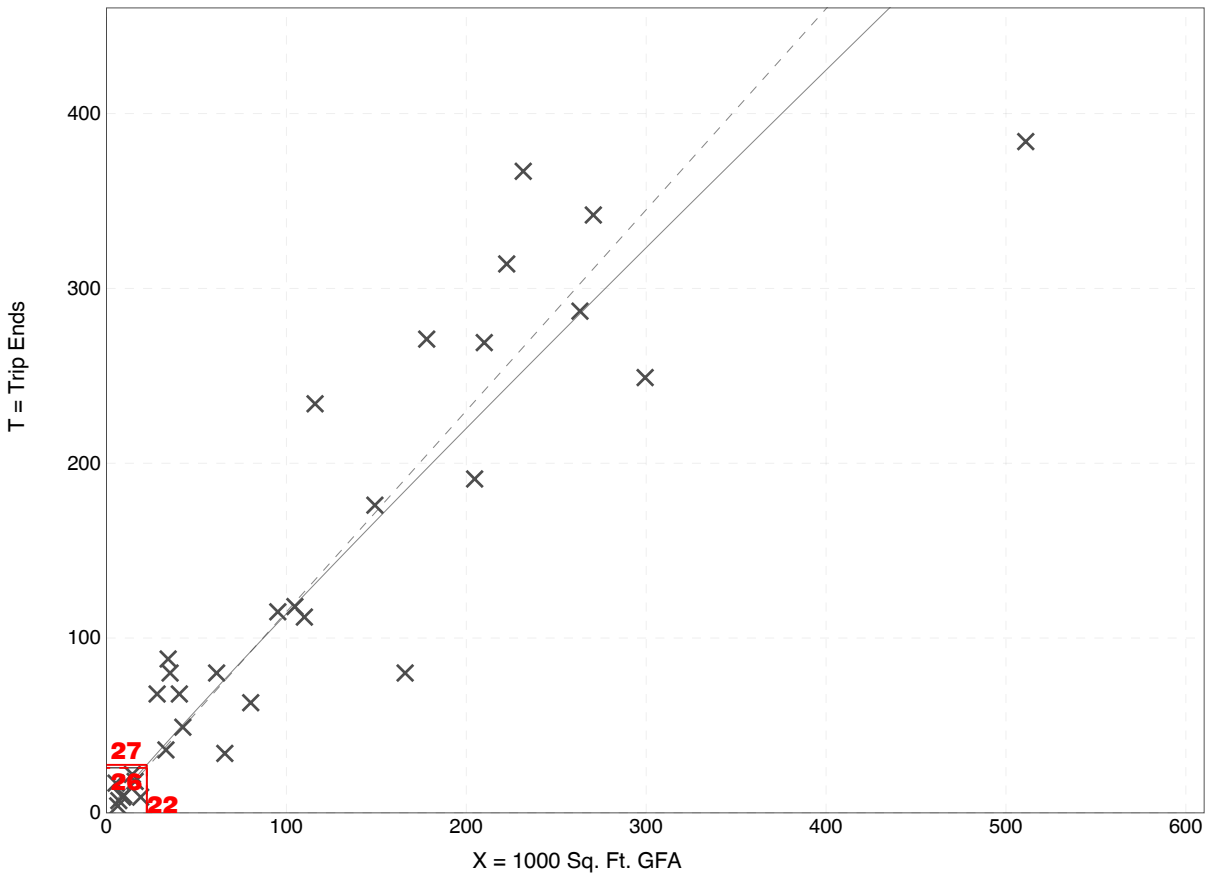
General Office Building
(710)

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



Fitted Curve Equation: Ln(T) = 0.95 Ln(X) + 0.36 **R²= 0.88**

Drive-in Bank
(912)

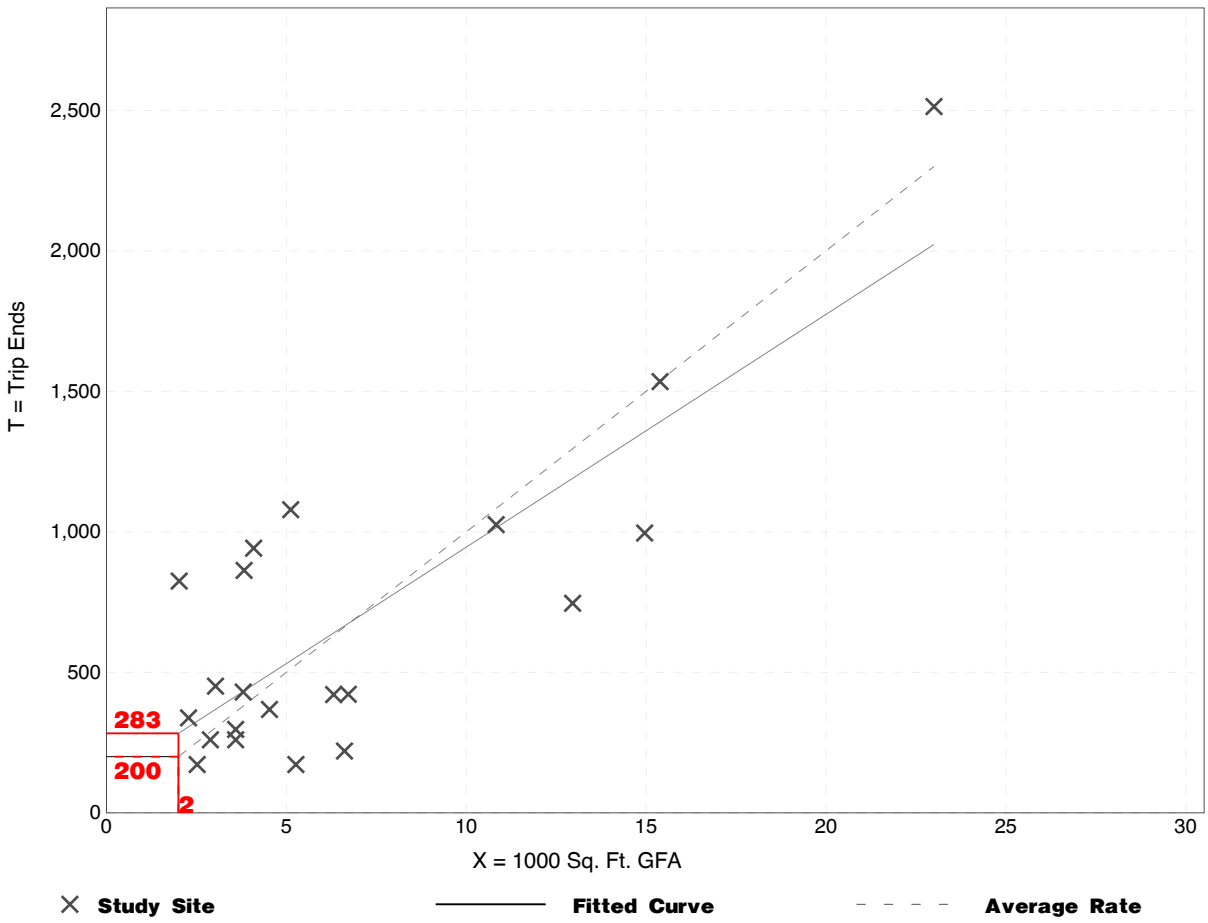
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

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



Fitted Curve Equation: T = 82.87(X) + 117.10 **R²= 0.66**

Tighe&Bond

APPENDIX G

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

U.S. Customary			
Design Speed (mph)	Stopping Sight Distance (ft)	Intersection Sight Distance for Passenger Cars	
		Calculated (ft)	Design (ft)
15	80	165.4	170
20	115	220.5	225
25	155	275.6	280
30	200	330.8	335
35	250	385.9	390
40	305	441.0	445
45	360	496.1	500
50	425	551.3	555
55	495	606.4	610
60	570	661.5	665
65	645	716.6	720
70	730	771.8	775
75	820	826.9	830
80	910	882.0	885

Metric			
Design Speed (km/h)	Stopping Sight Distance (m)	Intersection Sight Distance for Passenger Cars	
		Calculated (m)	Design (m)
20	20	41.7	45
30	35	62.6	65
40	50	83.4	85
50	65	104.3	105
60	85	125.1	130
70	105	146.0	150
80	130	166.8	170
90	160	187.7	190
100	185	208.5	210
110	220	229.4	230
120	250	250.2	255
130	285	271.1	275

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-

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