

Merrimack, NH

Wire Road at US Route 3 Intersection & Roadway Safety Improvements

NHDOT Project No. 41588

November 2022

DRAFT

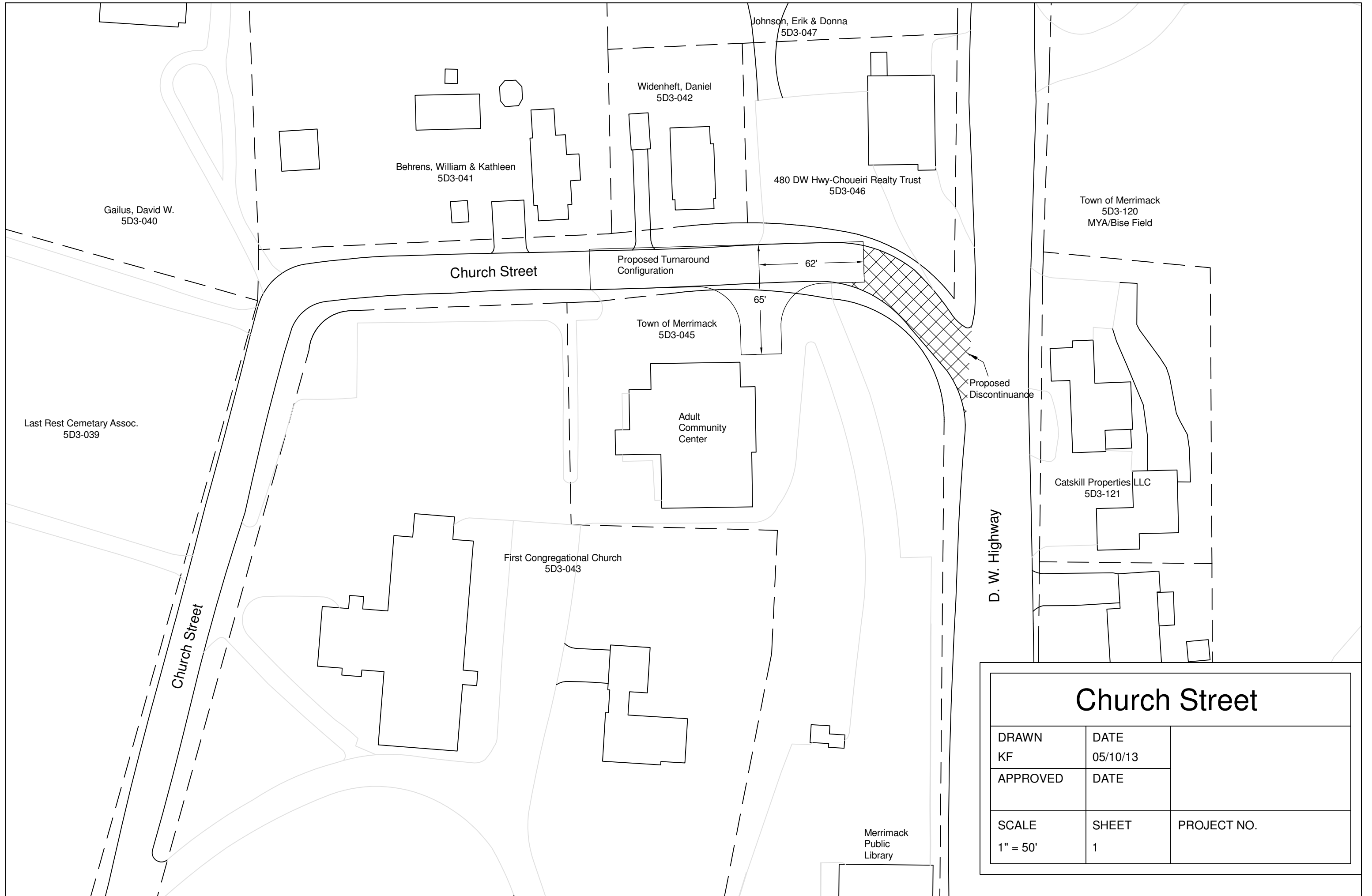
APPENDIX



BETA

889 Elm Street
Manchester, New Hampshire 03101
844.800.2382 x7148
www.BETA-Inc.com

A. Church Street Turnaround Concept



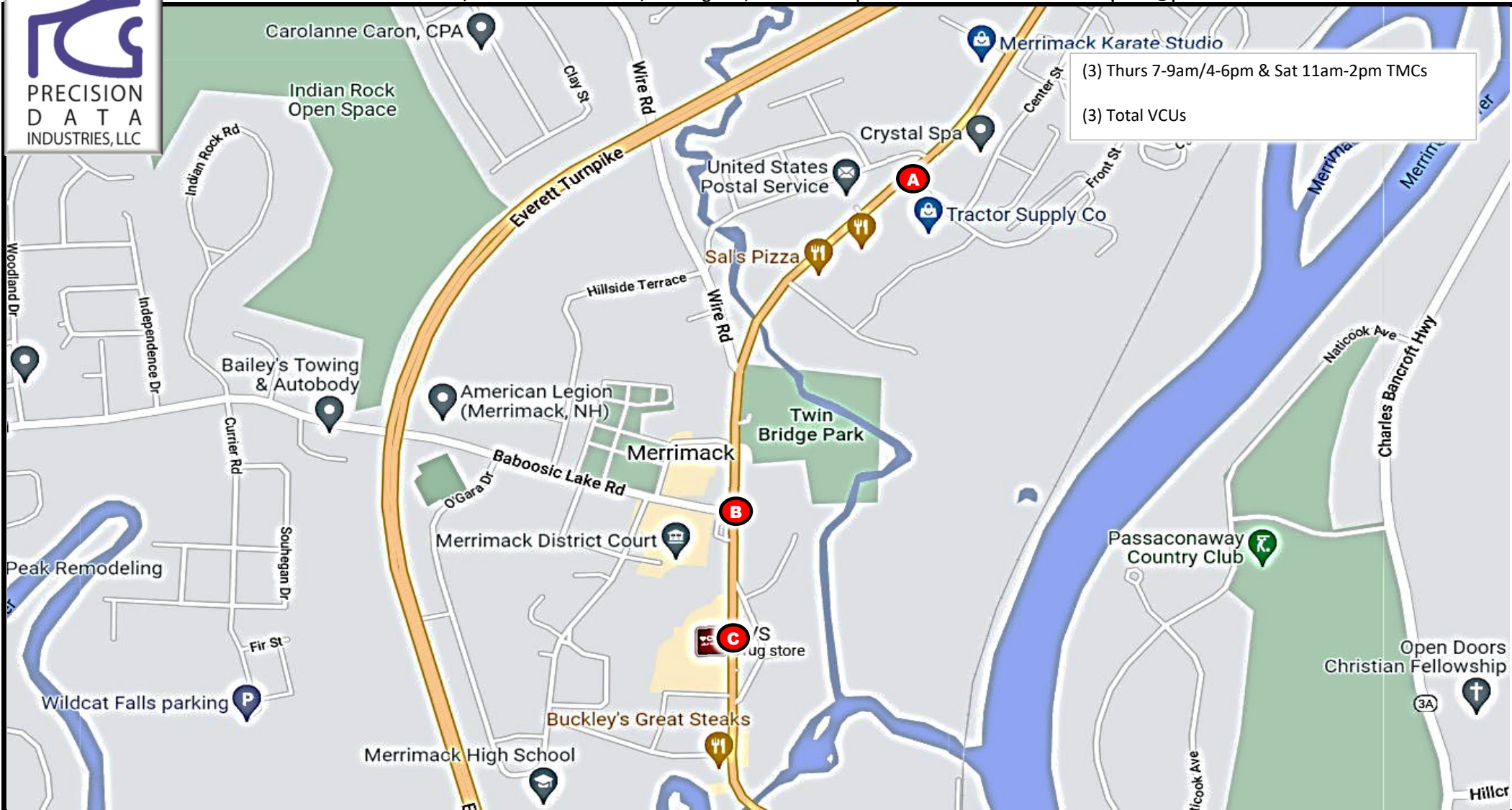
Church Street		
DRAWN KF	DATE 05/10/13	
APPROVED	DATE	
SCALE 1" = 50'	SHEET 1	PROJECT NO.

B. Turning Movement Volumes



Location Map: 22880 Merrimack, NH

Precision Data Industries, LLC 46 Morton Street, Framingham, MA 01702 ph: 508-875-0100 email: datarequests@pdillc.com



(3) Thurs 7-9am/4-6pm & Sat 11am-2pm TMCs
(3) Total VCUs

Client: BETA	Engineer: D. Flynn	Site Code: TBA	Date: Thurs 9/8/22-Saturday 9/10/22	PDI Job # 228800	City, State: Merrimack, NH
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PDI File #: **228800 A**
 Location: **N: DW Highway (Route 3) S: DW Highway (Route 3)**
 Location: **E: Front Street W: Dunkin Donuts**
 City, State: **Merrimack, NH**
 Client: **BETA/D. Flynn**
 Site Code: **TBD**
 Count Date: **Thursday, September 8, 2022**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Cars and Heavy Vehicles (Combined)

	DW Highway (Route 3)					Front Street					DW Highway (Route 3)					Dunkin Donuts					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	16	109	0	0	125	6	5	15	0	26	5	69	6	0	80	0	1	8	0	9	240
7:15 AM	18	108	7	0	133	5	3	15	0	23	4	90	8	0	102	0	1	11	0	12	270
7:30 AM	14	94	3	0	111	8	3	15	0	26	3	95	5	0	103	0	3	9	0	12	252
7:45 AM	10	89	5	0	104	7	1	7	0	15	11	64	6	0	81	0	1	7	0	8	208
Total	58	400	15	0	473	26	12	52	0	90	23	318	25	0	366	0	6	35	0	41	970
8:00 AM	10	90	4	0	104	6	2	16	0	24	11	61	5	0	77	0	0	6	0	6	211
8:15 AM	16	86	13	0	115	3	3	12	0	18	7	61	4	0	72	0	2	2	0	4	209
8:30 AM	10	65	10	0	85	10	1	10	0	21	6	96	6	0	108	1	2	6	0	9	223
8:45 AM	14	89	10	0	113	5	1	7	0	13	10	52	2	0	64	0	0	6	0	6	196
Total	50	330	37	0	417	24	7	45	0	76	34	270	17	0	321	1	4	20	0	25	839
Grand Total	108	730	52	0	890	50	19	97	0	166	57	588	42	0	687	1	10	55	0	66	1809
Approach %	12.1	82.0	5.8	0.0		30.1	11.4	58.4	0.0		8.3	85.6	6.1	0.0		1.5	15.2	83.3	0.0		
Total %	6.0	40.4	2.9	0.0	49.2	2.8	1.1	5.4	0.0	9.2	3.2	32.5	2.3	0.0	38.0	0.1	0.6	3.0	0.0	3.6	
Exiting Leg Total					693					119					828					169	1809
Cars	107	688	51	0	846	47	19	96	0	162	54	529	42	0	625	1	10	54	0	65	1698
% Cars	99.1	94.2	98.1	0.0	95.1	94.0	100.0	99.0	0.0	97.6	94.7	90.0	100.0	0.0	91.0	100.0	100.0	98.2	0.0	98.5	93.9
Exiting Leg Total					630					115					785					168	1698
Heavy Vehicles	1	42	1	0	44	3	0	1	0	4	3	59	0	0	62	0	0	1	0	1	111
% Heavy Vehicles	0.9	5.8	1.9	0.0	4.9	6.0	0.0	1.0	0.0	2.4	5.3	10.0	0.0	0.0	9.0	0.0	0.0	1.8	0.0	1.5	6.1
Exiting Leg Total					63					4					43					1	111

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

	DW Highway (Route 3)					Front Street					DW Highway (Route 3)					Dunkin Donuts					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	16	109	0	0	125	6	5	15	0	26	5	69	6	0	80	0	1	8	0	9	240
7:15 AM	18	108	7	0	133	5	3	15	0	23	4	90	8	0	102	0	1	11	0	12	270
7:30 AM	14	94	3	0	111	8	3	15	0	26	3	95	5	0	103	0	3	9	0	12	252
7:45 AM	10	89	5	0	104	7	1	7	0	15	11	64	6	0	81	0	1	7	0	8	208
Total Volume	58	400	15	0	473	26	12	52	0	90	23	318	25	0	366	0	6	35	0	41	970
% Approach Total	12.3	84.6	3.2	0.0		28.9	13.3	57.8	0.0		6.3	86.9	6.8	0.0		0.0	14.6	85.4	0.0		
PHF	0.806	0.917	0.536	0.000	0.889	0.813	0.600	0.867	0.000	0.865	0.523	0.837	0.781	0.000	0.888	0.000	0.500	0.795	0.000	0.854	0.898
Cars	58	373	14	0	445	23	12	52	0	87	20	292	25	0	337	0	6	34	0	40	909
Cars %	100.0	93.3	93.3	0.0	94.1	88.5	100.0	100.0	0.0	96.7	87.0	91.8	100.0	0.0	92.1	0.0	100.0	97.1	0.0	97.6	93.7
Heavy Vehicles	0	27	1	0	28	3	0	0	0	3	3	26	0	0	29	0	0	1	0	1	61
Heavy Vehicles %	0.0	6.8	6.7	0.0	5.9	11.5	0.0	0.0	0.0	3.3	13.0	8.2	0.0	0.0	7.9	0.0	0.0	2.9	0.0	2.4	6.3
Cars Enter Leg	58	373	14	0	445	23	12	52	0	87	20	292	25	0	337	0	6	34	0	40	909
Heavy Enter Leg	0	27	1	0	28	3	0	0	0	3	3	26	0	0	29	0	0	1	0	1	61
Total Entering Leg	58	400	15	0	473	26	12	52	0	90	23	318	25	0	366	0	6	35	0	41	970
Cars Exiting Leg					349					40					425					95	909
Heavy Exiting Leg					30					4					27					0	61
Total Exiting Leg					379					44					452					95	970

PDI File #: **228800 A**
 Location: **N: DW Highway (Route 3) S: DW Highway (Route 3)**
 Location: **E: Front Street W: Dunkin Donuts**
 City, State: **Merrimack, NH**
 Client: **BETA/D. Flynn**
 Site Code: **TBD**
 Count Date: **Thursday, September 8, 2022**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Cars

	DW Highway (Route 3)					Front Street					DW Highway (Route 3)					Dunkin Donuts					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	16	98	0	0	114	5	5	15	0	25	5	65	6	0	76	0	1	8	0	9	224
7:15 AM	18	102	6	0	126	5	3	15	0	23	4	81	8	0	93	0	1	10	0	11	253
7:30 AM	14	89	3	0	106	7	3	15	0	25	2	88	5	0	95	0	3	9	0	12	238
7:45 AM	10	84	5	0	99	6	1	7	0	14	9	58	6	0	73	0	1	7	0	8	194
Total	58	373	14	0	445	23	12	52	0	87	20	292	25	0	337	0	6	34	0	40	909
8:00 AM	10	86	4	0	100	6	2	15	0	23	11	59	5	0	75	0	0	6	0	6	204
8:15 AM	16	80	13	0	109	3	3	12	0	18	7	58	4	0	69	0	2	2	0	4	200
8:30 AM	10	63	10	0	83	10	1	10	0	21	6	71	6	0	83	1	2	6	0	9	196
8:45 AM	13	86	10	0	109	5	1	7	0	13	10	49	2	0	61	0	0	6	0	6	189
Total	49	315	37	0	401	24	7	44	0	75	34	237	17	0	288	1	4	20	0	25	789
Grand Total	107	688	51	0	846	47	19	96	0	162	54	529	42	0	625	1	10	54	0	65	1698
Approach %	12.6	81.3	6.0	0.0		29.0	11.7	59.3	0.0		8.6	84.6	6.7	0.0		1.5	15.4	83.1	0.0		
Total %	6.3	40.5	3.0	0.0	49.8	2.8	1.1	5.7	0.0	9.5	3.2	31.2	2.5	0.0	36.8	0.1	0.6	3.2	0.0	3.8	
Exiting Leg Total	630					115					785					168					1698

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

	DW Highway (Route 3)					Front Street					DW Highway (Route 3)					Dunkin Donuts					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	16	98	0	0	114	5	5	15	0	25	5	65	6	0	76	0	1	8	0	9	224
7:15 AM	18	102	6	0	126	5	3	15	0	23	4	81	8	0	93	0	1	10	0	11	253
7:30 AM	14	89	3	0	106	7	3	15	0	25	2	88	5	0	95	0	3	9	0	12	238
7:45 AM	10	84	5	0	99	6	1	7	0	14	9	58	6	0	73	0	1	7	0	8	194
Total Volume	58	373	14	0	445	23	12	52	0	87	20	292	25	0	337	0	6	34	0	40	909
% Approach Total	13.0	83.8	3.1	0.0		26.4	13.8	59.8	0.0		5.9	86.6	7.4	0.0		0.0	15.0	85.0	0.0		
PHF	0.806	0.914	0.583	0.000	0.883	0.821	0.600	0.867	0.000	0.870	0.556	0.830	0.781	0.000	0.887	0.000	0.500	0.850	0.000	0.833	0.898
Entering Leg	58	373	14	0	445	23	12	52	0	87	20	292	25	0	337	0	6	34	0	40	909
Exiting Leg	349					40					425					95					909
Total	794					127					762					135					1818

PDI File #: **228800 A**
 Location: **N: DW Highway (Route 3) S: DW Highway (Route 3)**
 Location: **E: Front Street W: Dunkin Donuts**
 City, State: **Merrimack, NH**
 Client: **BETA/D. Flynn**
 Site Code: **TBD**
 Count Date: **Thursday, September 8, 2022**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class: **Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)**



	DW Highway (Route 3)					Front Street					DW Highway (Route 3)					Dunkin Donuts					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	11	0	0	11	1	0	0	0	1	0	4	0	0	4	0	0	0	0	0	16
7:15 AM	0	6	1	0	7	0	0	0	0	0	0	9	0	0	9	0	0	1	0	1	17
7:30 AM	0	5	0	0	5	1	0	0	0	1	1	7	0	0	8	0	0	0	0	0	14
7:45 AM	0	5	0	0	5	1	0	0	0	1	2	6	0	0	8	0	0	0	0	0	14
Total	0	27	1	0	28	3	0	0	0	3	3	26	0	0	29	0	0	1	0	1	61
8:00 AM	0	4	0	0	4	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	7
8:15 AM	0	6	0	0	6	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	9
8:30 AM	0	2	0	0	2	0	0	0	0	0	0	25	0	0	25	0	0	0	0	0	27
8:45 AM	1	3	0	0	4	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	7
Total	1	15	0	0	16	0	0	1	0	1	0	33	0	0	33	0	0	0	0	0	50
Grand Total	1	42	1	0	44	3	0	1	0	4	3	59	0	0	62	0	0	1	0	1	111
Approach %	2.3	95.5	2.3	0.0		75.0	0.0	25.0	0.0		4.8	95.2	0.0	0.0		0.0	0.0	100.0	0.0		
Total %	0.9	37.8	0.9	0.0	39.6	2.7	0.0	0.9	0.0	3.6	2.7	53.2	0.0	0.0	55.9	0.0	0.0	0.9	0.0	0.9	
Exiting Leg Total					63					4					43					1	111
Buses	0	16	0	0	16	2	0	0	0	2	1	31	0	0	32	0	0	0	0	0	50
% Buses	0.0	38.1	0.0	0.0	36.4	66.7	0.0	0.0	0.0	50.0	33.3	52.5	0.0	0.0	51.6	0.0	0.0	0.0	0.0	0.0	45.0
Exiting Leg Total					33					1					16					0	50
Single-Unit Trucks	1	23	0	0	24	1	0	1	0	2	2	24	0	0	26	0	0	1	0	1	53
% Single-Unit	100.0	54.8	0.0	0.0	54.5	33.3	0.0	100.0	0.0	50.0	66.7	40.7	0.0	0.0	41.9	0.0	0.0	100.0	0.0	100.0	47.7
Exiting Leg Total					26					2					24					1	53
Articulated Trucks	0	3	1	0	4	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	8
% Articulated	0.0	7.1	100.0	0.0	9.1	0.0	0.0	0.0	0.0	0.0	0.0	6.8	0.0	0.0	6.5	0.0	0.0	0.0	0.0	0.0	7.2
Exiting Leg Total					4					1					3					0	8

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

7:00 AM	DW Highway (Route 3)					Front Street					DW Highway (Route 3)					Dunkin Donuts					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	11	0	0	11	1	0	0	0	1	0	4	0	0	4	0	0	0	0	0	16
7:15 AM	0	6	1	0	7	0	0	0	0	0	0	9	0	0	9	0	0	1	0	1	17
7:30 AM	0	5	0	0	5	1	0	0	0	1	1	7	0	0	8	0	0	0	0	0	14
7:45 AM	0	5	0	0	5	1	0	0	0	1	2	6	0	0	8	0	0	0	0	0	14
Total Volume	0	27	1	0	28	3	0	0	0	3	3	26	0	0	29	0	0	1	0	1	61
% Approach Total	0.0	96.4	3.6	0.0		100.0	0.0	0.0	0.0		10.3	89.7	0.0	0.0		0.0	0.0	100.0	0.0		
PHF	0.000	0.614	0.250	0.000	0.636	0.750	0.000	0.000	0.000	0.750	0.375	0.722	0.000	0.000	0.806	0.000	0.000	0.250	0.000	0.250	0.897
Buses	0	11	0	0	11	2	0	0	0	2	1	5	0	0	6	0	0	0	0	0	19
Buses %	0.0	40.7	0.0	0.0	39.3	66.7	0.0	0.0	0.0	66.7	33.3	19.2	0.0	0.0	20.7	0.0	0.0	0.0	0.0	0.0	31.1
Single-Unit Trucks	0	15	0	0	15	1	0	0	0	1	2	18	0	0	20	0	0	1	0	1	37
Single-Unit %	0.0	55.6	0.0	0.0	53.6	33.3	0.0	0.0	0.0	33.3	66.7	69.2	0.0	0.0	69.0	0.0	0.0	100.0	0.0	100.0	60.7
Articulated Trucks	0	1	1	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5
Articulated %	0.0	3.7	100.0	0.0	7.1	0.0	0.0	0.0	0.0	0.0	0.0	11.5	0.0	0.0	10.3	0.0	0.0	0.0	0.0	0.0	8.2
Buses	0	11	0	0	11	2	0	0	0	2	1	5	0	0	6	0	0	0	0	0	19
Single-Unit Trucks	0	15	0	0	15	1	0	0	0	1	2	18	0	0	20	0	0	1	0	1	37
Articulated Trucks	0	1	1	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5
Total Entering Leg	0	27	1	0	28	3	0	0	0	3	3	26	0	0	29	0	0	1	0	1	61
Buses					7					1					11					0	19
Single-Unit Trucks					20					2					15					0	37
Articulated Trucks					3					1					1					0	5
Total Exiting Leg					30					4					27					0	61

PDI File #: **228800 A**
 Location: **N: DW Highway (Route 3) S: DW Highway (Route 3)**
 Location: **E: Front Street W: Dunkin Donuts**
 City, State: **Merrimack, NH**
 Client: **BETA/D. Flynn**
 Site Code: **TBD**
 Count Date: **Thursday, September 8, 2022**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Buses

	DW Highway (Route 3)					Front Street					DW Highway (Route 3)					Dunkin Donuts					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
7:00 AM	0	8	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3	
7:30 AM	0	2	0	0	2	1	0	0	0	1	1	1	0	0	2	0	0	0	0	0	5	
7:45 AM	0	1	0	0	1	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	3	
Total	0	11	0	0	11	2	0	0	0	2	1	5	0	0	6	0	0	0	0	0	19	
8:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
8:15 AM	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	5	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	24	0	0	24	0	0	0	0	0	24	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	
Total	0	5	0	0	5	0	0	0	0	0	0	26	0	0	26	0	0	0	0	0	31	
Grand Total	0	16	0	0	16	2	0	0	0	2	1	31	0	0	32	0	0	0	0	0	50	
Approach %	0.0	100.0	0.0	0.0		100.0	0.0	0.0	0.0		3.1	96.9	0.0	0.0		0.0	0.0	0.0	0.0			
Total %	0.0	32.0	0.0	0.0	32.0	4.0	0.0	0.0	0.0	4.0	2.0	62.0	0.0	0.0	64.0	0.0	0.0	0.0	0.0	0.0		
Exiting Leg Total						33					1					16					0	50

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

	DW Highway (Route 3)					Front Street					DW Highway (Route 3)					Dunkin Donuts					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
7:45 AM	0	1	0	0	1	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	3	
8:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
8:15 AM	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	5	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	24	0	0	24	0	0	0	0	0	24	
Total Volume	0	6	0	0	6	1	0	0	0	1	0	26	0	0	26	0	0	0	0	0	33	
% Approach Total	0.0	100.0	0.0	0.0		100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0			
PHF	0.000	0.375	0.000	0.000	0.375	0.250	0.000	0.000	0.000	0.250	0.000	0.271	0.000	0.000	0.271	0.000	0.000	0.000	0.000	0.000	0.344	
Entering Leg	0	6	0	0	6	1	0	0	0	1	0	26	0	0	26	0	0	0	0	0	33	
Exiting Leg						27					0					6					0	33
Total						33					1					32					0	66

PDI File #: **228800 A**
 Location: **N: DW Highway (Route 3) S: DW Highway (Route 3)**
 Location: **E: Front Street W: Dunkin Donuts**
 City, State: **Merrimack, NH**
 Client: **BETA/D. Flynn**
 Site Code: **TBD**
 Count Date: **Thursday, September 8, 2022**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Single-Unit Trucks

	DW Highway (Route 3)					Front Street					DW Highway (Route 3)					Dunkin Donuts					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	3	0	0	3	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	7
7:15 AM	0	6	0	0	6	0	0	0	0	0	0	6	0	0	6	0	0	1	0	1	13
7:30 AM	0	3	0	0	3	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	8
7:45 AM	0	3	0	0	3	0	0	0	0	0	2	4	0	0	6	0	0	0	0	0	9
Total	0	15	0	0	15	1	0	0	0	1	2	18	0	0	20	0	0	1	0	1	37
8:00 AM	0	2	0	0	2	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	5
8:15 AM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
8:30 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:45 AM	1	3	0	0	4	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	6
Total	1	8	0	0	9	0	0	1	0	1	0	6	0	0	6	0	0	0	0	0	16
Grand Total	1	23	0	0	24	1	0	1	0	2	2	24	0	0	26	0	0	1	0	1	53
Approach %	4.2	95.8	0.0	0.0		50.0	0.0	50.0	0.0		7.7	92.3	0.0	0.0		0.0	0.0	100.0	0.0		
Total %	1.9	43.4	0.0	0.0	45.3	1.9	0.0	1.9	0.0	3.8	3.8	45.3	0.0	0.0	49.1	0.0	0.0	1.9	0.0	1.9	
Exiting Leg Total	26					2					24					1					53

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

	DW Highway (Route 3)					Front Street					DW Highway (Route 3)					Dunkin Donuts					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	3	0	0	3	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	7
7:15 AM	0	6	0	0	6	0	0	0	0	0	0	6	0	0	6	0	0	1	0	1	13
7:30 AM	0	3	0	0	3	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	8
7:45 AM	0	3	0	0	3	0	0	0	0	0	2	4	0	0	6	0	0	0	0	0	9
Total Volume	0	15	0	0	15	1	0	0	0	1	2	18	0	0	20	0	0	1	0	1	37
% Approach Total	0.0	100.0	0.0	0.0		100.0	0.0	0.0	0.0		10.0	90.0	0.0	0.0		0.0	0.0	100.0	0.0		
PHF	0.000	0.625	0.000	0.000	0.625	0.250	0.000	0.000	0.000	0.250	0.250	0.750	0.000	0.000	0.833	0.000	0.000	0.250	0.000	0.250	0.712
Entering Leg	0	15	0	0	15	1	0	0	0	1	2	18	0	0	20	0	0	1	0	1	37
Exiting Leg	20					2					15					0					37
Total	35					3					35					1					74

PDI File #: **228800 A**
 Location: **N: DW Highway (Route 3) S: DW Highway (Route 3)**
 Location: **E: Front Street W: Dunkin Donuts**
 City, State: **Merrimack, NH**
 Client: **BETA/D. Flynn**
 Site Code: **TBD**
 Count Date: **Thursday, September 8, 2022**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Articulated Trucks

	DW Highway (Route 3)					Front Street					DW Highway (Route 3)					Dunkin Donuts					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	
7:15 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	
7:45 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	
Total	0	1	1	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5	
8:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
8:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3	
Grand Total	0	3	1	0	4	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	8	
Approach %	0.0	75.0	25.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0			
Total %	0.0	37.5	12.5	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0		
Exiting Leg Total						4					1					3					0	8

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

	DW Highway (Route 3)					Front Street					DW Highway (Route 3)					Dunkin Donuts					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	
7:15 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	
7:45 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	
Total Volume	0	1	1	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5	
% Approach Total	0.0	50.0	50.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0			
PHF	0.000	0.250	0.250	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.750	0.000	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.625	
Entering Leg	0	1	1	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5	
Exiting Leg						3					1					1					0	5
Total						5					1					4					0	10

PDI File #: **228800 A**
 Location: **N: DW Highway (Route 3) S: DW Highway (Route 3)**
 Location: **E: Front Street W: Dunkin Donuts**
 City, State: **Merrimack, NH**
 Client: **BETA/D. Flynn**
 Site Code: **TBD**
 Count Date: **Thursday, September 8, 2022**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Bicycles (on Roadway and Crosswalks)

	DW Highway (Route 3)							Front Street							DW Highway (Route 3)							Dunkin Donuts							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 AM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Grand Total	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
Approach %	0.0	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	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	100.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
Exiting Leg Total	0							0							1							0							1

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

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

PDI File #: **228800 A**
 Location: **N: DW Highway (Route 3) S: DW Highway (Route 3)**
 Location: **E: Front Street W: Dunkin Donuts**
 City, State: **Merrimack, NH**
 Client: **BETA/D. Flynn**
 Site Code: **TBD**
 Count Date: **Thursday, September 8, 2022**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Pedestrians

	DW Highway (Route 3)							Front Street							DW Highway (Route 3)							Dunkin Donuts							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 AM	0	0	0	0	0	1	1	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	1	1	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
Grand Total	0	0	0	0	0	1	1	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
Approach %	0	0	0	0	0	100		0	0	0	0	100	0		0	0	0	0	0	0	0	0	0	0	0	0			
Total %	0	0	0	0	0	50	50	0	0	0	0	50	0	50	0	0	0	0	0	0	0	0	0	0	0	0	0		
Exiting Leg Total	1							1							0							0							2

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

7:45 AM	DW Highway (Route 3)							Front Street							DW Highway (Route 3)							Dunkin Donuts							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
7:45 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	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 AM	0	0	0	0	0	1	1	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
Total Volume	0	0	0	0	0	1	1	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
% 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	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
PHF	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250		
Entering Leg	0	0	0	0	0	1	1	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2		
Exiting Leg	1							1							0							0							2
Total	2							2							0							0							4

PDI File #: **228800 A**
 Location: **N: DW Highway (Route 3) S: DW Highway (Route 3)**
 Location: **E: Front Street W: Dunkin Donuts**
 City, State: **Merrimack, NH**
 Client: **BETA/D. Flynn**
 Site Code: **TBD**
 Count Date: **Thursday, September 8, 2022**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Cars and Heavy Vehicles (Combined)

	DW Highway (Route 3)					Front Street					DW Highway (Route 3)					Dunkin Donuts					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	2	118	11	0	131	21	1	13	0	35	25	173	2	0	200	0	0	2	0	2	368
4:15 PM	5	118	16	0	139	15	1	15	0	31	22	143	1	0	166	0	0	2	0	2	338
4:30 PM	3	130	13	0	146	20	1	19	0	40	21	134	4	0	159	0	0	4	0	4	349
4:45 PM	2	104	10	0	116	14	0	19	0	33	23	144	3	0	170	0	0	1	0	1	320
Total	12	470	50	0	532	70	3	66	0	139	91	594	10	0	695	0	0	9	0	9	1375
5:00 PM	7	106	16	0	129	10	0	16	0	26	22	166	3	0	191	0	0	2	0	2	348
5:15 PM	4	99	11	0	114	18	0	21	0	39	27	155	1	0	183	0	0	1	0	1	337
5:30 PM	2	110	13	0	125	13	0	26	0	39	27	156	3	0	186	0	1	6	0	7	357
5:45 PM	0	127	9	0	136	12	0	26	0	38	36	159	0	0	195	1	0	2	0	3	372
Total	13	442	49	0	504	53	0	89	0	142	112	636	7	0	755	1	1	11	0	13	1414
Grand Total	25	912	99	0	1036	123	3	155	0	281	203	1230	17	0	1450	1	1	20	0	22	2789
Approach %	2.4	88.0	9.6	0.0		43.8	1.1	55.2	0.0		14.0	84.8	1.2	0.0		4.5	4.5	90.9	0.0		
Total %	0.9	32.7	3.5	0.0	37.1	4.4	0.1	5.6	0.0	10.1	7.3	44.1	0.6	0.0	52.0	0.0	0.0	0.7	0.0	0.8	
Exiting Leg Total	1373					303					1068					45					2789
Cars	25	897	99	0	1021	121	3	155	0	279	199	1190	17	0	1406	1	1	19	0	21	2727
% Cars	100.0	98.4	100.0	0.0	98.6	98.4	100.0	100.0	0.0	99.3	98.0	96.7	100.0	0.0	97.0	100.0	100.0	95.0	0.0	95.5	97.8
Exiting Leg Total	1330					299					1053					45					2727
Heavy Vehicles	0	15	0	0	15	2	0	0	0	2	4	40	0	0	44	0	0	1	0	1	62
% Heavy Vehicles	0.0	1.6	0.0	0.0	1.4	1.6	0.0	0.0	0.0	0.7	2.0	3.3	0.0	0.0	3.0	0.0	0.0	5.0	0.0	4.5	2.2
Exiting Leg Total	43					4					15					0					62

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

	DW Highway (Route 3)					Front Street					DW Highway (Route 3)					Dunkin Donuts					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
5:00 PM	7	106	16	0	129	10	0	16	0	26	22	166	3	0	191	0	0	2	0	2	348
5:15 PM	4	99	11	0	114	18	0	21	0	39	27	155	1	0	183	0	0	1	0	1	337
5:30 PM	2	110	13	0	125	13	0	26	0	39	27	156	3	0	186	0	1	6	0	7	357
5:45 PM	0	127	9	0	136	12	0	26	0	38	36	159	0	0	195	1	0	2	0	3	372
Total Volume	13	442	49	0	504	53	0	89	0	142	112	636	7	0	755	1	1	11	0	13	1414
% Approach Total	2.6	87.7	9.7	0.0		37.3	0.0	62.7	0.0		14.8	84.2	0.9	0.0		7.7	7.7	84.6	0.0		
PHF	0.464	0.870	0.766	0.000	0.926	0.736	0.000	0.856	0.000	0.910	0.778	0.958	0.583	0.000	0.968	0.250	0.250	0.458	0.000	0.464	0.950
Cars	13	438	49	0	500	53	0	89	0	142	112	624	7	0	743	1	1	10	0	12	1397
Cars %	100.0	99.1	100.0	0.0	99.2	100.0	0.0	100.0	0.0	100.0	100.0	98.1	100.0	0.0	98.4	100.0	100.0	90.9	0.0	92.3	98.8
Heavy Vehicles	0	4	0	0	4	0	0	0	0	0	0	12	0	0	12	0	0	1	0	1	17
Heavy Vehicles %	0.0	0.9	0.0	0.0	0.8	0.0	0.0	0.0	0.0	0.0	0.0	1.9	0.0	0.0	1.6	0.0	0.0	9.1	0.0	7.7	1.2
Cars Enter Leg	13	438	49	0	500	53	0	89	0	142	112	624	7	0	743	1	1	10	0	12	1397
Heavy Enter Leg	0	4	0	0	4	0	0	0	0	0	0	12	0	0	12	0	0	1	0	1	17
Total Entering Leg	13	442	49	0	504	53	0	89	0	142	112	636	7	0	755	1	1	11	0	13	1414
Cars Exiting Leg	687					162					528					20					1397
Heavy Exiting Leg	13					0					4					0					17
Total Exiting Leg	700					162					532					20					1414

PDI File #: **228800 A**
 Location: **N: DW Highway (Route 3) S: DW Highway (Route 3)**
 Location: **E: Front Street W: Dunkin Donuts**
 City, State: **Merrimack, NH**
 Client: **BETA/D. Flynn**
 Site Code: **TBD**
 Count Date: **Thursday, September 8, 2022**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Cars

	DW Highway (Route 3)					Front Street					DW Highway (Route 3)					Dunkin Donuts					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	2	115	11	0	128	20	1	13	0	34	23	157	2	0	182	0	0	2	0	2	346
4:15 PM	5	115	16	0	136	14	1	15	0	30	21	136	1	0	158	0	0	2	0	2	326
4:30 PM	3	128	13	0	144	20	1	19	0	40	20	131	4	0	155	0	0	4	0	4	343
4:45 PM	2	101	10	0	113	14	0	19	0	33	23	142	3	0	168	0	0	1	0	1	315
Total	12	459	50	0	521	68	3	66	0	137	87	566	10	0	663	0	0	9	0	9	1330
5:00 PM	7	105	16	0	128	10	0	16	0	26	22	160	3	0	185	0	0	2	0	2	341
5:15 PM	4	97	11	0	112	18	0	21	0	39	27	152	1	0	180	0	0	1	0	1	332
5:30 PM	2	110	13	0	125	13	0	26	0	39	27	155	3	0	185	0	1	5	0	6	355
5:45 PM	0	126	9	0	135	12	0	26	0	38	36	157	0	0	193	1	0	2	0	3	369
Total	13	438	49	0	500	53	0	89	0	142	112	624	7	0	743	1	1	10	0	12	1397
Grand Total	25	897	99	0	1021	121	3	155	0	279	199	1190	17	0	1406	1	1	19	0	21	2727
Approach %	2.4	87.9	9.7	0.0		43.4	1.1	55.6	0.0		14.2	84.6	1.2	0.0		4.8	4.8	90.5	0.0		
Total %	0.9	32.9	3.6	0.0	37.4	4.4	0.1	5.7	0.0	10.2	7.3	43.6	0.6	0.0	51.6	0.0	0.0	0.7	0.0	0.8	
Exiting Leg Total	1330					299					1053					45					2727

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

	DW Highway (Route 3)					Front Street					DW Highway (Route 3)					Dunkin Donuts					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
5:00 PM	7	105	16	0	128	10	0	16	0	26	22	160	3	0	185	0	0	2	0	2	341
5:15 PM	4	97	11	0	112	18	0	21	0	39	27	152	1	0	180	0	0	1	0	1	332
5:30 PM	2	110	13	0	125	13	0	26	0	39	27	155	3	0	185	0	1	5	0	6	355
5:45 PM	0	126	9	0	135	12	0	26	0	38	36	157	0	0	193	1	0	2	0	3	369
Total Volume	13	438	49	0	500	53	0	89	0	142	112	624	7	0	743	1	1	10	0	12	1397
% Approach Total	2.6	87.6	9.8	0.0		37.3	0.0	62.7	0.0		15.1	84.0	0.9	0.0		8.3	8.3	83.3	0.0		
PHF	0.464	0.869	0.766	0.000	0.926	0.736	0.000	0.856	0.000	0.910	0.778	0.975	0.583	0.000	0.962	0.250	0.250	0.500	0.000	0.500	0.946
Entering Leg	13	438	49	0	500	53	0	89	0	142	112	624	7	0	743	1	1	10	0	12	1397
Exiting Leg	687					162					528					20					1397
Total	1187					304					1271					32					2794

PDI File #: **228800 A**
 Location: **N: DW Highway (Route 3) S: DW Highway (Route 3)**
 Location: **E: Front Street W: Dunkin Donuts**
 City, State: **Merrimack, NH**
 Client: **BETA/D. Flynn**
 Site Code: **TBD**
 Count Date: **Thursday, September 8, 2022**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class: **Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)**



	DW Highway (Route 3)					Front Street					DW Highway (Route 3)					Dunkin Donuts					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	3	0	0	3	1	0	0	0	1	2	16	0	0	18	0	0	0	0	0	22
4:15 PM	0	3	0	0	3	1	0	0	0	1	1	7	0	0	8	0	0	0	0	0	12
4:30 PM	0	2	0	0	2	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	6
4:45 PM	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5
Total	0	11	0	0	11	2	0	0	0	2	4	28	0	0	32	0	0	0	0	0	45
5:00 PM	0	1	0	0	1	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	7
5:15 PM	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	2
5:45 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
Total	0	4	0	0	4	0	0	0	0	0	0	12	0	0	12	0	0	1	0	1	17
Grand Total	0	15	0	0	15	2	0	0	0	2	4	40	0	0	44	0	0	1	0	1	62
Approach %	0.0	100.0	0.0	0.0		100.0	0.0	0.0	0.0		9.1	90.9	0.0	0.0		0.0	0.0	100.0	0.0		
Total %	0.0	24.2	0.0	0.0	24.2	3.2	0.0	0.0	0.0	3.2	6.5	64.5	0.0	0.0	71.0	0.0	0.0	1.6	0.0	1.6	
Exiting Leg Total	43					4					15					0					62
Buses	0	1	0	0	1	1	0	0	0	1	2	13	0	0	15	0	0	0	0	0	17
% Buses	0.0	6.7	0.0	0.0	6.7	50.0	0.0	0.0	0.0	50.0	50.0	32.5	0.0	0.0	34.1	0.0	0.0	0.0	0.0	0.0	27.4
Exiting Leg Total	14					2					1					0					17
Single-Unit Trucks	0	10	0	0	10	1	0	0	0	1	2	23	0	0	25	0	0	1	0	1	37
% Single-Unit	0.0	66.7	0.0	0.0	66.7	50.0	0.0	0.0	0.0	50.0	50.0	57.5	0.0	0.0	56.8	0.0	0.0	100.0	0.0	100.0	59.7
Exiting Leg Total	25					2					10					0					37
Articulated Trucks	0	4	0	0	4	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	8
% Articulated	0.0	26.7	0.0	0.0	26.7	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	9.1	0.0	0.0	0.0	0.0	0.0	12.9
Exiting Leg Total	4					0					4					0					8

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

4:00 PM	DW Highway (Route 3)					Front Street					DW Highway (Route 3)					Dunkin Donuts					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	3	0	0	3	1	0	0	0	1	2	16	0	0	18	0	0	0	0	0	22
4:15 PM	0	3	0	0	3	1	0	0	0	1	1	7	0	0	8	0	0	0	0	0	12
4:30 PM	0	2	0	0	2	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	6
4:45 PM	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5
Total Volume	0	11	0	0	11	2	0	0	0	2	4	28	0	0	32	0	0	0	0	0	45
% Approach Total	0.0	100.0	0.0	0.0		100.0	0.0	0.0	0.0		12.5	87.5	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.917	0.000	0.000	0.917	0.500	0.000	0.000	0.000	0.500	0.500	0.438	0.000	0.000	0.444	0.000	0.000	0.000	0.000	0.000	0.511
Buses	0	1	0	0	1	1	0	0	0	1	2	10	0	0	12	0	0	0	0	0	14
Buses %	0.0	9.1	0.0	0.0	9.1	50.0	0.0	0.0	0.0	50.0	50.0	35.7	0.0	0.0	37.5	0.0	0.0	0.0	0.0	0.0	31.1
Single-Unit Trucks	0	8	0	0	8	1	0	0	0	1	2	17	0	0	19	0	0	0	0	0	28
Single-Unit %	0.0	72.7	0.0	0.0	72.7	50.0	0.0	0.0	0.0	50.0	50.0	60.7	0.0	0.0	59.4	0.0	0.0	0.0	0.0	0.0	62.2
Articulated Trucks	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
Articulated %	0.0	18.2	0.0	0.0	18.2	0.0	0.0	0.0	0.0	0.0	0.0	3.6	0.0	0.0	3.1	0.0	0.0	0.0	0.0	0.0	6.7
Buses	0	1	0	0	1	1	0	0	0	1	2	10	0	0	12	0	0	0	0	0	14
Single-Unit Trucks	0	8	0	0	8	1	0	0	0	1	2	17	0	0	19	0	0	0	0	0	28
Articulated Trucks	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
Total Entering Leg	0	11	0	0	11	2	0	0	0	2	4	28	0	0	32	0	0	0	0	0	45
Buses	11					2					1					0					14
Single-Unit Trucks	18					2					8					0					28
Articulated Trucks	1					0					2					0					3
Total Exiting Leg	30					4					11					0					45

PDI File #: **228800 A**
 Location: **N: DW Highway (Route 3) S: DW Highway (Route 3)**
 Location: **E: Front Street W: Dunkin Donuts**
 City, State: **Merrimack, NH**
 Client: **BETA/D. Flynn**
 Site Code: **TBD**
 Count Date: **Thursday, September 8, 2022**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Buses

	DW Highway (Route 3)					Front Street					DW Highway (Route 3)					Dunkin Donuts					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	1	0	0	0	1	1	8	0	0	9	0	0	0	0	0	10
4:15 PM	0	1	0	0	1	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	4
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	1	0	0	0	1	2	10	0	0	12	0	0	0	0	0	14
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
Grand Total	0	1	0	0	1	1	0	0	0	1	2	13	0	0	15	0	0	0	0	0	17
Approach %	0.0	100.0	0.0	0.0		100.0	0.0	0.0	0.0		13.3	86.7	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	5.9	0.0	0.0	5.9	5.9	0.0	0.0	0.0	5.9	11.8	76.5	0.0	0.0	88.2	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	14					2					1					0					17

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

4:00 PM	DW Highway (Route 3)					Front Street					DW Highway (Route 3)					Dunkin Donuts					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	1	0	0	0	1	1	8	0	0	9	0	0	0	0	0	10
4:15 PM	0	1	0	0	1	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	4
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	0	0	1	1	0	0	0	1	2	10	0	0	12	0	0	0	0	0	14
% Approach Total	0.0	100.0	0.0	0.0		100.0	0.0	0.0	0.0		16.7	83.3	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.250	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.250	0.500	0.313	0.000	0.000	0.333	0.000	0.000	0.000	0.000	0.000	0.350
Entering Leg	0	1	0	0	1	1	0	0	0	1	2	10	0	0	12	0	0	0	0	0	14
Exiting Leg	11					2					1					0					14
Total	12					3					13					0					28

PDI File #: **228800 A**
 Location: **N: DW Highway (Route 3) S: DW Highway (Route 3)**
 Location: **E: Front Street W: Dunkin Donuts**
 City, State: **Merrimack, NH**
 Client: **BETA/D. Flynn**
 Site Code: **TBD**
 Count Date: **Thursday, September 8, 2022**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Single-Unit Trucks

	DW Highway (Route 3)					Front Street					DW Highway (Route 3)					Dunkin Donuts					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	3	0	0	3	0	0	0	0	0	1	7	0	0	8	0	0	0	0	0	11
4:15 PM	0	2	0	0	2	1	0	0	0	1	0	5	0	0	5	0	0	0	0	0	8
4:30 PM	0	1	0	0	1	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	5
4:45 PM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
Total	0	8	0	0	8	1	0	0	0	1	2	17	0	0	19	0	0	0	0	0	28
5:00 PM	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	5
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
5:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	2	0	0	2	0	0	0	0	0	0	6	0	0	6	0	0	1	0	1	9
Grand Total	0	10	0	0	10	1	0	0	0	1	2	23	0	0	25	0	0	1	0	1	37
Approach %	0.0	100.0	0.0	0.0		100.0	0.0	0.0	0.0		8.0	92.0	0.0	0.0		0.0	0.0	100.0	0.0		
Total %	0.0	27.0	0.0	0.0	27.0	2.7	0.0	0.0	0.0	2.7	5.4	62.2	0.0	0.0	67.6	0.0	0.0	2.7	0.0	2.7	
Exiting Leg Total						2					10					0					37

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

4:00 PM	DW Highway (Route 3)					Front Street					DW Highway (Route 3)					Dunkin Donuts					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	3	0	0	3	0	0	0	0	0	1	7	0	0	8	0	0	0	0	0	11
4:15 PM	0	2	0	0	2	1	0	0	0	1	0	5	0	0	5	0	0	0	0	0	8
4:30 PM	0	1	0	0	1	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	5
4:45 PM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
Total Volume	0	8	0	0	8	1	0	0	0	1	2	17	0	0	19	0	0	0	0	0	28
% Approach Total	0.0	100.0	0.0	0.0		100.0	0.0	0.0	0.0		10.5	89.5	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.667	0.000	0.000	0.667	0.250	0.000	0.000	0.000	0.250	0.500	0.607	0.000	0.000	0.594	0.000	0.000	0.000	0.000	0.000	0.636
Entering Leg	0					8					2					19					28
Exiting Leg						18					2					8					28
Total						26					3					27					56

PDI File #: **228800 A**
 Location: **N: DW Highway (Route 3) S: DW Highway (Route 3)**
 Location: **E: Front Street W: Dunkin Donuts**
 City, State: **Merrimack, NH**
 Client: **BETA/D. Flynn**
 Site Code: **TBD**
 Count Date: **Thursday, September 8, 2022**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Articulated Trucks

	DW Highway (Route 3)					Front Street					DW Highway (Route 3)					Dunkin Donuts					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	2
Total	0	2	0	0	2	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	5
Grand Total	0	4	0	0	4	0	0	0	0	0	0	4	0	4	0	0	0	0	0	0	8
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	4					0					4					0					8

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

5:00 PM	DW Highway (Route 3)					Front Street					DW Highway (Route 3)					Dunkin Donuts					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	2
Total Volume	0	2	0	0	2	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	5
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.375	0.000	0.000	0.375	0.000	0.000	0.000	0.000	0.000	0.625
Entering Leg	0	2	0	0	2	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	5
Exiting Leg	3					0					2					0					5
Total	5					0					5					0					10

PDI File #: **228800 A**
 Location: **N: DW Highway (Route 3) S: DW Highway (Route 3)**
 Location: **E: Front Street W: Dunkin Donuts**
 City, State: **Merrimack, NH**
 Client: **BETA/D. Flynn**
 Site Code: **TBD**
 Count Date: **Thursday, September 8, 2022**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Bicycles (on Roadway and Crosswalks)

	DW Highway (Route 3)							Front Street							DW Highway (Route 3)							Dunkin Donuts							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:15 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
5:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	1	0	0	0	0	0	1	0	0	0	0	2	
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:30 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1		
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	1	0	0	0	0	1	0	0	1	0	0	0	1	0	1	0	0	0	0	0	1	0	0	0	0	0	3	
Grand Total	0	2	0	0	0	0	2	0	0	1	0	0	1	0	1	0	0	0	0	0	1	0	0	0	0	0	0	4	
Approach %	0.0	100.0	0.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total %	0.0	50.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	25.0	0.0	0.0	0.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	1							0							3							0							4

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

4:15 PM	DW Highway (Route 3)							Front Street							DW Highway (Route 3)							Dunkin Donuts							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
4:15 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	0	0	0	0	0	1	0	0	0	0	0	2	
Total Volume	0	1	0	0	0	0	1	0	0	1	0	0	1	0	1	0	0	0	0	1	0	0	0	0	0	0	0	3	
% Approach Total	0.0	100.0	0.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.375		
Entering Leg	0	1	0	0	0	0	1	0	0	1	0	0	1	0	1	0	0	0	0	1	0	0	0	0	0	0	3		
Exiting Leg	1							0							2							0							3
Total	2							1							3							0							6

PDI File #: **228800 A**
 Location: **N: DW Highway (Route 3) S: DW Highway (Route 3)**
 Location: **E: Front Street W: Dunkin Donuts**
 City, State: **Merrimack, NH**
 Client: **BETA/D. Flynn**
 Site Code: **TBD**
 Count Date: **Thursday, September 8, 2022**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Pedestrians

	DW Highway (Route 3)							Front Street							DW Highway (Route 3)							Dunkin Donuts							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	2	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	2	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
Total	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
Grand Total	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2	0	2	0	0	0	0	0	0	0	3	
Approach %	0	0	0	0	0	0	0	0	0	0	100	0	0	0	0	0	0	100	0	0	0	0	0	0	0	0	0		
Total %	0	0	0	0	0	0	0	0	0	0	33.3	0	33.3	0	0	0	0	66.7	0	66.7	0	0	0	0	0	0	0		
Exiting Leg Total	0							1							2							0							3

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

4:00 PM	DW Highway (Route 3)							Front Street							DW Highway (Route 3)							Dunkin Donuts							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	2	
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2	
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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		
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	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250		
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	2		
Exiting Leg	0							0							2							0							2
Total	0							0							4							0							4

PDI File #: **228800 A**
 Location: **N: DW Highway (Route 3) S: DW Highway (Route 3)**
 Location: **E: Front Street W: Dunkin Donuts**
 City, State: **Merrimack, NH**
 Client: **BETA/D. Flynn**
 Site Code: **TBD**
 Count Date: **Saturday, September 10, 2022**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Cars and Heavy Vehicles (Combined)

	DW Highway (Route 3)					Front Street					DW Highway (Route 3)					Dunkin Donuts					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:00 AM	10	79	11	0	100	12	2	30	0	44	11	94	4	0	109	0	0	9	0	9	262
11:15 AM	7	80	13	0	100	18	1	21	0	40	19	81	7	0	107	0	2	6	0	8	255
11:30 AM	7	102	11	0	120	17	4	19	0	40	16	99	5	0	120	0	0	2	0	2	282
11:45 AM	9	94	16	0	119	18	2	23	0	43	25	86	2	0	113	0	3	4	0	7	282
Total	33	355	51	0	439	65	9	93	0	167	71	360	18	0	449	0	5	21	0	26	1081
12:00 PM	5	100	14	0	119	17	2	21	0	40	13	85	6	0	104	1	2	6	0	9	272
12:15 PM	7	80	17	0	104	26	1	25	0	52	23	105	3	0	131	0	1	5	0	6	293
12:30 PM	7	80	13	0	100	19	0	23	0	42	20	91	4	0	115	0	0	5	0	5	262
12:45 PM	7	89	11	0	107	13	2	22	0	37	18	80	2	0	100	0	0	5	0	5	249
Total	26	349	55	0	430	75	5	91	0	171	74	361	15	0	450	1	3	21	0	25	1076
1:00 PM	11	79	13	0	103	18	3	18	0	39	19	102	1	0	122	2	2	8	0	12	276
1:15 PM	10	106	14	0	130	13	2	24	0	39	14	77	2	0	93	0	1	4	0	5	267
1:30 PM	4	79	12	0	95	15	0	8	0	23	24	81	4	0	109	0	2	2	0	4	231
1:45 PM	4	90	11	0	105	10	1	20	0	31	18	65	1	0	84	0	1	3	0	4	224
Total	29	354	50	0	433	56	6	70	0	132	75	325	8	0	408	2	6	17	0	25	998
Grand Total	88	1058	156	0	1302	196	20	254	0	470	220	1046	41	0	1307	3	14	59	0	76	3155
Approach %	6.8	81.3	12.0	0.0		41.7	4.3	54.0	0.0		16.8	80.0	3.1	0.0		3.9	18.4	77.6	0.0		
Total %	2.8	33.5	4.9	0.0	41.3	6.2	0.6	8.1	0.0	14.9	7.0	33.2	1.3	0.0	41.4	0.1	0.4	1.9	0.0	2.4	
Exiting Leg Total	1301					390					1315					149					3155
Cars	88	1046	154	0	1288	194	19	252	0	465	218	1032	41	0	1291	3	14	59	0	76	3120
% Cars	100.0	98.9	98.7	0.0	98.9	99.0	95.0	99.2	0.0	98.9	99.1	98.7	100.0	0.0	98.8	100.0	100.0	100.0	0.0	100.0	98.9
Exiting Leg Total	1285					386					1301					148					3120
Heavy Vehicles	0	12	2	0	14	2	1	2	0	5	2	14	0	0	16	0	0	0	0	0	35
% Heavy Vehicles	0.0	1.1	1.3	0.0	1.1	1.0	5.0	0.8	0.0	1.1	0.9	1.3	0.0	0.0	1.2	0.0	0.0	0.0	0.0	0.0	1.1
Exiting Leg Total	16					4					14					1					35

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

11:30 AM	DW Highway (Route 3)					Front Street					DW Highway (Route 3)					Dunkin Donuts					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:30 AM	7	102	11	0	120	17	4	19	0	40	16	99	5	0	120	0	0	2	0	2	282
11:45 AM	9	94	16	0	119	18	2	23	0	43	25	86	2	0	113	0	3	4	0	7	282
12:00 PM	5	100	14	0	119	17	2	21	0	40	13	85	6	0	104	1	2	6	0	9	272
12:15 PM	7	80	17	0	104	26	1	25	0	52	23	105	3	0	131	0	1	5	0	6	293
Total Volume	28	376	58	0	462	78	9	88	0	175	77	375	16	0	468	1	6	17	0	24	1129
% Approach Total	6.1	81.4	12.6	0.0		44.6	5.1	50.3	0.0		16.5	80.1	3.4	0.0		4.2	25.0	70.8	0.0		
PHF	0.778	0.922	0.853	0.000	0.963	0.750	0.563	0.880	0.000	0.841	0.770	0.893	0.667	0.000	0.893	0.250	0.500	0.708	0.000	0.667	0.963
Cars	28	373	57	0	458	77	8	87	0	172	77	370	16	0	463	1	6	17	0	24	1117
Cars %	100.0	99.2	98.3	0.0	99.1	98.7	88.9	98.9	0.0	98.3	100.0	98.7	100.0	0.0	98.9	100.0	100.0	100.0	0.0	100.0	98.9
Heavy Vehicles	0	3	1	0	4	1	1	1	0	3	0	5	0	0	5	0	0	0	0	0	12
Heavy Vehicles %	0.0	0.8	1.7	0.0	0.9	1.3	11.1	1.1	0.0	1.7	0.0	1.3	0.0	0.0	1.1	0.0	0.0	0.0	0.0	0.0	1.1
Cars Enter Leg	28	373	57	0	458	77	8	87	0	172	77	370	16	0	463	1	6	17	0	24	1117
Heavy Enter Leg	0	3	1	0	4	1	1	1	0	3	0	5	0	0	5	0	0	0	0	0	12
Total Entering Leg	28	376	58	0	462	78	9	88	0	175	77	375	16	0	468	1	6	17	0	24	1129
Cars Exiting Leg	464					140					461					52					1117
Heavy Exiting Leg	6					1					4					1					12
Total Exiting Leg	470					141					465					53					1129

PDI File #: **228800 A**
 Location: **N: DW Highway (Route 3) S: DW Highway (Route 3)**
 Location: **E: Front Street W: Dunkin Donuts**
 City, State: **Merrimack, NH**
 Client: **BETA/D. Flynn**
 Site Code: **TBD**
 Count Date: **Saturday, September 10, 2022**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Cars

	DW Highway (Route 3)					Front Street					DW Highway (Route 3)					Dunkin Donuts					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:00 AM	10	76	11	0	97	12	2	30	0	44	11	93	4	0	108	0	0	9	0	9	258
11:15 AM	7	80	13	0	100	18	1	21	0	40	19	79	7	0	105	0	2	6	0	8	253
11:30 AM	7	101	11	0	119	17	4	19	0	40	16	96	5	0	117	0	0	2	0	2	278
11:45 AM	9	93	15	0	117	18	2	23	0	43	25	86	2	0	113	0	3	4	0	7	280
Total	33	350	50	0	433	65	9	93	0	167	71	354	18	0	443	0	5	21	0	26	1069
12:00 PM	5	100	14	0	119	16	1	20	0	37	13	84	6	0	103	1	2	6	0	9	268
12:15 PM	7	79	17	0	103	26	1	25	0	52	23	104	3	0	130	0	1	5	0	6	291
12:30 PM	7	80	13	0	100	19	0	23	0	42	20	91	4	0	115	0	0	5	0	5	262
12:45 PM	7	89	11	0	107	13	2	22	0	37	16	80	2	0	98	0	0	5	0	5	247
Total	26	348	55	0	429	74	4	90	0	168	72	359	15	0	446	1	3	21	0	25	1068
1:00 PM	11	77	13	0	101	17	3	18	0	38	19	100	1	0	120	2	2	8	0	12	271
1:15 PM	10	105	14	0	129	13	2	23	0	38	14	75	2	0	91	0	1	4	0	5	263
1:30 PM	4	78	11	0	93	15	0	8	0	23	24	79	4	0	107	0	2	2	0	4	227
1:45 PM	4	88	11	0	103	10	1	20	0	31	18	65	1	0	84	0	1	3	0	4	222
Total	29	348	49	0	426	55	6	69	0	130	75	319	8	0	402	2	6	17	0	25	983
Grand Total	88	1046	154	0	1288	194	19	252	0	465	218	1032	41	0	1291	3	14	59	0	76	3120
Approach %	6.8	81.2	12.0	0.0		41.7	4.1	54.2	0.0		16.9	79.9	3.2	0.0		3.9	18.4	77.6	0.0		
Total %	2.8	33.5	4.9	0.0	41.3	6.2	0.6	8.1	0.0	14.9	7.0	33.1	1.3	0.0	41.4	0.1	0.4	1.9	0.0	2.4	
Exiting Leg Total	1285					386					1301					148					3120

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

11:30 AM	DW Highway (Route 3)					Front Street					DW Highway (Route 3)					Dunkin Donuts					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:30 AM	7	101	11	0	119	17	4	19	0	40	16	96	5	0	117	0	0	2	0	2	278
11:45 AM	9	93	15	0	117	18	2	23	0	43	25	86	2	0	113	0	3	4	0	7	280
12:00 PM	5	100	14	0	119	16	1	20	0	37	13	84	6	0	103	1	2	6	0	9	268
12:15 PM	7	79	17	0	103	26	1	25	0	52	23	104	3	0	130	0	1	5	0	6	291
Total Volume	28	373	57	0	458	77	8	87	0	172	77	370	16	0	463	1	6	17	0	24	1117
% Approach Total	6.1	81.4	12.4	0.0		44.8	4.7	50.6	0.0		16.6	79.9	3.5	0.0		4.2	25.0	70.8	0.0		
PHF	0.778	0.923	0.838	0.000	0.962	0.740	0.500	0.870	0.000	0.827	0.770	0.889	0.667	0.000	0.890	0.250	0.500	0.708	0.000	0.667	0.960
Entering Leg	28	373	57	0	458	77	8	87	0	172	77	370	16	0	463	1	6	17	0	24	1117
Exiting Leg	464					140					461					52					1117
Total	922					312					924					76					2234

PDI File #: **228800 A**
 Location: **N: DW Highway (Route 3) S: DW Highway (Route 3)**
 Location: **E: Front Street W: Dunkin Donuts**
 City, State: **Merrimack, NH**
 Client: **BETA/D. Flynn**
 Site Code: **TBD**
 Count Date: **Saturday, September 10, 2022**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



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

	DW Highway (Route 3)					Front Street					DW Highway (Route 3)					Dunkin Donuts					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:00 AM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
11:30 AM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4
11:45 AM	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	5	1	0	6	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	12
12:00 PM	0	0	0	0	0	1	1	1	0	3	0	1	0	0	1	0	0	0	0	0	4
12:15 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	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	2	0	0	0	2	0	0	0	0	0	2
Total	0	1	0	0	1	1	1	1	0	3	2	2	0	0	4	0	0	0	0	0	8
1:00 PM	0	2	0	0	2	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	5
1:15 PM	0	1	0	0	1	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	4
1:30 PM	0	1	1	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
1:45 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	6	1	0	7	1	0	1	0	2	0	6	0	0	6	0	0	0	0	0	15
Grand Total	0	12	2	0	14	2	1	2	0	5	2	14	0	0	16	0	0	0	0	0	35
Approach %	0.0	85.7	14.3	0.0		40.0	20.0	40.0	0.0		12.5	87.5	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	34.3	5.7	0.0	40.0	5.7	2.9	5.7	0.0	14.3	5.7	40.0	0.0	0.0	45.7	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	16					4					14					1					35
Buses	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% Buses	0.0	0.0	50.0	0.0	7.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.9
Exiting Leg Total	0					1					0					0					1
Single-Unit Trucks	0	11	1	0	12	2	1	2	0	5	2	14	0	0	16	0	0	0	0	0	33
% Single-Unit	0.0	91.7	50.0	0.0	85.7	100.0	100.0	100.0	0.0	100.0	100.0	100.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	94.3
Exiting Leg Total	16					3					13					1					33
Articulated Trucks	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% Articulated	0.0	8.3	0.0	0.0	7.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.9
Exiting Leg Total	0					0					1					0					1

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

	DW Highway (Route 3)					Front Street					DW Highway (Route 3)					Dunkin Donuts					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
12:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2
12:45 PM	0	2	0	0	2	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	5
1:00 PM	0	1	0	0	1	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	4
1:15 PM	0	1	1	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
1:30 PM	0	1	1	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
Total Volume	0	4	1	0	5	1	0	1	0	2	2	6	0	0	8	0	0	0	0	0	15
% Approach Total	0.0	80.0	20.0	0.0		50.0	0.0	50.0	0.0		25.0	75.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.500	0.250	0.000	0.625	0.250	0.000	0.250	0.000	0.500	0.250	0.750	0.000	0.000	1.000	0.000	0.000	0.000	0.000	0.000	0.750
Buses	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Buses %	0.0	0.0	100.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.7
Single-Unit Trucks	0	3	0	0	3	1	0	1	0	2	2	6	0	0	8	0	0	0	0	0	13
Single-Unit %	0.0	75.0	0.0	0.0	60.0	100.0	0.0	100.0	0.0	100.0	100.0	100.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	86.7
Articulated Trucks	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Articulated %	0.0	25.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.7
Buses	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Single-Unit Trucks	0	3	0	0	3	1	0	1	0	2	2	6	0	0	8	0	0	0	0	0	13
Articulated Trucks	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Entering Leg	0	4	1	0	5	1	0	1	0	2	2	6	0	0	8	0	0	0	0	0	15
Buses	0					1					0					0					1
Single-Unit Trucks	7					2					4					0					13
Articulated Trucks	0					0					1					0					1
Total Exiting Leg	7					3					5					0					15

PDI File #: **228800 A**
 Location: **N: DW Highway (Route 3) S: DW Highway (Route 3)**
 Location: **E: Front Street W: Dunkin Donuts**
 City, State: **Merrimack, NH**
 Client: **BETA/D. Flynn**
 Site Code: **TBD**
 Count Date: **Saturday, September 10, 2022**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Buses

	DW Highway (Route 3)					Front Street					DW Highway (Route 3)					Dunkin Donuts					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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
1:30 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1:45 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	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Approach %	0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	0.0	100.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total						0					1					0					1

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

12:45 PM	DW Highway (Route 3)					Front Street					DW Highway (Route 3)					Dunkin Donuts					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
12:45 PM	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
1:30 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% Approach Total	0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250
Entering Leg	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Exiting Leg						0					1					0					1
Total	1					1					0					0					2

PDI File #: **228800 A**
 Location: **N: DW Highway (Route 3) S: DW Highway (Route 3)**
 Location: **E: Front Street W: Dunkin Donuts**
 City, State: **Merrimack, NH**
 Client: **BETA/D. Flynn**
 Site Code: **TBD**
 Count Date: **Saturday, September 10, 2022**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Single-Unit Trucks

	DW Highway (Route 3)					Front Street					DW Highway (Route 3)					Dunkin Donuts					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:00 AM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
11:30 AM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4
11:45 AM	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	5	1	0	6	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	12
12:00 PM	0	0	0	0	0	1	1	1	0	3	0	1	0	0	1	0	0	0	0	0	4
12:15 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	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	2	0	0	0	2	0	0	0	0	0	2
Total	0	1	0	0	1	1	1	1	0	3	2	2	0	0	4	0	0	0	0	0	8
1:00 PM	0	2	0	0	2	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	5
1:15 PM	0	0	0	0	0	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	3
1:30 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
1:45 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	5	0	0	5	1	0	1	0	2	0	6	0	0	6	0	0	0	0	0	13
Grand Total	0	11	1	0	12	2	1	2	0	5	2	14	0	0	16	0	0	0	0	0	33
Approach %	0.0	91.7	8.3	0.0		40.0	20.0	40.0	0.0		12.5	87.5	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	33.3	3.0	0.0	36.4	6.1	3.0	6.1	0.0	15.2	6.1	42.4	0.0	0.0	48.5	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	16					3					13					1					33

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

12:45 PM	DW Highway (Route 3)					Front Street					DW Highway (Route 3)					Dunkin Donuts					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
12:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2
1:00 PM	0	2	0	0	2	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	5
1:15 PM	0	0	0	0	0	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	3
1:30 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
Total Volume	0	3	0	0	3	1	0	1	0	2	2	6	0	0	8	0	0	0	0	0	13
% Approach Total	0.0	100.0	0.0	0.0		50.0	0.0	50.0	0.0		25.0	75.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.375	0.000	0.000	0.375	0.250	0.000	0.250	0.000	0.500	0.250	0.750	0.000	0.000	1.000	0.000	0.000	0.000	0.000	0.000	0.650
Entering Leg	0	3	0	0	3	1	0	1	0	2	2	6	0	0	8	0	0	0	0	0	13
Exiting Leg	7					2					4					0					13
Total	10					4					12					0					26

PDI File #: **228800 A**
 Location: **N: DW Highway (Route 3) S: DW Highway (Route 3)**
 Location: **E: Front Street W: Dunkin Donuts**
 City, State: **Merrimack, NH**
 Client: **BETA/D. Flynn**
 Site Code: **TBD**
 Count Date: **Saturday, September 10, 2022**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Articulated Trucks

	DW Highway (Route 3)					Front Street					DW Highway (Route 3)					Dunkin Donuts					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	100.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total					0					0					1					0	1

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

12:30 PM	DW Highway (Route 3)					Front Street					DW Highway (Route 3)					Dunkin Donuts					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
12:30 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
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	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250
Entering Leg	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Exiting Leg					0					0					1					0	1
Total					1					0					1					0	2

PDI File #: 228800 A
 Location: N: DW Highway (Route 3) S: DW Highway (Route 3)
 Location: E: Front Street W: Dunkin Donuts
 City, State: Merrimack, NH
 Client: BETA/D. Flynn
 Site Code: TBD
 Count Date: Saturday, September 10, 2022
 Start Time: 11:00 AM
 End Time: 2:00 PM
 Class:



Bicycles (on Roadway and Crosswalks)

	DW Highway (Route 3)								Front Street								DW Highway (Route 3)								Dunkin Donuts								Total
	from North								from East								from South								from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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		
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0		
12:45 PM	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	2		
Total	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	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	0	0		
1:15 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1		
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Total	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1		
Grand Total	1	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	3		
Approach %	50.0	50.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0	0.0	0.0					
Total %	33.3	33.3	0.0	0.0	0.0	0.0	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	33.3			
Exiting Leg Total	0								0								2								1								3

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

	DW Highway (Route 3)								Front Street								DW Highway (Route 3)								Dunkin Donuts								Total
	from North								from East								from South								from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
12:30 PM	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0		
1:15 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1		
Total Volume	1	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	3		
% Approach Total	50.0	50.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0	0.0	0.0					
PHF	0.250	0.250	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	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.250	0.375			
Entering Leg	1	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	3			
Exiting Leg	0								0								2								1								3
Total	2								0								2								2								6

PDI File #: 228800 A
 Location: N: DW Highway (Route 3) S: DW Highway (Route 3)
 Location: E: Front Street W: Dunkin Donuts
 City, State: Merrimack, NH
 Client: BETA/D. Flynn
 Site Code: TBD
 Count Date: Saturday, September 10, 2022
 Start Time: 11:00 AM
 End Time: 2:00 PM
 Class:



Pedestrians

	DW Highway (Route 3)							Front Street							DW Highway (Route 3)							Dunkin Donuts							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1		
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	1		
12:00 PM	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	1	1	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	2	1	3	6		
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
12:45 PM	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1		
Total	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	2	2	4	0	0	0	2	1	3	9	9		
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		
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		
1:30 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		
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Grand Total	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	2	2	4	0	0	0	2	2	4	10	10		
Approach %	0	0	0	0	50	50		0	0	0	0	0	0	0	0	0	50	50		0	0	0	50	50					
Total %	0	0	0	0	10	10	20	0	0	0	0	0	0	0	0	0	20	20	40	0	0	0	20	20	40				
Exiting Leg Total							2						0				4								4		10		

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

	DW Highway (Route 3)							Front Street							DW Highway (Route 3)							Dunkin Donuts							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	2		
12:15 PM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	2	1	3	6			
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
12:45 PM	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1			
Total Volume	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	2	2	4	0	0	0	2	1	3	9			
% Approach Total	0.0	0.0	0.0	0.0	50.0	50.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	50.0		0.0	0.0	0.0	0.0	66.7	33.3				
PHF	0.000	0.000	0.000	0.000	0.250	0.250	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.500	0.000	0.000	0.000	0.000	0.250	0.250	0.250	0.375			
Entering Leg	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	2	2	4	0	0	0	2	1	3	9			
Exiting Leg							2						0				4								3	9			
Total							4					0				8								6		18			

PDI File #: **228800 B**
 Location: **N: DW Highway (Route 3) S: DW Highway (Route 3)**
 Location: **E: Driveway W: Baboosic Lake Road**
 City, State: **Merrimack, NH**
 Client: **BETA/D. Flynn**
 Site Code: **TBD**
 Count Date: **Thursday, September 8, 2022**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Cars and Heavy Vehicles (Combined)

	DW Highway (Route 3)					Driveway					DW Highway (Route 3)					Baboosic Lake Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	117	86	0	0	203	1	0	0	0	1	0	40	11	0	51	17	0	58	0	75	330
7:15 AM	77	129	2	0	208	1	0	0	0	1	2	61	11	0	74	41	1	69	0	111	394
7:30 AM	39	131	1	0	171	1	0	1	0	2	1	63	22	0	86	48	0	62	0	110	369
7:45 AM	48	113	1	0	162	1	1	0	0	2	1	58	16	0	75	50	1	34	0	85	324
Total	281	459	4	0	744	4	1	1	0	6	4	222	60	0	286	156	2	223	0	381	1417
8:00 AM	54	113	2	0	169	0	0	0	0	0	0	62	18	0	80	39	0	44	0	83	332
8:15 AM	52	99	0	0	151	0	2	0	0	2	0	56	33	0	89	45	1	32	0	78	320
8:30 AM	33	90	2	0	125	0	1	1	0	2	0	72	24	0	96	48	1	60	0	109	332
8:45 AM	30	98	0	0	128	0	0	0	0	0	0	62	23	0	85	33	0	31	0	64	277
Total	169	400	4	0	573	0	3	1	0	4	0	252	98	0	350	165	2	167	0	334	1261
Grand Total	450	859	8	0	1317	4	4	2	0	10	4	474	158	0	636	321	4	390	0	715	2678
Approach %	34.2	65.2	0.6	0.0		40.0	40.0	20.0	0.0		0.6	74.5	24.8	0.0		44.9	0.6	54.5	0.0		
Total %	16.8	32.1	0.3	0.0	49.2	0.1	0.1	0.1	0.0	0.4	0.1	17.7	5.9	0.0	23.7	12.0	0.1	14.6	0.0	26.7	
Exiting Leg Total	868					16					1182					612					2678
Cars	422	831	6	0	1259	1	3	2	0	6	4	435	144	0	583	310	2	361	0	673	2521
% Cars	93.8	96.7	75.0	0.0	95.6	25.0	75.0	100.0	0.0	60.0	100.0	91.8	91.1	0.0	91.7	96.6	50.0	92.6	0.0	94.1	94.1
Exiting Leg Total	797					12					1143					569					2521
Heavy Vehicles	28	28	2	0	58	3	1	0	0	4	0	39	14	0	53	11	2	29	0	42	157
% Heavy Vehicles	6.2	3.3	25.0	0.0	4.4	75.0	25.0	0.0	0.0	40.0	0.0	8.2	8.9	0.0	8.3	3.4	50.0	7.4	0.0	5.9	5.9
Exiting Leg Total	71					4					39					43					157

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

7:15 AM	DW Highway (Route 3)					Driveway					DW Highway (Route 3)					Baboosic Lake Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:15 AM	77	129	2	0	208	1	0	0	0	1	2	61	11	0	74	41	1	69	0	111	394
7:30 AM	39	131	1	0	171	1	0	1	0	2	1	63	22	0	86	48	0	62	0	110	369
7:45 AM	48	113	1	0	162	1	1	0	0	2	1	58	16	0	75	50	1	34	0	85	324
8:00 AM	54	113	2	0	169	0	0	0	0	0	0	62	18	0	80	39	0	44	0	83	332
Total Volume	218	486	6	0	710	3	1	1	0	5	4	244	67	0	315	178	2	209	0	389	1419
% Approach Total	30.7	68.5	0.8	0.0		60.0	20.0	20.0	0.0		1.3	77.5	21.3	0.0		45.8	0.5	53.7	0.0		
PHF	0.708	0.927	0.750	0.000	0.853	0.750	0.250	0.250	0.000	0.625	0.500	0.968	0.761	0.000	0.916	0.890	0.500	0.757	0.000	0.876	0.900
Cars	209	469	4	0	682	1	0	1	0	2	4	222	60	0	286	173	2	201	0	376	1346
Cars %	95.9	96.5	66.7	0.0	96.1	33.3	0.0	100.0	0.0	40.0	100.0	91.0	89.6	0.0	90.8	97.2	100.0	96.2	0.0	96.7	94.9
Heavy Vehicles	9	17	2	0	28	2	1	0	0	3	0	22	7	0	29	5	0	8	0	13	73
Heavy Vehicles %	4.1	3.5	33.3	0.0	3.9	66.7	100.0	0.0	0.0	60.0	0.0	9.0	10.4	0.0	9.2	2.8	0.0	3.8	0.0	3.3	5.1
Cars Enter Leg	209	469	4	0	682	1	0	1	0	2	4	222	60	0	286	173	2	201	0	376	1346
Heavy Enter Leg	9	17	2	0	28	2	1	0	0	3	0	22	7	0	29	5	0	8	0	13	73
Total Entering Leg	218	486	6	0	710	3	1	1	0	5	4	244	67	0	315	178	2	209	0	389	1419
Cars Exiting Leg	424					10					643					269					1346
Heavy Exiting Leg	32					2					22					17					73
Total Exiting Leg	456					12					665					286					1419

PDI File #: **228800 B**
 Location: **N: DW Highway (Route 3) S: DW Highway (Route 3)**
 Location: **E: Driveway W: Baboosic Lake Road**
 City, State: **Merrimack, NH**
 Client: **BETA/D. Flynn**
 Site Code: **TBD**
 Count Date: **Thursday, September 8, 2022**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Cars

	DW Highway (Route 3)					Driveway					DW Highway (Route 3)					Baboosic Lake Road					Total					
	from North					from East					from South					from West										
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total						
7:00 AM	103	85	0	0	188	0	0	0	0	0	0	38	10	0	48	17	0	58	0	75	311					
7:15 AM	76	128	2	0	206	1	0	0	0	1	2	55	11	0	68	39	1	66	0	106	381					
7:30 AM	37	124	0	0	161	0	0	1	0	1	1	59	21	0	81	48	0	58	0	106	349					
7:45 AM	46	110	1	0	157	0	0	0	0	0	1	52	13	0	66	49	1	34	0	84	307					
Total	262	447	3	0	712	1	0	1	0	2	4	204	55	0	263	153	2	216	0	371	1348					
8:00 AM	50	107	1	0	158	0	0	0	0	0	0	56	15	0	71	37	0	43	0	80	309					
8:15 AM	47	97	0	0	144	0	2	0	0	2	0	53	32	0	85	43	0	26	0	69	300					
8:30 AM	33	87	2	0	122	0	1	1	0	2	0	62	19	0	81	44	0	47	0	91	296					
8:45 AM	30	93	0	0	123	0	0	0	0	0	0	60	23	0	83	33	0	29	0	62	268					
Total	160	384	3	0	547	0	3	1	0	4	0	231	89	0	320	157	0	145	0	302	1173					
Grand Total	422	831	6	0	1259	1	3	2	0	6	4	435	144	0	583	310	2	361	0	673	2521					
Approach %	33.5	66.0	0.5	0.0		16.7	50.0	33.3	0.0		0.7	74.6	24.7	0.0		46.1	0.3	53.6	0.0							
Total %	16.7	33.0	0.2	0.0	49.9	0.0	0.1	0.1	0.0	0.2	0.2	17.3	5.7	0.0	23.1	12.3	0.1	14.3	0.0	26.7						
Exiting Leg Total						797					12					1143					569					2521

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

	DW Highway (Route 3)					Driveway					DW Highway (Route 3)					Baboosic Lake Road					Total					
	from North					from East					from South					from West										
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total						
7:00 AM	103	85	0	0	188	0	0	0	0	0	0	38	10	0	48	17	0	58	0	75	311					
7:15 AM	76	128	2	0	206	1	0	0	0	1	2	55	11	0	68	39	1	66	0	106	381					
7:30 AM	37	124	0	0	161	0	0	1	0	1	1	59	21	0	81	48	0	58	0	106	349					
7:45 AM	46	110	1	0	157	0	0	0	0	0	1	52	13	0	66	49	1	34	0	84	307					
Total Volume	262	447	3	0	712	1	0	1	0	2	4	204	55	0	263	153	2	216	0	371	1348					
% Approach Total	36.8	62.8	0.4	0.0		50.0	0.0	50.0	0.0		1.5	77.6	20.9	0.0		41.2	0.5	58.2	0.0							
PHF	0.636	0.873	0.375	0.000	0.864	0.250	0.000	0.250	0.000	0.500	0.500	0.864	0.655	0.000	0.812	0.781	0.500	0.818	0.000	0.875	0.885					
Entering Leg	262	447	3	0	712	1	0	1	0	2	4	204	55	0	263	153	2	216	0	371	1348					
Exiting Leg						421					9					601					317					1348
Total						1133					11					864					688					2696

PDI File #: **228800 B**
 Location: **N: DW Highway (Route 3) S: DW Highway (Route 3)**
 Location: **E: Driveway W: Baboosic Lake Road**
 City, State: **Merrimack, NH**
 Client: **BETA/D. Flynn**
 Site Code: **TBD**
 Count Date: **Thursday, September 8, 2022**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**



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

	DW Highway (Route 3)					Driveway					DW Highway (Route 3)					Baboosic Lake Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	14	1	0	0	15	1	0	0	0	1	0	2	1	0	3	0	0	0	0	0	19
7:15 AM	1	1	0	0	2	0	0	0	0	0	0	6	0	0	6	2	0	3	0	5	13
7:30 AM	2	7	1	0	10	1	0	0	0	1	0	4	1	0	5	0	0	4	0	4	20
7:45 AM	2	3	0	0	5	1	1	0	0	2	0	6	3	0	9	1	0	0	0	1	17
Total	19	12	1	0	32	3	1	0	0	4	0	18	5	0	23	3	0	7	0	10	69
8:00 AM	4	6	1	0	11	0	0	0	0	0	0	6	3	0	9	2	0	1	0	3	23
8:15 AM	5	2	0	0	7	0	0	0	0	0	0	3	1	0	4	2	1	6	0	9	20
8:30 AM	0	3	0	0	3	0	0	0	0	0	0	10	5	0	15	4	1	13	0	18	36
8:45 AM	0	5	0	0	5	0	0	0	0	0	0	2	0	0	2	0	0	2	0	2	9
Total	9	16	1	0	26	0	0	0	0	0	0	21	9	0	30	8	2	22	0	32	88
Grand Total	28	28	2	0	58	3	1	0	0	4	0	39	14	0	53	11	2	29	0	42	157
Approach %	48.3	48.3	3.4	0.0		75.0	25.0	0.0	0.0		0.0	73.6	26.4	0.0		26.2	4.8	69.0	0.0		
Total %	17.8	17.8	1.3	0.0	36.9	1.9	0.6	0.0	0.0	2.5	0.0	24.8	8.9	0.0	33.8	7.0	1.3	18.5	0.0	26.8	
Exiting Leg Total	71					4					39					43					157
Buses	18	3	0	0	21	0	0	0	0	0	0	12	2	0	14	4	0	24	0	28	63
% Buses	64.3	10.7	0.0	0.0	36.2	0.0	0.0	0.0	0.0	0.0	0.0	30.8	14.3	0.0	26.4	36.4	0.0	82.8	0.0	66.7	40.1
Exiting Leg Total	36					0					7					20					63
Single-Unit Trucks	8	24	2	0	34	3	1	0	0	4	0	24	11	0	35	7	2	3	0	12	85
% Single-Unit	28.6	85.7	100.0	0.0	58.6	100.0	100.0	0.0	0.0	100.0	0.0	61.5	78.6	0.0	66.0	63.6	100.0	10.3	0.0	28.6	54.1
Exiting Leg Total	30					4					31					20					85
Articulated Trucks	2	1	0	0	3	0	0	0	0	0	0	3	1	0	4	0	0	2	0	2	9
% Articulated	7.1	3.6	0.0	0.0	5.2	0.0	0.0	0.0	0.0	0.0	0.0	7.7	7.1	0.0	7.5	0.0	0.0	6.9	0.0	4.8	5.7
Exiting Leg Total	5					0					1					3					9

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

	DW Highway (Route 3)					Driveway					DW Highway (Route 3)					Baboosic Lake Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:45 AM	2	3	0	0	5	1	1	0	0	2	0	6	3	0	9	1	0	0	0	1	17
8:00 AM	4	6	1	0	11	0	0	0	0	0	0	6	3	0	9	2	0	1	0	3	23
8:15 AM	5	2	0	0	7	0	0	0	0	0	0	3	1	0	4	2	1	6	0	9	20
8:30 AM	0	3	0	0	3	0	0	0	0	0	0	10	5	0	15	4	1	13	0	18	36
Total Volume	11	14	1	0	26	1	1	0	0	2	0	25	12	0	37	9	2	20	0	31	96
% Approach Total	42.3	53.8	3.8	0.0		50.0	50.0	0.0	0.0		0.0	67.6	32.4	0.0		29.0	6.5	64.5	0.0		
PHF	0.550	0.583	0.250	0.000	0.591	0.250	0.250	0.000	0.000	0.250	0.000	0.625	0.600	0.000	0.617	0.563	0.500	0.385	0.000	0.431	0.667
Buses	5	1	0	0	6	0	0	0	0	0	0	10	1	0	11	2	0	18	0	20	37
Buses %	45.5	7.1	0.0	0.0	23.1	0.0	0.0	0.0	0.0	0.0	0.0	40.0	8.3	0.0	29.7	22.2	0.0	90.0	0.0	64.5	38.5
Single-Unit Trucks	4	12	1	0	17	1	1	0	0	2	0	14	11	0	25	7	2	2	0	11	55
Single-Unit %	36.4	85.7	100.0	0.0	65.4	100.0	100.0	0.0	0.0	100.0	0.0	56.0	91.7	0.0	67.6	77.8	100.0	10.0	0.0	35.5	57.3
Articulated Trucks	2	1	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
Articulated %	18.2	7.1	0.0	0.0	11.5	0.0	0.0	0.0	0.0	0.0	0.0	4.0	0.0	0.0	2.7	0.0	0.0	0.0	0.0	0.0	4.2
Buses	5	1	0	0	6	0	0	0	0	0	0	10	1	0	11	2	0	18	0	20	37
Single-Unit Trucks	4	12	1	0	17	1	1	0	0	2	0	14	11	0	25	7	2	2	0	11	55
Articulated Trucks	2	1	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
Total Entering Leg	11	14	1	0	26	1	1	0	0	2	0	25	12	0	37	9	2	20	0	31	96
Buses	28					0					3					6					37
Single-Unit Trucks	17					3					19					16					55
Articulated Trucks	1					0					1					2					4
Total Exiting Leg	46					3					23					24					96

PDI File #: **228800 B**
 Location: **N: DW Highway (Route 3) S: DW Highway (Route 3)**
 Location: **E: Driveway W: Baboosic Lake Road**
 City, State: **Merrimack, NH**
 Client: **BETA/D. Flynn**
 Site Code: **TBD**
 Count Date: **Thursday, September 8, 2022**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Buses

	DW Highway (Route 3)					Driveway					DW Highway (Route 3)					Baboosic Lake Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	13	0	0	0	13	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	14
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2	0	3	0	5	6
7:30 AM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	2	0	2	5
7:45 AM	1	1	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
Total	14	3	0	0	17	0	0	0	0	0	0	4	1	5	2	0	5	0	7	29	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0	1	2
8:15 AM	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5	9
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	7	1	8	1	0	13	0	14	22	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	
Total	4	0	0	0	4	0	0	0	0	0	0	8	1	9	2	0	19	0	21	34	
Grand Total	18	3	0	0	21	0	0	0	0	0	0	12	2	14	4	0	24	0	28	63	
Approach %	85.7	14.3	0.0	0.0		0.0	0.0	0.0	0.0		0.0	85.7	14.3	0.0		14.3	0.0	85.7	0.0		
Total %	28.6	4.8	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	19.0	3.2	22.2	6.3	0.0	38.1	0.0	44.4		
Exiting Leg Total						0					7					20					63

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

7:45 AM	DW Highway (Route 3)					Driveway					DW Highway (Route 3)					Baboosic Lake Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:45 AM	1	1	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0	1	2
8:15 AM	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5	9
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	7	1	8	1	0	13	0	14	22	
Total Volume	5	1	0	0	6	0	0	0	0	0	0	10	1	11	2	0	18	0	20	37	
% Approach Total	83.3	16.7	0.0	0.0		0.0	0.0	0.0	0.0		0.0	90.9	9.1	0.0		10.0	0.0	90.0	0.0		
PHF	0.313	0.250	0.000	0.000	0.375	0.000	0.000	0.000	0.000	0.000	0.000	0.357	0.250	0.344	0.500	0.000	0.346	0.000	0.357	0.420	
Entering Leg	5	1	0	0	6	0	0	0	0	0	0	10	1	11	2	0	18	0	20	37	
Exiting Leg						0					3					6					37
Total						0					14					26					74

PDI File #: **228800 B**
 Location: **N: DW Highway (Route 3) S: DW Highway (Route 3)**
 Location: **E: Driveway W: Baboosic Lake Road**
 City, State: **Merrimack, NH**
 Client: **BETA/D. Flynn**
 Site Code: **TBD**
 Count Date: **Thursday, September 8, 2022**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Single-Unit Trucks

	DW Highway (Route 3)					Driveway					DW Highway (Route 3)					Baboosic Lake Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	1	1	0	0	2	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	4
7:15 AM	1	1	0	0	2	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	6
7:30 AM	2	5	1	0	8	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	12
7:45 AM	1	2	0	0	3	1	1	0	0	2	0	4	3	0	7	1	0	0	0	1	13
Total	5	9	1	0	15	3	1	0	0	4	0	12	3	0	15	1	0	0	0	1	35
8:00 AM	3	5	1	0	9	0	0	0	0	0	0	5	3	0	8	1	0	1	0	2	19
8:15 AM	0	2	0	0	2	0	0	0	0	0	0	3	1	0	4	2	1	1	0	4	10
8:30 AM	0	3	0	0	3	0	0	0	0	0	0	2	4	0	6	3	1	0	0	4	13
8:45 AM	0	5	0	0	5	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	8
Total	3	15	1	0	19	0	0	0	0	0	0	12	8	0	20	6	2	3	0	11	50
Grand Total	8	24	2	0	34	3	1	0	0	4	0	24	11	0	35	7	2	3	0	12	85
Approach %	23.5	70.6	5.9	0.0		75.0	25.0	0.0	0.0		0.0	68.6	31.4	0.0		58.3	16.7	25.0	0.0		
Total %	9.4	28.2	2.4	0.0	40.0	3.5	1.2	0.0	0.0	4.7	0.0	28.2	12.9	0.0	41.2	8.2	2.4	3.5	0.0	14.1	
Exiting Leg Total	30					4					31					20					85

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

7:45 AM	DW Highway (Route 3)					Driveway					DW Highway (Route 3)					Baboosic Lake Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:45 AM	1	2	0	0	3	1	1	0	0	2	0	4	3	0	7	1	0	0	0	1	13
8:00 AM	3	5	1	0	9	0	0	0	0	0	0	5	3	0	8	1	0	1	0	2	19
8:15 AM	0	2	0	0	2	0	0	0	0	0	0	3	1	0	4	2	1	1	0	4	10
8:30 AM	0	3	0	0	3	0	0	0	0	0	0	2	4	0	6	3	1	0	0	4	13
Total Volume	4	12	1	0	17	1	1	0	0	2	0	14	11	0	25	7	2	2	0	11	55
% Approach Total	23.5	70.6	5.9	0.0		50.0	50.0	0.0	0.0		0.0	56.0	44.0	0.0		63.6	18.2	18.2	0.0		
PHF	0.333	0.600	0.250	0.000	0.472	0.250	0.250	0.000	0.000	0.250	0.000	0.700	0.688	0.000	0.781	0.583	0.500	0.500	0.000	0.688	0.724
Entering Leg	4	12	1	0	17	1	1	0	0	2	0	14	11	0	25	7	2	2	0	11	55
Exiting Leg	17					3					19					16					55
Total	34					5					44					27					110

PDI File #: **228800 B**
 Location: **N: DW Highway (Route 3) S: DW Highway (Route 3)**
 Location: **E: Driveway W: Baboosic Lake Road**
 City, State: **Merrimack, NH**
 Client: **BETA/D. Flynn**
 Site Code: **TBD**
 Count Date: **Thursday, September 8, 2022**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Articulated Trucks

	DW Highway (Route 3)					Driveway					DW Highway (Route 3)					Baboosic Lake Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	2	0	2	3
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	2	1	0	3	0	0	2	0	2	5
8:00 AM	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:15 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	1	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
Grand Total	2	1	0	0	3	0	0	0	0	0	0	3	1	0	4	0	0	2	0	2	9
Approach %	66.7	33.3	0.0	0.0		0.0	0.0	0.0	0.0		0.0	75.0	25.0	0.0		0.0	0.0	100.0	0.0		
Total %	22.2	11.1	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	33.3	11.1	0.0	44.4	0.0	0.0	22.2	0.0	22.2	
Exiting Leg Total	5					0					1					3					9

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

	DW Highway (Route 3)					Driveway					DW Highway (Route 3)					Baboosic Lake Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	2	0	2	3
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total Volume	1	1	0	0	2	0	0	0	0	0	0	1	1	0	2	0	0	2	0	2	6
% Approach Total	50.0	50.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	50.0	50.0	0.0		0.0	0.0	100.0	0.0		
PHF	0.250	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.500	0.000	0.000	0.250	0.000	0.250	0.500
Entering Leg	1	1	0	0	2	0	0	0	0	0	0	1	1	0	2	0	0	2	0	2	6
Exiting Leg	3					0					1					2					6
Total	5					0					3					4					12

PDI File #: **228800 B**
 Location: **N: DW Highway (Route 3) S: DW Highway (Route 3)**
 Location: **E: Driveway W: Baboosic Lake Road**
 City, State: **Merrimack, NH**
 Client: **BETA/D. Flynn**
 Site Code: **TBD**
 Count Date: **Thursday, September 8, 2022**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Bicycles (on Roadway and Crosswalks)

	DW Highway (Route 3)								Driveway								DW Highway (Route 3)								Baboosic Lake Road								Total
	from North								from East								from South								from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
7:00 AM	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1			
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Total	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1				
8:00 AM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1			
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Total	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1				
Grand Total	1	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2				
Approach %	50.0	50.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0																				
Total %	50.0	50.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
Exiting Leg Total							0																					1	2				

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

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

PDI File #: **228800 B**
 Location: **N: DW Highway (Route 3) S: DW Highway (Route 3)**
 Location: **E: Driveway W: Baboosic Lake Road**
 City, State: **Merrimack, NH**
 Client: **BETA/D. Flynn**
 Site Code: **TBD**
 Count Date: **Thursday, September 8, 2022**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Pedestrians

	DW Highway (Route 3)								Driveway								DW Highway (Route 3)								Baboosic Lake Road								Total
	from North								from East								from South								from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
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			
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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		
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		
Exiting Leg Total							0							0						0									0	0			

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

7:00 AM	DW Highway (Route 3)								Driveway								DW Highway (Route 3)								Baboosic Lake Road								Total
	from North								from East								from South								from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000			
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Exiting Leg							0							0						0									0	0			
Total							0							0						0									0	0			

PDI File #: **228800 B**
 Location: **N: DW Highway (Route 3) S: DW Highway (Route 3)**
 Location: **E: Driveway W: Baboosic Lake Road**
 City, State: **Merrimack, NH**
 Client: **BETA/D. Flynn**
 Site Code: **TBD**
 Count Date: **Thursday, September 8, 2022**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Cars and Heavy Vehicles (Combined)

	DW Highway (Route 3)					Driveway					DW Highway (Route 3)					Baboosic Lake Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	46	108	1	0	155	1	0	0	0	1	1	192	44	0	237	47	0	88	0	135	528
4:15 PM	58	104	0	0	162	2	0	0	0	2	0	169	45	0	214	27	0	53	0	80	458
4:30 PM	80	124	0	0	204	3	0	0	0	3	0	173	37	0	210	43	0	51	0	94	511
4:45 PM	46	119	1	0	166	1	1	1	0	3	0	183	32	0	215	52	0	57	0	109	493
Total	230	455	2	0	687	7	1	1	0	9	1	717	158	0	876	169	0	249	0	418	1990
5:00 PM	65	98	0	0	163	0	1	2	0	3	1	202	44	0	247	35	0	59	0	94	507
5:15 PM	44	118	1	0	163	0	2	0	0	2	1	215	35	0	251	44	0	57	0	101	517
5:30 PM	62	104	0	0	166	0	0	0	0	0	1	199	42	0	242	35	0	55	0	90	498
5:45 PM	73	103	1	0	177	0	0	1	0	1	0	222	46	0	268	48	0	56	0	104	550
Total	244	423	2	0	669	0	3	3	0	6	3	838	167	0	1008	162	0	227	0	389	2072
Grand Total	474	878	4	0	1356	7	4	4	0	15	4	1555	325	0	1884	331	0	476	0	807	4062
Approach %	35.0	64.7	0.3	0.0		46.7	26.7	26.7	0.0		0.2	82.5	17.3	0.0		41.0	0.0	59.0	0.0		
Total %	11.7	21.6	0.1	0.0	33.4	0.2	0.1	0.1	0.0	0.4	0.1	38.3	8.0	0.0	46.4	8.1	0.0	11.7	0.0	19.9	
Exiting Leg Total	2038					8					1213					803					4062
Cars	473	863	2	0	1338	7	4	4	0	15	4	1527	318	0	1849	329	0	461	0	790	3992
% Cars	99.8	98.3	50.0	0.0	98.7	100.0	100.0	100.0	0.0	100.0	100.0	98.2	97.8	0.0	98.1	99.4	0.0	96.8	0.0	97.9	98.3
Exiting Leg Total	1995					6					1196					795					3992
Heavy Vehicles	1	15	2	0	18	0	0	0	0	0	0	28	7	0	35	2	0	15	0	17	70
% Heavy Vehicles	0.2	1.7	50.0	0.0	1.3	0.0	0.0	0.0	0.0	0.0	0.0	1.8	2.2	0.0	1.9	0.6	0.0	3.2	0.0	2.1	1.7
Exiting Leg Total	43					2					17					8					70

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

5:00 PM	DW Highway (Route 3)					Driveway					DW Highway (Route 3)					Baboosic Lake Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
5:00 PM	65	98	0	0	163	0	1	2	0	3	1	202	44	0	247	35	0	59	0	94	507
5:15 PM	44	118	1	0	163	0	2	0	0	2	1	215	35	0	251	44	0	57	0	101	517
5:30 PM	62	104	0	0	166	0	0	0	0	0	1	199	42	0	242	35	0	55	0	90	498
5:45 PM	73	103	1	0	177	0	0	1	0	1	0	222	46	0	268	48	0	56	0	104	550
Total Volume	244	423	2	0	669	0	3	3	0	6	3	838	167	0	1008	162	0	227	0	389	2072
% Approach Total	36.5	63.2	0.3	0.0		0.0	50.0	50.0	0.0		0.3	83.1	16.6	0.0		41.6	0.0	58.4	0.0		
PHF	0.836	0.896	0.500	0.000	0.945	0.000	0.375	0.375	0.000	0.500	0.750	0.944	0.908	0.000	0.940	0.844	0.000	0.962	0.000	0.935	0.942
Cars	243	419	0	0	662	0	3	3	0	6	3	828	165	0	996	161	0	224	0	385	2049
Cars %	99.6	99.1	0.0	0.0	99.0	0.0	100.0	100.0	0.0	100.0	100.0	98.8	98.8	0.0	98.8	99.4	0.0	98.7	0.0	99.0	98.9
Heavy Vehicles	1	4	2	0	7	0	0	0	0	0	0	10	2	0	12	1	0	3	0	4	23
Heavy Vehicles %	0.4	0.9	100.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.2	1.2	0.0	1.2	0.6	0.0	1.3	0.0	1.0	1.1
Cars Enter Leg	243	419	0	0	662	0	3	3	0	6	3	828	165	0	996	161	0	224	0	385	2049
Heavy Enter Leg	1	4	2	0	7	0	0	0	0	0	0	10	2	0	12	1	0	3	0	4	23
Total Entering Leg	244	423	2	0	669	0	3	3	0	6	3	838	167	0	1008	162	0	227	0	389	2072
Cars Exiting Leg	1052					3					583					411					2049
Heavy Exiting Leg	13					2					5					3					23
Total Exiting Leg	1065					5					588					414					2072

PDI File #: **228800 B**
 Location: **N: DW Highway (Route 3) S: DW Highway (Route 3)**
 Location: **E: Driveway W: Baboosic Lake Road**
 City, State: **Merrimack, NH**
 Client: **BETA/D. Flynn**
 Site Code: **TBD**
 Count Date: **Thursday, September 8, 2022**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Cars

	DW Highway (Route 3)					Driveway					DW Highway (Route 3)					Baboosic Lake Road					Total					
	from North					from East					from South					from West										
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total						
4:00 PM	46	107	1	0	154	1	0	0	0	1	1	184	42	0	227	47	0	80	0	127	509					
4:15 PM	58	99	0	0	157	2	0	0	0	2	0	165	45	0	210	27	0	52	0	79	448					
4:30 PM	80	122	0	0	202	3	0	0	0	3	0	170	36	0	206	42	0	49	0	91	502					
4:45 PM	46	116	1	0	163	1	1	1	0	3	0	180	30	0	210	52	0	56	0	108	484					
Total	230	444	2	0	676	7	1	1	0	9	1	699	153	0	853	168	0	237	0	405	1943					
5:00 PM	64	96	0	0	160	0	1	2	0	3	1	198	44	0	243	34	0	57	0	91	497					
5:15 PM	44	116	0	0	160	0	2	0	0	2	1	212	35	0	248	44	0	56	0	100	510					
5:30 PM	62	104	0	0	166	0	0	0	0	0	1	198	41	0	240	35	0	55	0	90	496					
5:45 PM	73	103	0	0	176	0	0	1	0	1	0	220	45	0	265	48	0	56	0	104	546					
Total	243	419	0	0	662	0	3	3	0	6	3	828	165	0	996	161	0	224	0	385	2049					
Grand Total	473	863	2	0	1338	7	4	4	0	15	4	1527	318	0	1849	329	0	461	0	790	3992					
Approach %	35.4	64.5	0.1	0.0		46.7	26.7	26.7	0.0		0.2	82.6	17.2	0.0		41.6	0.0	58.4	0.0							
Total %	11.8	21.6	0.1	0.0	33.5	0.2	0.1	0.1	0.0	0.4	0.1	38.3	8.0	0.0	46.3	8.2	0.0	11.5	0.0	19.8						
Exiting Leg Total						1995					6					1196					795					3992

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

	DW Highway (Route 3)					Driveway					DW Highway (Route 3)					Baboosic Lake Road					Total					
	from North					from East					from South					from West										
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total						
5:00 PM	64	96	0	0	160	0	1	2	0	3	1	198	44	0	243	34	0	57	0	91	497					
5:15 PM	44	116	0	0	160	0	2	0	0	2	1	212	35	0	248	44	0	56	0	100	510					
5:30 PM	62	104	0	0	166	0	0	0	0	0	1	198	41	0	240	35	0	55	0	90	496					
5:45 PM	73	103	0	0	176	0	0	1	0	1	0	220	45	0	265	48	0	56	0	104	546					
Total Volume	243	419	0	0	662	0	3	3	0	6	3	828	165	0	996	161	0	224	0	385	2049					
% Approach Total	36.7	63.3	0.0	0.0		0.0	50.0	50.0	0.0		0.3	83.1	16.6	0.0		41.8	0.0	58.2	0.0							
PHF	0.832	0.903	0.000	0.000	0.940	0.000	0.375	0.375	0.000	0.500	0.750	0.941	0.917	0.000	0.940	0.839	0.000	0.982	0.000	0.925	0.938					
Entering Leg	243	419	0	0	662	0	3	3	0	6	3	828	165	0	996	161	0	224	0	385	2049					
Exiting Leg						1052					3					583					411					2049
Total						1714					9					1579					796					4098

PDI File #: **228800 B**
 Location: **N: DW Highway (Route 3) S: DW Highway (Route 3)**
 Location: **E: Driveway W: Baboosic Lake Road**
 City, State: **Merrimack, NH**
 Client: **BETA/D. Flynn**
 Site Code: **TBD**
 Count Date: **Thursday, September 8, 2022**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**



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

	DW Highway (Route 3)					Driveway					DW Highway (Route 3)					Baboosic Lake Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	1	0	0	1	0	0	0	0	0	0	8	2	0	10	0	0	8	0	8	19
4:15 PM	0	5	0	0	5	0	0	0	0	0	0	4	0	0	4	0	0	1	0	1	10
4:30 PM	0	2	0	0	2	0	0	0	0	0	0	3	1	0	4	1	0	2	0	3	9
4:45 PM	0	3	0	0	3	0	0	0	0	0	0	3	2	0	5	0	0	1	0	1	9
Total	0	11	0	0	11	0	0	0	0	0	0	18	5	0	23	1	0	12	0	13	47
5:00 PM	1	2	0	0	3	0	0	0	0	0	0	4	0	0	4	1	0	2	0	3	10
5:15 PM	0	2	1	0	3	0	0	0	0	0	0	3	0	0	3	0	0	1	0	1	7
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	2
5:45 PM	0	0	1	0	1	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	4
Total	1	4	2	0	7	0	0	0	0	0	0	10	2	0	12	1	0	3	0	4	23
Grand Total	1	15	2	0	18	0	0	0	0	0	0	28	7	0	35	2	0	15	0	17	70
Approach %	5.6	83.3	11.1	0.0		0.0	0.0	0.0	0.0		0.0	80.0	20.0	0.0		11.8	0.0	88.2	0.0		
Total %	1.4	21.4	2.9	0.0	25.7	0.0	0.0	0.0	0.0	0.0	0.0	40.0	10.0	0.0	50.0	2.9	0.0	21.4	0.0	24.3	
Exiting Leg Total	43					2					17					8					70
Buses	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	12	0	12	14
% Buses	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.1	0.0	0.0	5.7	0.0	0.0	80.0	0.0	70.6	20.0
Exiting Leg Total	14					0					0					0					14
Single-Unit Trucks	1	11	2	0	14	0	0	0	0	0	0	23	7	0	30	1	0	3	0	4	48
% Single-Unit	100.0	73.3	100.0	0.0	77.8	0.0	0.0	0.0	0.0	0.0	0.0	82.1	100.0	0.0	85.7	50.0	0.0	20.0	0.0	23.5	68.6
Exiting Leg Total	26					2					12					8					48
Articulated Trucks	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	8
% Articulated	0.0	26.7	0.0	0.0	22.2	0.0	0.0	0.0	0.0	0.0	0.0	10.7	0.0	0.0	8.6	50.0	0.0	0.0	0.0	5.9	11.4
Exiting Leg Total	3					0					5					0					8

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

	DW Highway (Route 3)					Driveway					DW Highway (Route 3)					Baboosic Lake Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	1	0	0	1	0	0	0	0	0	0	8	2	0	10	0	0	8	0	8	19
4:15 PM	0	5	0	0	5	0	0	0	0	0	0	4	0	0	4	0	0	1	0	1	10
4:30 PM	0	2	0	0	2	0	0	0	0	0	0	3	1	0	4	1	0	2	0	3	9
4:45 PM	0	3	0	0	3	0	0	0	0	0	0	3	2	0	5	0	0	1	0	1	9
Total Volume	0	11	0	0	11	0	0	0	0	0	0	18	5	0	23	1	0	12	0	13	47
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	78.3	21.7	0.0		7.7	0.0	92.3	0.0		
PHF	0.000	0.550	0.000	0.000	0.550	0.000	0.000	0.000	0.000	0.000	0.000	0.563	0.625	0.000	0.575	0.250	0.000	0.375	0.000	0.406	0.618
Buses	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	9	0	9	11
Buses %	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	8.7	0.0	0.0	75.0	0.0	69.2	23.4
Single-Unit Trucks	0	8	0	0	8	0	0	0	0	0	0	16	5	0	21	1	0	3	0	4	33
Single-Unit %	0.0	72.7	0.0	0.0	72.7	0.0	0.0	0.0	0.0	0.0	0.0	88.9	100.0	0.0	91.3	100.0	0.0	25.0	0.0	30.8	70.2
Articulated Trucks	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Articulated %	0.0	27.3	0.0	0.0	27.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.4
Buses	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	9	0	9	11
Single-Unit Trucks	0	8	0	0	8	0	0	0	0	0	0	16	5	0	21	1	0	3	0	4	33
Articulated Trucks	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Total Entering Leg	0	11	0	0	11	0	0	0	0	0	0	18	5	0	23	1	0	12	0	13	47
Buses	11					0					0					0					11
Single-Unit Trucks	19					0					9					5					33
Articulated Trucks	0					0					3					0					3
Total Exiting Leg	30					0					12					5					47

PDI File #: **228800 B**
 Location: **N: DW Highway (Route 3) S: DW Highway (Route 3)**
 Location: **E: Driveway W: Baboosic Lake Road**
 City, State: **Merrimack, NH**
 Client: **BETA/D. Flynn**
 Site Code: **TBD**
 Count Date: **Thursday, September 8, 2022**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Buses

	DW Highway (Route 3)					Driveway					DW Highway (Route 3)					Baboosic Lake Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	8	0	8	10
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	9	0	9	11
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
Grand Total	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	12	0	12	14
Approach %	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	100.0	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	14.3	0.0	0.0	14.3	0.0	0.0	85.7	0.0	85.7	
Exiting Leg Total	14					0					0					0					14

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

4:00 PM	DW Highway (Route 3)					Driveway					DW Highway (Route 3)					Baboosic Lake Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	8	0	8	10
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	9	0	9	11
% Approach Total	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	100.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.281	0.000	0.281	0.275
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	9	0	9	11
Exiting Leg	11					0					0					0					11
Total	11					0					2					9					22

PDI File #: **228800 B**
 Location: **N: DW Highway (Route 3) S: DW Highway (Route 3)**
 Location: **E: Driveway W: Baboosic Lake Road**
 City, State: **Merrimack, NH**
 Client: **BETA/D. Flynn**
 Site Code: **TBD**
 Count Date: **Thursday, September 8, 2022**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Single-Unit Trucks

	DW Highway (Route 3)					Driveway					DW Highway (Route 3)					Baboosic Lake Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	1	0	0	1	0	0	0	0	0	0	6	2	0	8	0	0	0	0	0	9
4:15 PM	0	5	0	0	5	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	9
4:30 PM	0	2	0	0	2	0	0	0	0	0	0	3	1	0	4	1	0	2	0	3	9
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	3	2	0	5	0	0	1	0	1	6
Total	0	8	0	0	8	0	0	0	0	0	0	16	5	0	21	1	0	3	0	4	33
5:00 PM	1	2	0	0	3	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	7
5:15 PM	0	1	1	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
5:45 PM	0	0	1	0	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2
Total	1	3	2	0	6	0	0	0	0	0	0	7	2	0	9	0	0	0	0	0	15
Grand Total	1	11	2	0	14	0	0	0	0	0	0	23	7	0	30	1	0	3	0	4	48
Approach %	7.1	78.6	14.3	0.0		0.0	0.0	0.0	0.0		0.0	76.7	23.3	0.0		25.0	0.0	75.0	0.0		
Total %	2.1	22.9	4.2	0.0	29.2	0.0	0.0	0.0	0.0	0.0	0.0	47.9	14.6	0.0	62.5	2.1	0.0	6.3	0.0	8.3	
Exiting Leg Total	26					2					12					8					48

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

4:00 PM	DW Highway (Route 3)					Driveway					DW Highway (Route 3)					Baboosic Lake Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	1	0	0	1	0	0	0	0	0	0	6	2	0	8	0	0	0	0	0	9
4:15 PM	0	5	0	0	5	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	9
4:30 PM	0	2	0	0	2	0	0	0	0	0	0	3	1	0	4	1	0	2	0	3	9
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	3	2	0	5	0	0	1	0	1	6
Total Volume	0	8	0	0	8	0	0	0	0	0	0	16	5	0	21	1	0	3	0	4	33
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	76.2	23.8	0.0		25.0	0.0	75.0	0.0		
PHF	0.000	0.400	0.000	0.000	0.400	0.000	0.000	0.000	0.000	0.000	0.000	0.667	0.625	0.000	0.656	0.250	0.000	0.375	0.000	0.333	0.917
Entering Leg	0	8	0	0	8	0	0	0	0	0	0	16	5	0	21	1	0	3	0	4	33
Exiting Leg	19					0					9					5					33
Total	27					0					30					9					66

PDI File #: **228800 B**
 Location: **N: DW Highway (Route 3) S: DW Highway (Route 3)**
 Location: **E: Driveway W: Baboosic Lake Road**
 City, State: **Merrimack, NH**
 Client: **BETA/D. Flynn**
 Site Code: **TBD**
 Count Date: **Thursday, September 8, 2022**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Articulated Trucks

	DW Highway (Route 3)					Driveway					DW Highway (Route 3)					Baboosic Lake Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Total	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
5:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
Total	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	5
Grand Total	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	8
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		100.0	0.0	0.0	0.0		
Total %	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	37.5	0.0	0.0	37.5	12.5	0.0	0.0	0.0	12.5	
Exiting Leg Total	3					0					5					0					8

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

4:45 PM	DW Highway (Route 3)					Driveway					DW Highway (Route 3)					Baboosic Lake Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:45 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
5:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total Volume	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	6
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		100.0	0.0	0.0	0.0		
PHF	0.000	0.333	0.000	0.000	0.333	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.250	0.500
Entering Leg	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	6
Exiting Leg	1					0					5					0					6
Total	5					0					6					1					12

PDI File #: **228800 B**
 Location: **N: DW Highway (Route 3) S: DW Highway (Route 3)**
 Location: **E: Driveway W: Baboosic Lake Road**
 City, State: **Merrimack, NH**
 Client: **BETA/D. Flynn**
 Site Code: **TBD**
 Count Date: **Thursday, September 8, 2022**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Bicycles (on Roadway and Crosswalks)

	DW Highway (Route 3)								Driveway								DW Highway (Route 3)								Baboosic Lake Road								Total					
	from North								from East								from South								from West													
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total							
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
4:30 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	1	0	0	0	0	2	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
5:00 PM	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Grand Total	2	1	0	0	0	0	3	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
Approach %	66.7	33.3	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	50.0	50.0	0.0	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0									
Total %	40.0	20.0	0.0	0.0	0.0	0.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.0	20.0	0.0	0.0	0.0	40.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0									
Exiting Leg Total	1							0							1							3							5									

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

	DW Highway (Route 3)								Driveway								DW Highway (Route 3)								Baboosic Lake Road								Total					
	from North								from East								from South								from West													
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total							
4:15 PM	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
4:30 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	2	1	0	0	0	0	3	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
% Approach Total	66.7	33.3	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	50.0	50.0	0.0	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0									
PHF	0.500	0.250	0.000	0.000	0.000	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.500		0.000	0.000	0.000	0.000	0.000	0.000	0.000									0.625
Entering Leg	2							0							0							2							5									
Exiting Leg	1							0							1							3							5									
Total	4							0							3							3							10									

PDI File #: **228800 B**
 Location: **N: DW Highway (Route 3) S: DW Highway (Route 3)**
 Location: **E: Driveway W: Baboosic Lake Road**
 City, State: **Merrimack, NH**
 Client: **BETA/D. Flynn**
 Site Code: **TBD**
 Count Date: **Thursday, September 8, 2022**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Pedestrians

	DW Highway (Route 3)								Driveway								DW Highway (Route 3)								Baboosic Lake Road								Total
	from North								from East								from South								from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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			
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			
Exiting Leg Total	0								0								0								0								

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

4:00 PM	DW Highway (Route 3)								Driveway								DW Highway (Route 3)								Baboosic Lake Road								Total
	from North								from East								from South								from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.000			
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000				
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Exiting Leg	0								0								0								0								
Total	0								0								0								0								

PDI File #: **228800 B**
 Location: **N: DW Highway (Route 3) S: DW Highway (Route 3)**
 Location: **E: Driveway W: Baboosic Lake Road**
 City, State: **Merrimack, NH**
 Client: **BETA/D. Flynn**
 Site Code: **TBD**
 Count Date: **Saturday, September 10, 2022**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Cars and Heavy Vehicles (Combined)

	DW Highway (Route 3)					Driveway					DW Highway (Route 3)					Baboosic Lake Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:00 AM	43	102	0	0	145	1	3	0	0	4	0	101	30	0	131	35	0	51	0	86	366
11:15 AM	56	105	1	0	162	2	0	0	0	2	1	113	32	0	146	33	0	49	0	82	392
11:30 AM	64	114	1	0	179	1	0	0	0	1	1	104	37	0	142	41	0	34	0	75	397
11:45 AM	50	117	0	0	167	1	0	2	0	3	2	109	32	0	143	44	0	37	0	81	394
Total	213	438	2	0	653	5	3	2	0	10	4	427	131	0	562	153	0	171	0	324	1549
12:00 PM	52	118	0	0	170	2	0	1	0	3	0	100	43	0	143	36	1	47	0	84	400
12:15 PM	47	100	0	0	147	0	0	1	0	1	0	122	30	0	152	33	1	39	0	73	373
12:30 PM	36	94	0	0	130	1	1	1	0	3	2	102	24	0	128	24	0	50	0	74	335
12:45 PM	38	123	1	0	162	1	0	0	0	1	0	97	47	0	144	40	0	44	0	84	391
Total	173	435	1	0	609	4	1	3	0	8	2	421	144	0	567	133	2	180	0	315	1499
1:00 PM	44	91	0	0	135	1	0	0	0	1	0	119	30	0	149	33	1	41	0	75	360
1:15 PM	51	94	2	0	147	0	0	1	0	1	1	118	20	0	139	33	0	26	0	59	346
1:30 PM	32	82	0	0	114	0	0	0	0	0	0	91	29	0	120	32	0	39	0	71	305
1:45 PM	46	100	0	0	146	0	0	0	0	0	1	79	41	0	121	28	0	35	0	63	330
Total	173	367	2	0	542	1	0	1	0	2	2	407	120	0	529	126	1	141	0	268	1341
Grand Total	559	1240	5	0	1804	10	4	6	0	20	8	1255	395	0	1658	412	3	492	0	907	4389
Approach %	31.0	68.7	0.3	0.0		50.0	20.0	30.0	0.0		0.5	75.7	23.8	0.0		45.4	0.3	54.2	0.0		
Total %	12.7	28.3	0.1	0.0	41.1	0.2	0.1	0.1	0.0	0.5	0.2	28.6	9.0	0.0	37.8	9.4	0.1	11.2	0.0	20.7	
Exiting Leg Total	1757					16					1658					958					4389
Cars	551	1232	4	0	1787	9	4	5	0	18	6	1245	389	0	1640	406	3	490	0	899	4344
% Cars	98.6	99.4	80.0	0.0	99.1	90.0	100.0	83.3	0.0	90.0	75.0	99.2	98.5	0.0	98.9	98.5	100.0	99.6	0.0	99.1	99.0
Exiting Leg Total	1744					13					1643					944					4344
Heavy Vehicles	8	8	1	0	17	1	0	1	0	2	2	10	6	0	18	6	0	2	0	8	45
% Heavy Vehicles	1.4	0.6	20.0	0.0	0.9	10.0	0.0	16.7	0.0	10.0	25.0	0.8	1.5	0.0	1.1	1.5	0.0	0.4	0.0	0.9	1.0
Exiting Leg Total	13					3					15					14					45

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

	DW Highway (Route 3)					Driveway					DW Highway (Route 3)					Baboosic Lake Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:15 AM	56	105	1	0	162	2	0	0	0	2	1	113	32	0	146	33	0	49	0	82	392
11:30 AM	64	114	1	0	179	1	0	0	0	1	1	104	37	0	142	41	0	34	0	75	397
11:45 AM	50	117	0	0	167	1	0	2	0	3	2	109	32	0	143	44	0	37	0	81	394
12:00 PM	52	118	0	0	170	2	0	1	0	3	0	100	43	0	143	36	1	47	0	84	400
Total Volume	222	454	2	0	678	6	0	3	0	9	4	426	144	0	574	154	1	167	0	322	1583
% Approach Total	32.7	67.0	0.3	0.0		66.7	0.0	33.3	0.0		0.7	74.2	25.1	0.0		47.8	0.3	51.9	0.0		
PHF	0.867	0.962	0.500	0.000	0.947	0.750	0.000	0.375	0.000	0.750	0.500	0.942	0.837	0.000	0.983	0.875	0.250	0.852	0.000	0.958	0.989
Cars	219	452	1	0	672	6	0	3	0	9	2	423	143	0	568	151	1	166	0	318	1567
Cars %	98.6	99.6	50.0	0.0	99.1	100.0	0.0	100.0	0.0	100.0	50.0	99.3	99.3	0.0	99.0	98.1	100.0	99.4	0.0	98.8	99.0
Heavy Vehicles	3	2	1	0	6	0	0	0	0	0	2	3	1	0	6	3	0	1	0	4	16
Heavy Vehicles %	1.4	0.4	50.0	0.0	0.9	0.0	0.0	0.0	0.0	0.0	50.0	0.7	0.7	0.0	1.0	1.9	0.0	0.6	0.0	1.2	1.0
Cars Enter Leg	219	452	1	0	672	6	0	3	0	9	2	423	143	0	568	151	1	166	0	318	1567
Heavy Enter Leg	3	2	1	0	6	0	0	0	0	0	2	3	1	0	6	3	0	1	0	4	16
Total Entering Leg	222	454	2	0	678	6	0	3	0	9	4	426	144	0	574	154	1	167	0	322	1583
Cars Exiting Leg	595					4					606					362					1567
Heavy Exiting Leg	4					3					5					4					16
Total Exiting Leg	599					7					611					366					1583

PDI File #: **228800 B**
 Location: **N: DW Highway (Route 3) S: DW Highway (Route 3)**
 Location: **E: Driveway W: Baboosic Lake Road**
 City, State: **Merrimack, NH**
 Client: **BETA/D. Flynn**
 Site Code: **TBD**
 Count Date: **Saturday, September 10, 2022**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Cars

	DW Highway (Route 3)					Driveway					DW Highway (Route 3)					Baboosic Lake Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:00 AM	43	99	0	0	142	0	3	0	0	3	0	100	30	0	130	34	0	51	0	85	360
11:15 AM	56	105	1	0	162	2	0	0	0	2	0	113	31	0	144	32	0	49	0	81	389
11:30 AM	63	114	0	0	177	1	0	0	0	1	1	102	37	0	140	41	0	34	0	75	393
11:45 AM	49	117	0	0	166	1	0	2	0	3	1	109	32	0	142	43	0	37	0	80	391
Total	211	435	1	0	647	4	3	2	0	9	2	424	130	0	556	150	0	171	0	321	1533
12:00 PM	51	116	0	0	167	2	0	1	0	3	0	99	43	0	142	35	1	46	0	82	394
12:15 PM	46	100	0	0	146	0	0	1	0	1	0	121	27	0	148	32	1	39	0	72	367
12:30 PM	36	94	0	0	130	1	1	1	0	3	2	102	24	0	128	24	0	50	0	74	335
12:45 PM	38	123	1	0	162	1	0	0	0	1	0	96	47	0	143	40	0	44	0	84	390
Total	171	433	1	0	605	4	1	3	0	8	2	418	141	0	561	131	2	179	0	312	1486
1:00 PM	43	91	0	0	134	1	0	0	0	1	0	118	29	0	147	33	1	40	0	74	356
1:15 PM	49	94	2	0	145	0	0	0	0	0	1	116	20	0	137	32	0	26	0	58	340
1:30 PM	32	82	0	0	114	0	0	0	0	0	0	90	28	0	118	32	0	39	0	71	303
1:45 PM	45	97	0	0	142	0	0	0	0	0	1	79	41	0	121	28	0	35	0	63	326
Total	169	364	2	0	535	1	0	0	0	1	2	403	118	0	523	125	1	140	0	266	1325
Grand Total	551	1232	4	0	1787	9	4	5	0	18	6	1245	389	0	1640	406	3	490	0	899	4344
Approach %	30.8	68.9	0.2	0.0		50.0	22.2	27.8	0.0		0.4	75.9	23.7	0.0		45.2	0.3	54.5	0.0		
Total %	12.7	28.4	0.1	0.0	41.1	0.2	0.1	0.1	0.0	0.4	0.1	28.7	9.0	0.0	37.8	9.3	0.1	11.3	0.0	20.7	
Exiting Leg Total	1744					13					1643					944					4344

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

	DW Highway (Route 3)					Driveway					DW Highway (Route 3)					Baboosic Lake Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:15 AM	56	105	1	0	162	2	0	0	0	2	0	113	31	0	144	32	0	49	0	81	389
11:30 AM	63	114	0	0	177	1	0	0	0	1	1	102	37	0	140	41	0	34	0	75	393
11:45 AM	49	117	0	0	166	1	0	2	0	3	1	109	32	0	142	43	0	37	0	80	391
12:00 PM	51	116	0	0	167	2	0	1	0	3	0	99	43	0	142	35	1	46	0	82	394
Total Volume	219	452	1	0	672	6	0	3	0	9	2	423	143	0	568	151	1	166	0	318	1567
% Approach Total	32.6	67.3	0.1	0.0		66.7	0.0	33.3	0.0		0.4	74.5	25.2	0.0		47.5	0.3	52.2	0.0		
PHF	0.869	0.966	0.250	0.000	0.949	0.750	0.000	0.375	0.000	0.750	0.500	0.936	0.831	0.000	0.986	0.878	0.250	0.847	0.000	0.970	0.994
Entering Leg	219	452	1	0	672	6	0	3	0	9	2	423	143	0	568	151	1	166	0	318	1567
Exiting Leg	595					4					606					362					1567
Total	1267					13					1174					680					3134

PDI File #: **228800 B**
 Location: **N: DW Highway (Route 3) S: DW Highway (Route 3)**
 Location: **E: Driveway W: Baboosic Lake Road**
 City, State: **Merrimack, NH**
 Client: **BETA/D. Flynn**
 Site Code: **TBD**
 Count Date: **Saturday, September 10, 2022**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class: **Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)**



	DW Highway (Route 3)					Driveway					DW Highway (Route 3)					Baboosic Lake Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:00 AM	0	3	0	0	3	1	0	0	0	1	0	1	0	0	1	1	0	0	0	1	6
11:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	1	0	0	0	1	3
11:30 AM	1	0	1	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
11:45 AM	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	3
Total	2	3	1	0	6	1	0	0	0	1	2	3	1	0	6	3	0	0	0	3	16
12:00 PM	1	2	0	0	3	0	0	0	0	0	0	1	0	0	1	1	0	1	0	2	6
12:15 PM	1	0	0	0	1	0	0	0	0	0	0	1	3	0	4	1	0	0	0	1	6
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	1	0	0	1	0	0	0	0	0	1
Total	2	2	0	0	4	0	0	0	0	0	0	3	3	0	6	2	0	1	0	3	13
1:00 PM	1	0	0	0	1	0	0	0	0	0	0	1	1	0	2	0	0	1	0	1	4
1:15 PM	2	0	0	0	2	0	0	1	0	1	0	2	0	0	2	1	0	0	0	1	6
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	2
1:45 PM	1	3	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Total	4	3	0	0	7	0	0	1	0	1	0	4	2	0	6	1	0	1	0	2	16
Grand Total	8	8	1	0	17	1	0	1	0	2	2	10	6	0	18	6	0	2	0	8	45
Approach %	47.1	47.1	5.9	0.0		50.0	0.0	50.0	0.0		11.1	55.6	33.3	0.0		75.0	0.0	25.0	0.0		
Total %	17.8	17.8	2.2	0.0	37.8	2.2	0.0	2.2	0.0	4.4	4.4	22.2	13.3	0.0	40.0	13.3	0.0	4.4	0.0	17.8	
Exiting Leg Total	13					3					15					14					45
Buses	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% Buses	0.0	12.5	0.0	0.0	5.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.2
Exiting Leg Total	0					0					1					0					1
Single-Unit Trucks	7	6	1	0	14	1	0	1	0	2	2	10	6	0	18	6	0	2	0	8	42
% Single-Unit	87.5	75.0	100.0	0.0	82.4	100.0	0.0	100.0	0.0	100.0	100.0	100.0	100.0	0.0	100.0	100.0	0.0	100.0	0.0	100.0	93.3
Exiting Leg Total	13					3					13					13					42
Articulated Trucks	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
% Articulated	12.5	12.5	0.0	0.0	11.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.4
Exiting Leg Total	0					0					1					1					2

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

11:30 AM	DW Highway (Route 3)					Driveway					DW Highway (Route 3)					Baboosic Lake Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:30 AM	1	0	1	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
11:45 AM	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	3
12:00 PM	1	2	0	0	3	0	0	0	0	0	0	1	0	0	1	1	0	1	0	2	6
12:15 PM	1	0	0	0	1	0	0	0	0	0	0	1	3	0	4	1	0	0	0	1	6
Total Volume	4	2	1	0	7	0	0	0	0	0	1	4	3	0	8	3	0	1	0	4	19
% Approach Total	57.1	28.6	14.3	0.0		0.0	0.0	0.0	0.0		12.5	50.0	37.5	0.0		75.0	0.0	25.0	0.0		
PHF	1.000	0.250	0.250	0.000	0.583	0.000	0.000	0.000	0.000	0.000	0.250	0.500	0.250	0.000	0.500	0.750	0.000	0.250	0.000	0.500	0.792
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Single-Unit Trucks	4	1	1	0	6	0	0	0	0	0	1	4	3	0	8	3	0	1	0	4	18
Single-Unit %	100.0	50.0	100.0	0.0	85.7	0.0	0.0	0.0	0.0	0.0	100.0	100.0	100.0	0.0	100.0	100.0	0.0	100.0	0.0	100.0	94.7
Articulated Trucks	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Articulated %	0.0	50.0	0.0	0.0	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.3
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	4	1	1	0	6	0	0	0	0	0	1	4	3	0	8	3	0	1	0	4	18
Articulated Trucks	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Entering Leg	4	2	1	0	7	0	0	0	0	0	1	4	3	0	8	3	0	1	0	4	19
Buses	0					0					0					0					0
Single-Unit Trucks	5					2					4					7					18
Articulated Trucks	0					0					1					0					1
Total Exiting Leg	5					2					5					7					19

PDI File #: **228800 B**
 Location: **N: DW Highway (Route 3) S: DW Highway (Route 3)**
 Location: **E: Driveway W: Baboosic Lake Road**
 City, State: **Merrimack, NH**
 Client: **BETA/D. Flynn**
 Site Code: **TBD**
 Count Date: **Saturday, September 10, 2022**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Buses

	DW Highway (Route 3)					Driveway					DW Highway (Route 3)					Baboosic Lake Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	100.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	0					0					1					0					1

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

1:00 PM	DW Highway (Route 3)					Driveway					DW Highway (Route 3)					Baboosic Lake Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
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
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250
Entering Leg	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Exiting Leg	0					0					1					0					1
Total	1					0					1					0					2

PDI File #: **228800 B**
 Location: **N: DW Highway (Route 3) S: DW Highway (Route 3)**
 Location: **E: Driveway W: Baboosic Lake Road**
 City, State: **Merrimack, NH**
 Client: **BETA/D. Flynn**
 Site Code: **TBD**
 Count Date: **Saturday, September 10, 2022**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Single-Unit Trucks

	DW Highway (Route 3)					Driveway					DW Highway (Route 3)					Baboosic Lake Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:00 AM	0	3	0	0	3	1	0	0	0	1	0	1	0	0	1	1	0	0	0	1	6
11:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	1	0	0	0	1	3
11:30 AM	1	0	1	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
11:45 AM	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	3
Total	2	3	1	0	6	1	0	0	0	1	2	3	1	0	6	3	0	0	0	3	16
12:00 PM	1	1	0	0	2	0	0	0	0	0	0	1	0	0	1	1	0	1	0	2	5
12:15 PM	1	0	0	0	1	0	0	0	0	0	0	1	3	0	4	1	0	0	0	1	6
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	1	0	0	1	0	0	0	0	0	1
Total	2	1	0	0	3	0	0	0	0	0	0	3	3	0	6	2	0	1	0	3	12
1:00 PM	1	0	0	0	1	0	0	0	0	0	0	1	1	0	2	0	0	1	0	1	4
1:15 PM	1	0	0	0	1	0	0	1	0	1	0	2	0	0	2	1	0	0	0	1	5
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	2
1:45 PM	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Total	3	2	0	0	5	0	0	1	0	1	0	4	2	0	6	1	0	1	0	2	14
Grand Total	7	6	1	0	14	1	0	1	0	2	2	10	6	0	18	6	0	2	0	8	42
Approach %	50.0	42.9	7.1	0.0		50.0	0.0	50.0	0.0		11.1	55.6	33.3	0.0		75.0	0.0	25.0	0.0		
Total %	16.7	14.3	2.4	0.0	33.3	2.4	0.0	2.4	0.0	4.8	4.8	23.8	14.3	0.0	42.9	14.3	0.0	4.8	0.0	19.0	
Exiting Leg Total	13					3					13					13					42

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

	DW Highway (Route 3)					Driveway					DW Highway (Route 3)					Baboosic Lake Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:30 AM	1	0	1	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
11:45 AM	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	3
12:00 PM	1	1	0	0	2	0	0	0	0	0	0	1	0	0	1	1	0	1	0	2	5
12:15 PM	1	0	0	0	1	0	0	0	0	0	0	1	3	0	4	1	0	0	0	1	6
Total Volume	4	1	1	0	6	0	0	0	0	0	1	4	3	0	8	3	0	1	0	4	18
% Approach Total	66.7	16.7	16.7	0.0		0.0	0.0	0.0	0.0		12.5	50.0	37.5	0.0		75.0	0.0	25.0	0.0		
PHF	1.000	0.250	0.250	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.250	0.500	0.250	0.000	0.500	0.750	0.000	0.250	0.000	0.500	0.750
Entering Leg	4	1	1	0	6	0	0	0	0	0	1	4	3	0	8	3	0	1	0	4	18
Exiting Leg	5					2					4					7					18
Total	11					2					12					11					36

PDI File #: **228800 B**
 Location: **N: DW Highway (Route 3) S: DW Highway (Route 3)**
 Location: **E: Driveway W: Baboosic Lake Road**
 City, State: **Merrimack, NH**
 Client: **BETA/D. Flynn**
 Site Code: **TBD**
 Count Date: **Saturday, September 10, 2022**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Articulated Trucks

	DW Highway (Route 3)					Driveway					DW Highway (Route 3)					Baboosic Lake Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
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	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Grand Total	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Approach %	50.0	50.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	50.0	50.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	0					0					1					1					2

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

11:15 AM	DW Highway (Route 3)					Driveway					DW Highway (Route 3)					Baboosic Lake Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250
Entering Leg	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Exiting Leg	0					0					1					0					1
Total	1					0					1					0					2

PDI File #: **228800 B**
 Location: **N: DW Highway (Route 3) S: DW Highway (Route 3)**
 Location: **E: Driveway W: Baboosic Lake Road**
 City, State: **Merrimack, NH**
 Client: **BETA/D. Flynn**
 Site Code: **TBD**
 Count Date: **Saturday, September 10, 2022**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Bicycles (on Roadway and Crosswalks)

	DW Highway (Route 3)								Driveway								DW Highway (Route 3)								Baboosic Lake Road								Total
	from North								from East								from South								from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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		
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
12:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	1	0	0	0	0	0	1	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	0	0		
12:45 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0		
Total	0	1	0	0	0	0	1	0	1	0	0	0	0	0	1	0	3	0	0	0	0	0	3	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	0	0	0	0	0	1	1	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	0	0	0	0	1	0	0	0	1			
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0			
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	1	0	0	1	2	3		
Grand Total	0	1	0	0	0	0	1	0	1	0	0	0	0	1	1	3	0	0	0	0	0	4	0	0	1	0	0	1	2	8			
Approach %	0.0	100.0	0.0	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	0.0		0.0	0.0	50.0	0.0	0.0	50.0						
Total %	0.0	12.5	0.0	0.0	0.0	0.0	12.5	0.0	12.5	0.0	0.0	0.0	0.0	12.5	12.5	37.5	0.0	0.0	0.0	0.0	50.0		0.0	0.0	12.5	0.0	0.0	12.5	25.0				
Exiting Leg Total							4							1								1							2	8			

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

12:15 PM	DW Highway (Route 3)								Driveway								DW Highway (Route 3)								Baboosic Lake Road								Total
	from North								from East								from South								from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
12:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	1	0	0	0	0	1	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0			
12:45 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	0	0	0	0	0	0	3			
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	1	1	1	1			
Total Volume	0	1	0	0	0	0	1	0	1	0	0	0	0	1	0	3	0	0	0	0	0	3	0	0	0	0	0	1	1	6			
% Approach Total	0.0	100.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	100.0						
PHF	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.375	0.000	0.000	0.000	0.000	0.375	0.000	0.000	0.000	0.000	0.250	0.250	0.500	0.500				
Entering Leg	0	1	0	0	0	0	1	0	1	0	0	0	0	1	0	3	0	0	0	0	3	0	0	0	0	0	1	1	6				
Exiting Leg							3							0								1						2	6				
Total							4							1							4							3	12				

PDI File #: **228800 B**
 Location: **N: DW Highway (Route 3) S: DW Highway (Route 3)**
 Location: **E: Driveway W: Baboosic Lake Road**
 City, State: **Merrimack, NH**
 Client: **BETA/D. Flynn**
 Site Code: **TBD**
 Count Date: **Saturday, September 10, 2022**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Pedestrians

	DW Highway (Route 3)								Driveway								DW Highway (Route 3)								Baboosic Lake Road								Total
	from North								from East								from South								from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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		
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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		
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	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	0	0	0	0	0	0	0	0	0	0	0	
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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		
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
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	
Exiting Leg Total	0								0								0								0								0

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

	DW Highway (Route 3)								Driveway								DW Highway (Route 3)								Baboosic Lake Road								Total
	from North								from East								from South								from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000		
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Exiting Leg	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		

PDI File #: **228800 C**
 Location: **N: DW Highway (Route 3) S: DW Highway (Route 3)**
 Location: **E: Gas Station W: CVS Driveway**
 City, State: **Merrimack, NH**
 Client: **BETA/D. Flynn**
 Site Code: **TBD**
 Count Date: **Thursday, September 8, 2022**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Cars and Heavy Vehicles (Combined)

	DW Highway (Route 3)					Gas Station					DW Highway (Route 3)					CVS Driveway					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	95	0	0	95	1	0	1	0	2	0	52	0	0	52	0	0	0	0	0	149
7:15 AM	0	167	0	0	167	0	0	0	0	0	2	72	1	0	75	0	0	3	0	3	245
7:30 AM	0	178	0	0	178	1	0	1	0	2	2	74	1	0	77	1	1	3	0	5	262
7:45 AM	1	155	0	0	156	0	0	0	0	0	0	65	3	0	68	0	0	0	0	0	224
Total	1	595	0	0	596	2	0	2	0	4	4	263	5	0	272	1	1	6	0	8	880
8:00 AM	2	139	1	0	142	0	0	0	0	0	1	74	0	0	75	1	0	2	0	3	220
8:15 AM	0	132	0	0	132	0	0	1	0	1	0	78	4	0	82	3	0	1	0	4	219
8:30 AM	0	143	0	0	143	0	0	0	0	0	2	94	3	0	99	5	0	3	0	8	250
8:45 AM	0	117	1	0	118	0	0	0	0	0	2	75	9	0	86	3	0	4	0	7	211
Total	2	531	2	0	535	0	0	1	0	1	5	321	16	0	342	12	0	10	0	22	900
Grand Total	3	1126	2	0	1131	2	0	3	0	5	9	584	21	0	614	13	1	16	0	30	1780
Approach %	0.3	99.6	0.2	0.0		40.0	0.0	60.0	0.0		1.5	95.1	3.4	0.0		43.3	3.3	53.3	0.0		
Total %	0.2	63.3	0.1	0.0	63.5	0.1	0.0	0.2	0.0	0.3	0.5	32.8	1.2	0.0	34.5	0.7	0.1	0.9	0.0	1.7	
Exiting Leg Total	602					12					1142					24					1780
Cars	3	1091	2	0	1096	2	0	3	0	5	8	535	20	0	563	12	1	16	0	29	1693
% Cars	100.0	96.9	100.0	0.0	96.9	100.0	0.0	100.0	0.0	100.0	88.9	91.6	95.2	0.0	91.7	92.3	100.0	100.0	0.0	96.7	95.1
Exiting Leg Total	553					11					1106					23					1693
Heavy Vehicles	0	35	0	0	35	0	0	0	0	0	1	49	1	0	51	1	0	0	0	1	87
% Heavy Vehicles	0.0	3.1	0.0	0.0	3.1	0.0	0.0	0.0	0.0	0.0	11.1	8.4	4.8	0.0	8.3	7.7	0.0	0.0	0.0	3.3	4.9
Exiting Leg Total	49					1					36					1					87

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

	DW Highway (Route 3)					Gas Station					DW Highway (Route 3)					CVS Driveway					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:15 AM	0	167	0	0	167	0	0	0	0	0	2	72	1	0	75	0	0	3	0	3	245
7:30 AM	0	178	0	0	178	1	0	1	0	2	2	74	1	0	77	1	1	3	0	5	262
7:45 AM	1	155	0	0	156	0	0	0	0	0	0	65	3	0	68	0	0	0	0	0	224
8:00 AM	2	139	1	0	142	0	0	0	0	0	1	74	0	0	75	1	0	2	0	3	220
Total Volume	3	639	1	0	643	1	0	1	0	2	5	285	5	0	295	2	1	8	0	11	951
% Approach Total	0.5	99.4	0.2	0.0		50.0	0.0	50.0	0.0		1.7	96.6	1.7	0.0		18.2	9.1	72.7	0.0		
PHF	0.375	0.897	0.250	0.000	0.903	0.250	0.000	0.250	0.000	0.250	0.625	0.963	0.417	0.000	0.958	0.500	0.250	0.667	0.000	0.550	0.907
Cars	3	620	1	0	624	1	0	1	0	2	4	259	4	0	267	1	1	8	0	10	903
Cars %	100.0	97.0	100.0	0.0	97.0	100.0	0.0	100.0	0.0	100.0	80.0	90.9	80.0	0.0	90.5	50.0	100.0	100.0	0.0	90.9	95.0
Heavy Vehicles	0	19	0	0	19	0	0	0	0	0	1	26	1	0	28	1	0	0	0	1	48
Heavy Vehicles %	0.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	20.0	9.1	20.0	0.0	9.5	50.0	0.0	0.0	0.0	9.1	5.0
Cars Enter Leg	3	620	1	0	624	1	0	1	0	2	4	259	4	0	267	1	1	8	0	10	903
Heavy Enter Leg	0	19	0	0	19	0	0	0	0	0	1	26	1	0	28	1	0	0	0	1	48
Total Entering Leg	3	639	1	0	643	1	0	1	0	2	5	285	5	0	295	2	1	8	0	11	951
Cars Exiting Leg	268					6					622					7					903
Heavy Exiting Leg	26					1					20					1					48
Total Exiting Leg	294					7					642					8					951

PDI File #: **228800 C**
 Location: **N: DW Highway (Route 3) S: DW Highway (Route 3)**
 Location: **E: Gas Station W: CVS Driveway**
 City, State: **Merrimack, NH**
 Client: **BETA/D. Flynn**
 Site Code: **TBD**
 Count Date: **Thursday, September 8, 2022**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Cars

	DW Highway (Route 3)					Gas Station					DW Highway (Route 3)					CVS Driveway					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	94	0	0	94	1	0	1	0	2	0	48	0	0	48	0	0	0	0	0	144
7:15 AM	0	163	0	0	163	0	0	0	0	0	2	63	1	0	66	0	0	3	0	3	232
7:30 AM	0	174	0	0	174	1	0	1	0	2	1	69	1	0	71	0	1	3	0	4	251
7:45 AM	1	151	0	0	152	0	0	0	0	0	0	60	2	0	62	0	0	0	0	0	214
Total	1	582	0	0	583	2	0	2	0	4	3	240	4	0	247	0	1	6	0	7	841
8:00 AM	2	132	1	0	135	0	0	0	0	0	1	67	0	0	68	1	0	2	0	3	206
8:15 AM	0	127	0	0	127	0	0	1	0	1	0	75	4	0	79	3	0	1	0	4	211
8:30 AM	0	137	0	0	137	0	0	0	0	0	2	80	3	0	85	5	0	3	0	8	230
8:45 AM	0	113	1	0	114	0	0	0	0	0	2	73	9	0	84	3	0	4	0	7	205
Total	2	509	2	0	513	0	0	1	0	1	5	295	16	0	316	12	0	10	0	22	852
Grand Total	3	1091	2	0	1096	2	0	3	0	5	8	535	20	0	563	12	1	16	0	29	1693
Approach %	0.3	99.5	0.2	0.0		40.0	0.0	60.0	0.0		1.4	95.0	3.6	0.0		41.4	3.4	55.2	0.0		
Total %	0.2	64.4	0.1	0.0	64.7	0.1	0.0	0.2	0.0	0.3	0.5	31.6	1.2	0.0	33.3	0.7	0.1	0.9	0.0	1.7	
Exiting Leg Total	553					11					1106					23					1693

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

	DW Highway (Route 3)					Gas Station					DW Highway (Route 3)					CVS Driveway					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:15 AM	0	163	0	0	163	0	0	0	0	0	2	63	1	0	66	0	0	3	0	3	232
7:30 AM	0	174	0	0	174	1	0	1	0	2	1	69	1	0	71	0	1	3	0	4	251
7:45 AM	1	151	0	0	152	0	0	0	0	0	0	60	2	0	62	0	0	0	0	0	214
8:00 AM	2	132	1	0	135	0	0	0	0	0	1	67	0	0	68	1	0	2	0	3	206
Total Volume	3	620	1	0	624	1	0	1	0	2	4	259	4	0	267	1	1	8	0	10	903
% Approach Total	0.5	99.4	0.2	0.0		50.0	0.0	50.0	0.0		1.5	97.0	1.5	0.0		10.0	10.0	80.0	0.0		
PHF	0.375	0.891	0.250	0.000	0.897	0.250	0.000	0.250	0.000	0.250	0.500	0.938	0.500	0.000	0.940	0.250	0.250	0.667	0.000	0.625	0.899
Entering Leg	3	620	1	0	624	1	0	1	0	2	4	259	4	0	267	1	1	8	0	10	903
Exiting Leg	268					6					622					7					903
Total	892					8					889					17					1806

PDI File #: **228800 C**
 Location: **N: DW Highway (Route 3) S: DW Highway (Route 3)**
 Location: **E: Gas Station W: CVS Driveway**
 City, State: **Merrimack, NH**
 Client: **BETA/D. Flynn**
 Site Code: **TBD**
 Count Date: **Thursday, September 8, 2022**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



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

	DW Highway (Route 3)					Gas Station					DW Highway (Route 3)					CVS Driveway					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	5
7:15 AM	0	4	0	0	4	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	13
7:30 AM	0	4	0	0	4	0	0	0	0	0	1	5	0	0	6	1	0	0	0	1	11
7:45 AM	0	4	0	0	4	0	0	0	0	0	0	5	1	0	6	0	0	0	0	0	10
Total	0	13	0	0	13	0	0	0	0	0	1	23	1	0	25	1	0	0	0	1	39
8:00 AM	0	7	0	0	7	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	14
8:15 AM	0	5	0	0	5	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	8
8:30 AM	0	6	0	0	6	0	0	0	0	0	0	14	0	0	14	0	0	0	0	0	20
8:45 AM	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	6
Total	0	22	0	0	22	0	0	0	0	0	0	26	0	0	26	0	0	0	0	0	48
Grand Total	0	35	0	0	35	0	0	0	0	0	1	49	1	0	51	1	0	0	0	1	87
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		2.0	96.1	2.0	0.0		100.0	0.0	0.0	0.0		
Total %	0.0	40.2	0.0	0.0	40.2	0.0	0.0	0.0	0.0	0.0	1.1	56.3	1.1	0.0	58.6	1.1	0.0	0.0	0.0	1.1	
Exiting Leg Total	49					1					36					1					87
Buses	0	8	0	0	8	0	0	0	0	0	0	10	0	0	10	1	0	0	0	1	19
% Buses	0.0	22.9	0.0	0.0	22.9	0.0	0.0	0.0	0.0	0.0	0.0	20.4	0.0	0.0	19.6	100.0	0.0	0.0	0.0	100.0	21.8
Exiting Leg Total	10					0					9					0					19
Single-Unit Trucks	0	26	0	0	26	0	0	0	0	0	0	32	1	0	33	0	0	0	0	0	59
% Single-Unit	0.0	74.3	0.0	0.0	74.3	0.0	0.0	0.0	0.0	0.0	0.0	65.3	100.0	0.0	64.7	0.0	0.0	0.0	0.0	0.0	67.8
Exiting Leg Total	32					0					26					1					59
Articulated Trucks	0	1	0	0	1	0	0	0	0	0	1	7	0	0	8	0	0	0	0	0	9
% Articulated	0.0	2.9	0.0	0.0	2.9	0.0	0.0	0.0	0.0	0.0	100.0	14.3	0.0	0.0	15.7	0.0	0.0	0.0	0.0	0.0	10.3
Exiting Leg Total	7					1					1					0					9

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

	DW Highway (Route 3)					Gas Station					DW Highway (Route 3)					CVS Driveway					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:45 AM	0	4	0	0	4	0	0	0	0	0	0	5	1	0	6	0	0	0	0	0	10
8:00 AM	0	7	0	0	7	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	14
8:15 AM	0	5	0	0	5	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	8
8:30 AM	0	6	0	0	6	0	0	0	0	0	0	14	0	0	14	0	0	0	0	0	20
Total Volume	0	22	0	0	22	0	0	0	0	0	0	29	1	0	30	0	0	0	0	0	52
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	96.7	3.3	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.786	0.000	0.000	0.786	0.000	0.000	0.000	0.000	0.000	0.000	0.518	0.250	0.000	0.536	0.000	0.000	0.000	0.000	0.000	0.650
Buses	0	3	0	0	3	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	12
Buses %	0.0	13.6	0.0	0.0	13.6	0.0	0.0	0.0	0.0	0.0	0.0	31.0	0.0	0.0	30.0	0.0	0.0	0.0	0.0	0.0	23.1
Single-Unit Trucks	0	18	0	0	18	0	0	0	0	0	0	19	1	0	20	0	0	0	0	0	38
Single-Unit %	0.0	81.8	0.0	0.0	81.8	0.0	0.0	0.0	0.0	0.0	0.0	65.5	100.0	0.0	66.7	0.0	0.0	0.0	0.0	0.0	73.1
Articulated Trucks	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Articulated %	0.0	4.5	0.0	0.0	4.5	0.0	0.0	0.0	0.0	0.0	0.0	3.4	0.0	0.0	3.3	0.0	0.0	0.0	0.0	0.0	3.8
Buses	0	3	0	0	3	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	12
Single-Unit Trucks	0	18	0	0	18	0	0	0	0	0	0	19	1	0	20	0	0	0	0	0	38
Articulated Trucks	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Total Entering Leg	0	22	0	0	22	0	0	0	0	0	0	29	1	0	30	0	0	0	0	0	52
Buses	9					0					3					0					12
Single-Unit Trucks	19					0					18					1					38
Articulated Trucks	1					0					1					0					2
Total Exiting Leg	29					0					22					1					52

PDI File #: **228800 C**
 Location: **N: DW Highway (Route 3) S: DW Highway (Route 3)**
 Location: **E: Gas Station W: CVS Driveway**
 City, State: **Merrimack, NH**
 Client: **BETA/D. Flynn**
 Site Code: **TBD**
 Count Date: **Thursday, September 8, 2022**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Buses

	DW Highway (Route 3)					Gas Station					DW Highway (Route 3)					CVS Driveway					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
7:15 AM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	3
7:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	6	0	0	6	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	8
8:00 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	1	0	0	1	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	9
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	0	0	2	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	11
Grand Total	0	8	0	0	8	0	0	0	0	0	0	10	0	0	10	1	0	0	0	1	19
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		100.0	0.0	0.0	0.0		
Total %	0.0	42.1	0.0	0.0	42.1	0.0	0.0	0.0	0.0	0.0	0.0	52.6	0.0	0.0	52.6	5.3	0.0	0.0	0.0	5.3	
Exiting Leg Total	10					0					9					0					19

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

	DW Highway (Route 3)					Gas Station					DW Highway (Route 3)					CVS Driveway					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:45 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	9
8:30 AM	0	1	0	0	1	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	9
Total Volume	0	3	0	0	3	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	12
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.750	0.000	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.000	0.281	0.000	0.000	0.281	0.000	0.000	0.000	0.000	0.000	0.333
Entering Leg	0	3	0	0	3	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	12
Exiting Leg	9					0					3					0					12
Total	12					0					12					0					24

PDI File #: **228800 C**
 Location: **N: DW Highway (Route 3) S: DW Highway (Route 3)**
 Location: **E: Gas Station W: CVS Driveway**
 City, State: **Merrimack, NH**
 Client: **BETA/D. Flynn**
 Site Code: **TBD**
 Count Date: **Thursday, September 8, 2022**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Single-Unit Trucks

	DW Highway (Route 3)					Gas Station					DW Highway (Route 3)					CVS Driveway					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
7:15 AM	0	1	0	0	1	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	6
7:30 AM	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	6
7:45 AM	0	3	0	0	3	0	0	0	0	0	0	5	1	0	6	0	0	0	0	0	9
Total	0	7	0	0	7	0	0	0	0	0	0	16	1	0	17	0	0	0	0	0	24
8:00 AM	0	5	0	0	5	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	11
8:15 AM	0	5	0	0	5	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	8
8:30 AM	0	5	0	0	5	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	10
8:45 AM	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	6
Total	0	19	0	0	19	0	0	0	0	0	0	16	0	0	16	0	0	0	0	0	35
Grand Total	0	26	0	0	26	0	0	0	0	0	0	32	1	0	33	0	0	0	0	0	59
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	97.0	3.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	44.1	0.0	0.0	44.1	0.0	0.0	0.0	0.0	0.0	0.0	54.2	1.7	0.0	55.9	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total						0					26					1					59

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

	DW Highway (Route 3)					Gas Station					DW Highway (Route 3)					CVS Driveway					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:45 AM	0	3	0	0	3	0	0	0	0	0	0	5	1	0	6	0	0	0	0	0	9
8:00 AM	0	5	0	0	5	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	11
8:15 AM	0	5	0	0	5	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	8
8:30 AM	0	5	0	0	5	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	10
Total Volume	0	18	0	0	18	0	0	0	0	0	0	19	1	0	20	0	0	0	0	0	38
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	95.0	5.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.900	0.000	0.000	0.900	0.000	0.000	0.000	0.000	0.000	0.000	0.792	0.250	0.000	0.833	0.000	0.000	0.000	0.000	0.000	0.864
Entering Leg	0	18	0	0	18	0	0	0	0	0	0	19	1	0	20	0	0	0	0	0	38
Exiting Leg						0					18					1					38
Total						0					38					1					76

PDI File #: **228800 C**
 Location: **N: DW Highway (Route 3) S: DW Highway (Route 3)**
 Location: **E: Gas Station W: CVS Driveway**
 City, State: **Merrimack, NH**
 Client: **BETA/D. Flynn**
 Site Code: **TBD**
 Count Date: **Thursday, September 8, 2022**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Articulated Trucks

	DW Highway (Route 3)					Gas Station					DW Highway (Route 3)					CVS Driveway					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	4	
7:30 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	2	
7:45 AM	0	0	0	0	0	0	0	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	6	0	0	7	0	0	0	0	0	7	
8:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	
Grand Total	0	1	0	0	1	0	0	0	0	0	1	7	0	0	8	0	0	0	0	0	9	
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		12.5	87.5	0.0	0.0		0.0	0.0	0.0	0.0			
Total %	0.0	11.1	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	11.1	77.8	0.0	0.0	88.9	0.0	0.0	0.0	0.0	0.0		
Exiting Leg Total						7					1					1					0	9

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

	DW Highway (Route 3)					Gas Station					DW Highway (Route 3)					CVS Driveway					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	4
7:30 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	2
7:45 AM	0	0	0	0	0	0	0	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	1	6	0	0	7	0	0	0	0	0	7
% Approach Total	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		14.3	85.7	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.375	0.000	0.000	0.438	0.000	0.000	0.000	0.000	0.000	0.438
Entering Leg	0					0					1					0					7
Exiting Leg	6					1					0					0					7
Total	6					1					7					0					14

PDI File #: **228800 C**
 Location: **N: DW Highway (Route 3) S: DW Highway (Route 3)**
 Location: **E: Gas Station W: CVS Driveway**
 City, State: **Merrimack, NH**
 Client: **BETA/D. Flynn**
 Site Code: **TBD**
 Count Date: **Thursday, September 8, 2022**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Bicycles (on Roadway and Crosswalks)

	DW Highway (Route 3)							Gas Station							DW Highway (Route 3)							CVS Driveway							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 AM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
8:15 AM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	1	0	0	0	0	1	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
Grand Total	0	2	0	0	0	0	2	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
Approach %	0.0	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	100.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Total %	0.0	50.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Exiting Leg Total	0							2							2							0							4

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

7:30 AM	DW Highway (Route 3)							Gas Station							DW Highway (Route 3)							CVS Driveway							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
7:30 AM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
8:15 AM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
Total Volume	0	2	0	0	0	0	2	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
% Approach Total	0.0	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	100.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.500	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.250	0.250		0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500		
Entering Leg	0	2	0	0	0	0	2	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
Exiting Leg	0							2							2							0							4
Total	2							4							2							0							8

PDI File #: 228800 C
 Location: N: DW Highway (Route 3) S: DW Highway (Route 3)
 Location: E: Gas Station W: CVS Driveway
 City, State: Merrimack, NH
 Client: BETA/D. Flynn
 Site Code: TBD
 Count Date: Thursday, September 8, 2022
 Start Time: 7:00 AM
 End Time: 9:00 AM
 Class:



Pedestrians

	DW Highway (Route 3)							Gas Station							DW Highway (Route 3)							CVS Driveway							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	1	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	1	
Grand Total	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	1	1	
Approach %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0	0	0	0	0	
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0	100	0	100	100	
Exiting Leg Total	0							0							0							1							1

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

	DW Highway (Route 3)							Gas Station							DW Highway (Route 3)							CVS Driveway							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	1	
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	1	
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.250	0.250		
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	1		
Exiting Leg	0							0							0							1							1
Total	0							0							0							2							2

PDI File #: **228800 C**
 Location: **N: DW Highway (Route 3) S: DW Highway (Route 3)**
 Location: **E: Gas Station W: CVS Driveway**
 City, State: **Merrimack, NH**
 Client: **BETA/D. Flynn**
 Site Code: **TBD**
 Count Date: **Thursday, September 8, 2022**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Cars and Heavy Vehicles (Combined)

	DW Highway (Route 3)					Gas Station					DW Highway (Route 3)					CVS Driveway					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	2	130	1	0	133	2	0	0	0	2	4	204	14	0	222	8	1	18	0	27	384
4:15 PM	5	116	0	0	121	0	0	0	0	0	2	202	9	0	213	11	0	16	0	27	361
4:30 PM	5	144	1	0	150	0	0	0	0	0	6	187	12	0	205	11	0	19	0	30	385
4:45 PM	3	137	1	0	141	1	0	0	0	1	5	190	12	0	207	12	0	13	0	25	374
Total	15	527	3	0	545	3	0	0	0	3	17	783	47	0	847	42	1	66	0	109	1504
5:00 PM	4	115	0	0	119	3	0	0	0	3	7	197	16	0	220	16	0	25	0	41	383
5:15 PM	5	126	1	0	132	0	0	0	0	0	0	213	17	0	230	14	1	20	0	35	397
5:30 PM	5	114	1	0	120	0	0	0	0	0	5	218	14	0	237	11	0	28	0	39	396
5:45 PM	8	123	1	0	132	0	0	0	0	0	3	225	20	0	248	19	0	17	0	36	416
Total	22	478	3	0	503	3	0	0	0	3	15	853	67	0	935	60	1	90	0	151	1592
Grand Total	37	1005	6	0	1048	6	0	0	0	6	32	1636	114	0	1782	102	2	156	0	260	3096
Approach %	3.5	95.9	0.6	0.0		100.0	0.0	0.0	0.0		1.8	91.8	6.4	0.0		39.2	0.8	60.0	0.0		
Total %	1.2	32.5	0.2	0.0	33.9	0.2	0.0	0.0	0.0	0.2	1.0	52.8	3.7	0.0	57.6	3.3	0.1	5.0	0.0	8.4	
Exiting Leg Total	1798					40					1107					151					3096
Cars	37	985	6	0	1028	6	0	0	0	6	32	1600	113	0	1745	101	2	155	0	258	3037
% Cars	100.0	98.0	100.0	0.0	98.1	100.0	0.0	0.0	0.0	100.0	100.0	97.8	99.1	0.0	97.9	99.0	100.0	99.4	0.0	99.2	98.1
Exiting Leg Total	1761					40					1086					150					3037
Heavy Vehicles	0	20	0	0	20	0	0	0	0	0	0	36	1	0	37	1	0	1	0	2	59
% Heavy Vehicles	0.0	2.0	0.0	0.0	1.9	0.0	0.0	0.0	0.0	0.0	0.0	2.2	0.9	0.0	2.1	1.0	0.0	0.6	0.0	0.8	1.9
Exiting Leg Total	37					0					21					1					59

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

	DW Highway (Route 3)					Gas Station					DW Highway (Route 3)					CVS Driveway					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
5:00 PM	4	115	0	0	119	3	0	0	0	3	7	197	16	0	220	16	0	25	0	41	383
5:15 PM	5	126	1	0	132	0	0	0	0	0	0	213	17	0	230	14	1	20	0	35	397
5:30 PM	5	114	1	0	120	0	0	0	0	0	5	218	14	0	237	11	0	28	0	39	396
5:45 PM	8	123	1	0	132	0	0	0	0	0	3	225	20	0	248	19	0	17	0	36	416
Total Volume	22	478	3	0	503	3	0	0	0	3	15	853	67	0	935	60	1	90	0	151	1592
% Approach Total	4.4	95.0	0.6	0.0		100.0	0.0	0.0	0.0		1.6	91.2	7.2	0.0		39.7	0.7	59.6	0.0		
PHF	0.688	0.948	0.750	0.000	0.953	0.250	0.000	0.000	0.000	0.250	0.536	0.948	0.838	0.000	0.943	0.789	0.250	0.804	0.000	0.921	0.957
Cars	22	471	3	0	496	3	0	0	0	3	15	841	67	0	923	60	1	90	0	151	1573
Cars %	100.0	98.5	100.0	0.0	98.6	100.0	0.0	0.0	0.0	100.0	100.0	98.6	100.0	0.0	98.7	100.0	100.0	100.0	0.0	100.0	98.8
Heavy Vehicles	0	7	0	0	7	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	19
Heavy Vehicles %	0.0	1.5	0.0	0.0	1.4	0.0	0.0	0.0	0.0	0.0	0.0	1.4	0.0	0.0	1.3	0.0	0.0	0.0	0.0	0.0	1.2
Cars Enter Leg	22	471	3	0	496	3	0	0	0	3	15	841	67	0	923	60	1	90	0	151	1573
Heavy Enter Leg	0	7	0	0	7	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	19
Total Entering Leg	22	478	3	0	503	3	0	0	0	3	15	853	67	0	935	60	1	90	0	151	1592
Cars Exiting Leg	934					19					531					89					1573
Heavy Exiting Leg	12					0					7					0					19
Total Exiting Leg	946					19					538					89					1592

PDI File #: **228800 C**
 Location: **N: DW Highway (Route 3) S: DW Highway (Route 3)**
 Location: **E: Gas Station W: CVS Driveway**
 City, State: **Merrimack, NH**
 Client: **BETA/D. Flynn**
 Site Code: **TBD**
 Count Date: **Thursday, September 8, 2022**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Cars

	DW Highway (Route 3)					Gas Station					DW Highway (Route 3)					CVS Driveway					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	2	129	1	0	132	2	0	0	0	2	4	194	14	0	212	7	1	18	0	26	372
4:15 PM	5	110	0	0	115	0	0	0	0	0	2	197	9	0	208	11	0	16	0	27	350
4:30 PM	5	141	1	0	147	0	0	0	0	0	6	183	12	0	201	11	0	19	0	30	378
4:45 PM	3	134	1	0	138	1	0	0	0	1	5	185	11	0	201	12	0	12	0	24	364
Total	15	514	3	0	532	3	0	0	0	3	17	759	46	0	822	41	1	65	0	107	1464
5:00 PM	4	112	0	0	116	3	0	0	0	3	7	192	16	0	215	16	0	25	0	41	375
5:15 PM	5	124	1	0	130	0	0	0	0	0	0	211	17	0	228	14	1	20	0	35	393
5:30 PM	5	113	1	0	119	0	0	0	0	0	5	216	14	0	235	11	0	28	0	39	393
5:45 PM	8	122	1	0	131	0	0	0	0	0	3	222	20	0	245	19	0	17	0	36	412
Total	22	471	3	0	496	3	0	0	0	3	15	841	67	0	923	60	1	90	0	151	1573
Grand Total	37	985	6	0	1028	6	0	0	0	6	32	1600	113	0	1745	101	2	155	0	258	3037
Approach %	3.6	95.8	0.6	0.0		100.0	0.0	0.0	0.0		1.8	91.7	6.5	0.0		39.1	0.8	60.1	0.0		
Total %	1.2	32.4	0.2	0.0	33.8	0.2	0.0	0.0	0.0	0.2	1.1	52.7	3.7	0.0	57.5	3.3	0.1	5.1	0.0	8.5	
Exiting Leg Total	1761					40					1086					150					3037

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

	DW Highway (Route 3)					Gas Station					DW Highway (Route 3)					CVS Driveway					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
5:00 PM	4	112	0	0	116	3	0	0	0	3	7	192	16	0	215	16	0	25	0	41	375
5:15 PM	5	124	1	0	130	0	0	0	0	0	0	211	17	0	228	14	1	20	0	35	393
5:30 PM	5	113	1	0	119	0	0	0	0	0	5	216	14	0	235	11	0	28	0	39	393
5:45 PM	8	122	1	0	131	0	0	0	0	0	3	222	20	0	245	19	0	17	0	36	412
Total Volume	22	471	3	0	496	3	0	0	0	3	15	841	67	0	923	60	1	90	0	151	1573
% Approach Total	4.4	95.0	0.6	0.0		100.0	0.0	0.0	0.0		1.6	91.1	7.3	0.0		39.7	0.7	59.6	0.0		
PHF	0.688	0.950	0.750	0.000	0.947	0.250	0.000	0.000	0.000	0.250	0.536	0.947	0.838	0.000	0.942	0.789	0.250	0.804	0.000	0.921	0.954
Entering Leg	22	471	3	0	496	3	0	0	0	3	15	841	67	0	923	60	1	90	0	151	1573
Exiting Leg	934					19					531					89					1573
Total	1430					22					1454					240					3146

PDI File #: **228800 C**
 Location: **N: DW Highway (Route 3) S: DW Highway (Route 3)**
 Location: **E: Gas Station W: CVS Driveway**
 City, State: **Merrimack, NH**
 Client: **BETA/D. Flynn**
 Site Code: **TBD**
 Count Date: **Thursday, September 8, 2022**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



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

	DW Highway (Route 3)					Gas Station					DW Highway (Route 3)					CVS Driveway					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	1	0	0	1	0	0	0	0	0	0	10	0	0	10	1	0	0	0	1	12
4:15 PM	0	6	0	0	6	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	11
4:30 PM	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	7
4:45 PM	0	3	0	0	3	0	0	0	0	0	0	5	1	0	6	0	0	1	0	1	10
Total	0	13	0	0	13	0	0	0	0	0	0	24	1	0	25	1	0	1	0	2	40
5:00 PM	0	3	0	0	3	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	8
5:15 PM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
5:30 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
5:45 PM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4
Total	0	7	0	0	7	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	19
Grand Total	0	20	0	0	20	0	0	0	0	0	0	36	1	0	37	1	0	1	0	2	59
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	97.3	2.7	0.0		50.0	0.0	50.0	0.0		
Total %	0.0	33.9	0.0	0.0	33.9	0.0	0.0	0.0	0.0	0.0	0.0	61.0	1.7	0.0	62.7	1.7	0.0	1.7	0.0	3.4	
Exiting Leg Total	37					0					21					1					59
Buses	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
% Buses	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.6	0.0	0.0	5.4	0.0	0.0	0.0	0.0	0.0	3.4
Exiting Leg Total	2					0					0					2					
Single-Unit Trucks	0	15	0	0	15	0	0	0	0	0	0	30	1	0	31	1	0	1	0	2	48
% Single-Unit	0.0	75.0	0.0	0.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	83.3	100.0	0.0	83.8	100.0	0.0	100.0	0.0	100.0	81.4
Exiting Leg Total	31					0					16					1					48
Articulated Trucks	0	5	0	0	5	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	9
% Articulated	0.0	25.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	11.1	0.0	0.0	10.8	0.0	0.0	0.0	0.0	0.0	15.3
Exiting Leg Total	4					0					5					0					9

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

4:00 PM	DW Highway (Route 3)					Gas Station					DW Highway (Route 3)					CVS Driveway					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	1	0	0	1	0	0	0	0	0	0	10	0	0	10	1	0	0	0	1	12
4:15 PM	0	6	0	0	6	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	11
4:30 PM	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	7
4:45 PM	0	3	0	0	3	0	0	0	0	0	0	5	1	0	6	0	0	1	0	1	10
Total Volume	0	13	0	0	13	0	0	0	0	0	0	24	1	0	25	1	0	1	0	2	40
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	96.0	4.0	0.0		50.0	0.0	50.0	0.0		
PHF	0.000	0.542	0.000	0.000	0.542	0.000	0.000	0.000	0.000	0.000	0.000	0.600	0.250	0.000	0.625	0.250	0.000	0.250	0.000	0.500	0.833
Buses	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
Buses %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8.3	0.0	0.0	8.0	0.0	0.0	0.0	0.0	0.0	5.0
Single-Unit Trucks	0	11	0	0	11	0	0	0	0	0	0	21	1	0	22	1	0	1	0	2	35
Single-Unit %	0.0	84.6	0.0	0.0	84.6	0.0	0.0	0.0	0.0	0.0	0.0	87.5	100.0	0.0	88.0	100.0	0.0	100.0	0.0	100.0	87.5
Articulated Trucks	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
Articulated %	0.0	15.4	0.0	0.0	15.4	0.0	0.0	0.0	0.0	0.0	0.0	4.2	0.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	7.5
Buses	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
Single-Unit Trucks	0	11	0	0	11	0	0	0	0	0	0	21	1	0	22	1	0	1	0	2	35
Articulated Trucks	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
Total Entering Leg	0	13	0	0	13	0	0	0	0	0	0	24	1	0	25	1	0	1	0	2	40
Buses	2					0					0					0					2
Single-Unit Trucks	22					0					12					1					35
Articulated Trucks	1					0					2					0					3
Total Exiting Leg	25					0					14					1					40

PDI File #: **228800 C**
 Location: **N: DW Highway (Route 3) S: DW Highway (Route 3)**
 Location: **E: Gas Station W: CVS Driveway**
 City, State: **Merrimack, NH**
 Client: **BETA/D. Flynn**
 Site Code: **TBD**
 Count Date: **Thursday, September 8, 2022**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Buses

	DW Highway (Route 3)					Gas Station					DW Highway (Route 3)					CVS Driveway					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	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	2	0	0	2	0	0	0	0	0	2
Approach %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total	2					0					0					0					2

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

	DW Highway (Route 3)					Gas Station					DW Highway (Route 3)					CVS Driveway					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.250
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
Exiting Leg	2					0					0					0					2
Total	2					0					2					0					4

PDI File #: **228800 C**
 Location: **N: DW Highway (Route 3) S: DW Highway (Route 3)**
 Location: **E: Gas Station W: CVS Driveway**
 City, State: **Merrimack, NH**
 Client: **BETA/D. Flynn**
 Site Code: **TBD**
 Count Date: **Thursday, September 8, 2022**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Single-Unit Trucks

	DW Highway (Route 3)					Gas Station					DW Highway (Route 3)					CVS Driveway					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	1	0	0	1	0	0	0	0	0	0	7	0	0	7	1	0	0	0	1	9
4:15 PM	0	6	0	0	6	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	11
4:30 PM	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	7
4:45 PM	0	1	0	0	1	0	0	0	0	0	0	5	1	0	6	0	0	1	0	1	8
Total	0	11	0	0	11	0	0	0	0	0	0	21	1	0	22	1	0	1	0	2	35
5:00 PM	0	2	0	0	2	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	7
5:15 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
5:45 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Total	0	4	0	0	4	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	13
Grand Total	0	15	0	0	15	0	0	0	0	0	0	30	1	0	31	1	0	1	0	2	48
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	96.8	3.2	0.0		50.0	0.0	50.0	0.0		
Total %	0.0	31.3	0.0	0.0	31.3	0.0	0.0	0.0	0.0	0.0	0.0	62.5	2.1	0.0	64.6	2.1	0.0	2.1	0.0	4.2	
Exiting Leg Total	31					0					16					1					48

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

4:00 PM	DW Highway (Route 3)					Gas Station					DW Highway (Route 3)					CVS Driveway					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	1	0	0	1	0	0	0	0	0	0	7	0	0	7	1	0	0	0	1	9
4:15 PM	0	6	0	0	6	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	11
4:30 PM	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	7
4:45 PM	0	1	0	0	1	0	0	0	0	0	0	5	1	0	6	0	0	1	0	1	8
Total Volume	0	11	0	0	11	0	0	0	0	0	0	21	1	0	22	1	0	1	0	2	35
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	95.5	4.5	0.0		50.0	0.0	50.0	0.0		
PHF	0.000	0.458	0.000	0.000	0.458	0.000	0.000	0.000	0.000	0.000	0.000	0.750	0.250	0.000	0.786	0.250	0.000	0.250	0.000	0.500	0.795
Entering Leg	0	11	0	0	11	0	0	0	0	0	0	21	1	0	22	1	0	1	0	2	35
Exiting Leg	22					0					12					1					35
Total	33					0					34					3					70

PDI File #: **228800 C**
 Location: **N: DW Highway (Route 3) S: DW Highway (Route 3)**
 Location: **E: Gas Station W: CVS Driveway**
 City, State: **Merrimack, NH**
 Client: **BETA/D. Flynn**
 Site Code: **TBD**
 Count Date: **Thursday, September 8, 2022**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Articulated Trucks

	DW Highway (Route 3)					Gas Station					DW Highway (Route 3)					CVS Driveway					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
5:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
Total	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	6
Grand Total	0	5	0	0	5	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	9
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	55.6	0.0	0.0	55.6	0.0	0.0	0.0	0.0	0.0	0.0	44.4	0.0	0.0	44.4	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total	4					0					5					0					9

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

	DW Highway (Route 3)					Gas Station					DW Highway (Route 3)					CVS Driveway					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:45 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Total Volume	0	5	0	0	5	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	6
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.625	0.000	0.000	0.625	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.750
Entering Leg	0	5	0	0	5	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	6
Exiting Leg	1					0					5					0					6
Total	6					0					6					0					12

PDI File #: **228800 C**
 Location: **N: DW Highway (Route 3) S: DW Highway (Route 3)**
 Location: **E: Gas Station W: CVS Driveway**
 City, State: **Merrimack, NH**
 Client: **BETA/D. Flynn**
 Site Code: **TBD**
 Count Date: **Thursday, September 8, 2022**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Bicycles (on Roadway and Crosswalks)

	DW Highway (Route 3)							Gas Station							DW Highway (Route 3)							CVS Driveway							Total						
	from North							from East							from South							from West													
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total							
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:30 PM	0	1	0	0	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	0	0	1	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	3	
5:00 PM	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	3		
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	3			
Grand Total	1	1	0	0	0	0	2	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	6			
Approach %	50.0	50.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	100.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	50.0					
Total %	16.7	16.7	0.0	0.0	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16.7	16.7	33.3				
Exiting Leg Total	0							2							1							3							6						

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

	DW Highway (Route 3)							Gas Station							DW Highway (Route 3)							CVS Driveway							Total					
	from North							from East							from South							from West												
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total						
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:30 PM	0	1	0	0	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	3	
Total Volume	1	1	0	0	0	0	2	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	6		
% Approach Total	50.0	50.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	100.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	50.0				
PHF	0.250	0.250	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.500	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.250	0.500		
Entering Leg	1	1	0	0	0	0	2	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	6		
Exiting Leg	0							2							1							3							6					
Total	2							4							1							5							12					

PDI File #: 228800 C
 Location: N: DW Highway (Route 3) S: DW Highway (Route 3)
 Location: E: Gas Station W: CVS Driveway
 City, State: Merrimack, NH
 Client: BETA/D. Flynn
 Site Code: TBD
 Count Date: Thursday, September 8, 2022
 Start Time: 4:00 PM
 End Time: 6:00 PM
 Class:



Pedestrians

	DW Highway (Route 3)							Gas Station							DW Highway (Route 3)							CVS Driveway							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	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	1	1	2	0	0	0	0	0	0	0	0	2
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	1	1	3
5:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2	2	0	0	0	0	1	1	2	5	
Grand Total	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1	3	4	0	0	0	0	1	1	2	7	
Approach %	0	0	0	0	0	0	0	0	0	0	100	0	0	0	0	0	0	25	75	0	0	0	0	50	50	0	0	0	
Total %	0	0	0	0	0	0	0	0	0	0	14.3	0	14.3	0	0	0	0	14.3	42.9	57.1	0	0	0	0	14.3	14.3	28.6	0	
Exiting Leg Total	0							1							4							2							7

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

4:45 PM	DW Highway (Route 3)							Gas Station							DW Highway (Route 3)							CVS Driveway							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1	
5:00 PM	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	1	1	3	
5:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
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	1	0	1	1		
Total Volume	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1	2	3	0	0	0	0	1	1	2	6	
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	50.0	50.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.250	0.375	0.000	0.000	0.000	0.000	0.250	0.250	0.500	0.500	
Entering Leg	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1	2	3	0	0	0	0	1	1	2	6	
Exiting Leg	0							1							3							2							6
Total	0							2							6							4							12

PDI File #: **228800 C**
 Location: **N: DW Highway (Route 3) S: DW Highway (Route 3)**
 Location: **E: Gas Station W: CVS Driveway**
 City, State: **Merrimack, NH**
 Client: **BETA/D. Flynn**
 Site Code: **TBD**
 Count Date: **Saturday, September 10, 2022**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Cars and Heavy Vehicles (Combined)

	DW Highway (Route 3)					Gas Station					DW Highway (Route 3)					CVS Driveway					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:00 AM	2	117	1	0	120	0	0	0	0	0	1	106	9	0	116	19	0	16	0	35	271
11:15 AM	8	119	0	0	127	0	0	1	0	1	3	129	10	0	142	12	0	12	0	24	294
11:30 AM	8	135	1	0	144	0	0	0	0	0	2	128	10	0	140	18	0	14	0	32	316
11:45 AM	10	142	1	0	153	1	0	0	0	1	1	128	12	0	141	11	0	12	0	23	318
Total	28	513	3	0	544	1	0	1	0	2	7	491	41	0	539	60	0	54	0	114	1199
12:00 PM	6	139	2	0	147	1	0	0	0	1	2	106	6	0	114	11	1	17	0	29	291
12:15 PM	1	112	2	0	115	2	0	0	0	2	2	127	8	0	137	11	1	13	0	25	279
12:30 PM	6	106	0	0	112	1	0	0	0	1	0	116	6	0	122	10	1	10	0	21	256
12:45 PM	6	133	0	0	139	0	0	0	0	0	1	118	10	0	129	8	0	17	0	25	293
Total	19	490	4	0	513	4	0	0	0	4	5	467	30	0	502	40	3	57	0	100	1119
1:00 PM	8	110	0	0	118	2	0	0	0	2	3	124	3	0	130	13	0	15	0	28	278
1:15 PM	5	116	0	0	121	0	0	0	0	0	3	128	5	0	136	8	0	12	0	20	277
1:30 PM	3	102	0	0	105	0	0	0	0	0	2	106	5	0	113	9	0	6	0	15	233
1:45 PM	4	107	1	0	112	1	0	0	0	1	1	104	5	0	110	7	0	7	0	14	237
Total	20	435	1	0	456	3	0	0	0	3	9	462	18	0	489	37	0	40	0	77	1025
Grand Total	67	1438	8	0	1513	8	0	1	0	9	21	1420	89	0	1530	137	3	151	0	291	3343
Approach %	4.4	95.0	0.5	0.0		88.9	0.0	11.1	0.0		1.4	92.8	5.8	0.0		47.1	1.0	51.9	0.0		
Total %	2.0	43.0	0.2	0.0	45.3	0.2	0.0	0.0	0.0	0.3	0.6	42.5	2.7	0.0	45.8	4.1	0.1	4.5	0.0	8.7	
Exiting Leg Total	1579					32					1576					156					3343
Cars	67	1423	7	0	1497	8	0	1	0	9	20	1408	89	0	1517	137	3	151	0	291	3314
% Cars	100.0	99.0	87.5	0.0	98.9	100.0	0.0	100.0	0.0	100.0	95.2	99.2	100.0	0.0	99.2	100.0	100.0	100.0	0.0	100.0	99.1
Exiting Leg Total	1567					30					1561					156					3314
Heavy Vehicles	0	15	1	0	16	0	0	0	0	0	1	12	0	0	13	0	0	0	0	0	29
% Heavy Vehicles	0.0	1.0	12.5	0.0	1.1	0.0	0.0	0.0	0.0	0.0	4.8	0.8	0.0	0.0	0.8	0.0	0.0	0.0	0.0	0.0	0.9
Exiting Leg Total	12					2					15					0					29

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

11:15 AM	DW Highway (Route 3)					Gas Station					DW Highway (Route 3)					CVS Driveway					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:15 AM	8	119	0	0	127	0	0	1	0	1	3	129	10	0	142	12	0	12	0	24	294
11:30 AM	8	135	1	0	144	0	0	0	0	0	2	128	10	0	140	18	0	14	0	32	316
11:45 AM	10	142	1	0	153	1	0	0	0	1	1	128	12	0	141	11	0	12	0	23	318
12:00 PM	6	139	2	0	147	1	0	0	0	1	2	106	6	0	114	11	1	17	0	29	291
Total Volume	32	535	4	0	571	2	0	1	0	3	8	491	38	0	537	52	1	55	0	108	1219
% Approach Total	5.6	93.7	0.7	0.0		66.7	0.0	33.3	0.0		1.5	91.4	7.1	0.0		48.1	0.9	50.9	0.0		
PHF	0.800	0.942	0.500	0.000	0.933	0.500	0.000	0.250	0.000	0.750	0.667	0.952	0.792	0.000	0.945	0.722	0.250	0.809	0.000	0.844	0.958
Cars	32	530	3	0	565	2	0	1	0	3	8	488	38	0	534	52	1	55	0	108	1210
Cars %	100.0	99.1	75.0	0.0	98.9	100.0	0.0	100.0	0.0	100.0	100.0	99.4	100.0	0.0	99.4	100.0	100.0	100.0	0.0	100.0	99.3
Heavy Vehicles	0	5	1	0	6	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	9
Heavy Vehicles %	0.0	0.9	25.0	0.0	1.1	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.0	0.0	0.6	0.0	0.0	0.0	0.0	0.0	0.7
Cars Enter Leg	32	530	3	0	565	2	0	1	0	3	8	488	38	0	534	52	1	55	0	108	1210
Heavy Enter Leg	0	5	1	0	6	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	9
Total Entering Leg	32	535	4	0	571	2	0	1	0	3	8	491	38	0	537	52	1	55	0	108	1219
Cars Exiting Leg	545					12					583					70					1210
Heavy Exiting Leg	3					1					5					0					9
Total Exiting Leg	548					13					588					70					1219

PDI File #: **228800 C**
 Location: **N: DW Highway (Route 3) S: DW Highway (Route 3)**
 Location: **E: Gas Station W: CVS Driveway**
 City, State: **Merrimack, NH**
 Client: **BETA/D. Flynn**
 Site Code: **TBD**
 Count Date: **Saturday, September 10, 2022**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Cars

	DW Highway (Route 3)					Gas Station					DW Highway (Route 3)					CVS Driveway					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:00 AM	2	114	1	0	117	0	0	0	0	0	1	106	9	0	116	19	0	16	0	35	268
11:15 AM	8	118	0	0	126	0	0	1	0	1	3	128	10	0	141	12	0	12	0	24	292
11:30 AM	8	134	1	0	143	0	0	0	0	0	2	126	10	0	138	18	0	14	0	32	313
11:45 AM	10	141	1	0	152	1	0	0	0	1	1	128	12	0	141	11	0	12	0	23	317
Total	28	507	3	0	538	1	0	1	0	2	7	488	41	0	536	60	0	54	0	114	1190
12:00 PM	6	137	1	0	144	1	0	0	0	1	2	106	6	0	114	11	1	17	0	29	288
12:15 PM	1	110	2	0	113	2	0	0	0	2	2	125	8	0	135	11	1	13	0	25	275
12:30 PM	6	106	0	0	112	1	0	0	0	1	0	116	6	0	122	10	1	10	0	21	256
12:45 PM	6	133	0	0	139	0	0	0	0	0	1	117	10	0	128	8	0	17	0	25	292
Total	19	486	3	0	508	4	0	0	0	4	5	464	30	0	499	40	3	57	0	100	1111
1:00 PM	8	110	0	0	118	2	0	0	0	2	3	122	3	0	128	13	0	15	0	28	276
1:15 PM	5	114	0	0	119	0	0	0	0	0	3	126	5	0	134	8	0	12	0	20	273
1:30 PM	3	102	0	0	105	0	0	0	0	0	2	104	5	0	111	9	0	6	0	15	231
1:45 PM	4	104	1	0	109	1	0	0	0	1	0	104	5	0	109	7	0	7	0	14	233
Total	20	430	1	0	451	3	0	0	0	3	8	456	18	0	482	37	0	40	0	77	1013
Grand Total	67	1423	7	0	1497	8	0	1	0	9	20	1408	89	0	1517	137	3	151	0	291	3314
Approach %	4.5	95.1	0.5	0.0		88.9	0.0	11.1	0.0		1.3	92.8	5.9	0.0		47.1	1.0	51.9	0.0		
Total %	2.0	42.9	0.2	0.0	45.2	0.2	0.0	0.0	0.0	0.3	0.6	42.5	2.7	0.0	45.8	4.1	0.1	4.6	0.0	8.8	
Exiting Leg Total	1567					30					1561					156					3314

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

	DW Highway (Route 3)					Gas Station					DW Highway (Route 3)					CVS Driveway					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:15 AM	8	118	0	0	126	0	0	1	0	1	3	128	10	0	141	12	0	12	0	24	292
11:30 AM	8	134	1	0	143	0	0	0	0	0	2	126	10	0	138	18	0	14	0	32	313
11:45 AM	10	141	1	0	152	1	0	0	0	1	1	128	12	0	141	11	0	12	0	23	317
12:00 PM	6	137	1	0	144	1	0	0	0	1	2	106	6	0	114	11	1	17	0	29	288
Total Volume	32	530	3	0	565	2	0	1	0	3	8	488	38	0	534	52	1	55	0	108	1210
% Approach Total	5.7	93.8	0.5	0.0		66.7	0.0	33.3	0.0		1.5	91.4	7.1	0.0		48.1	0.9	50.9	0.0		
PHF	0.800	0.940	0.750	0.000	0.929	0.500	0.000	0.250	0.000	0.750	0.667	0.953	0.792	0.000	0.947	0.722	0.250	0.809	0.000	0.844	0.954
Entering Leg	32	530	3	0	565	2	0	1	0	3	8	488	38	0	534	52	1	55	0	108	1210
Exiting Leg	545					12					583					70					1210
Total	1110					15					1117					178					2420

PDI File #: **228800 C**
 Location: **N: DW Highway (Route 3) S: DW Highway (Route 3)**
 Location: **E: Gas Station W: CVS Driveway**
 City, State: **Merrimack, NH**
 Client: **BETA/D. Flynn**
 Site Code: **TBD**
 Count Date: **Saturday, September 10, 2022**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



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

	DW Highway (Route 3)					Gas Station					DW Highway (Route 3)					CVS Driveway					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:00 AM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
11:15 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
11:30 AM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
11:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	6	0	0	6	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	9
12:00 PM	0	2	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
12:15 PM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
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	1	0	0	1	0	0	0	0	0	1
Total	0	4	1	0	5	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	8
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
1:15 PM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
1:45 PM	0	3	0	0	3	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	4
Total	0	5	0	0	5	0	0	0	0	0	1	6	0	0	7	0	0	0	0	0	12
Grand Total	0	15	1	0	16	0	0	0	0	0	1	12	0	0	13	0	0	0	0	0	29
Approach %	0.0	93.8	6.3	0.0		0.0	0.0	0.0	0.0		7.7	92.3	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	51.7	3.4	0.0	55.2	0.0	0.0	0.0	0.0	0.0	3.4	41.4	0.0	0.0	44.8	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					12					2				15							29
Buses	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% Buses	0.0	6.7	0.0	0.0	6.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.4
Exiting Leg Total					0					0				1							1
Single-Unit Trucks	0	13	1	0	14	0	0	0	0	0	1	12	0	0	13	0	0	0	0	0	27
% Single-Unit	0.0	86.7	100.0	0.0	87.5	0.0	0.0	0.0	0.0	0.0	100.0	100.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	93.1
Exiting Leg Total					12					2				13							27
Articulated Trucks	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% Articulated	0.0	6.7	0.0	0.0	6.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.4
Exiting Leg Total					0					0				1							1

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

	DW Highway (Route 3)					Gas Station					DW Highway (Route 3)					CVS Driveway					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
1:15 PM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
1:45 PM	0	3	0	0	3	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	4
Total Volume	0	5	0	0	5	0	0	0	0	0	1	6	0	0	7	0	0	0	0	0	12
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		14.3	85.7	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.417	0.000	0.000	0.417	0.000	0.000	0.000	0.000	0.000	0.250	0.750	0.000	0.000	0.875	0.000	0.000	0.000	0.000	0.000	0.750
Buses	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Buses %	0.0	20.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8.3
Single-Unit Trucks	0	4	0	0	4	0	0	0	0	0	1	6	0	0	7	0	0	0	0	0	11
Single-Unit %	0.0	80.0	0.0	0.0	80.0	0.0	0.0	0.0	0.0	0.0	100.0	100.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	91.7
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	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Single-Unit Trucks	0	4	0	0	4	0	0	0	0	0	1	6	0	0	7	0	0	0	0	0	11
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	5	0	0	5	0	0	0	0	0	1	6	0	0	7	0	0	0	0	0	12
Buses					0										1						1
Single-Unit Trucks					6										4						11
Articulated Trucks					0										0						0
Total Exiting Leg					6					1				5							12

PDI File #: **228800 C**
 Location: **N: DW Highway (Route 3) S: DW Highway (Route 3)**
 Location: **E: Gas Station W: CVS Driveway**
 City, State: **Merrimack, NH**
 Client: **BETA/D. Flynn**
 Site Code: **TBD**
 Count Date: **Saturday, September 10, 2022**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Buses

	DW Highway (Route 3)					Gas Station					DW Highway (Route 3)					CVS Driveway					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	100.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	0					0					1					0					1

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

1:00 PM	DW Highway (Route 3)					Gas Station					DW Highway (Route 3)					CVS Driveway					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
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
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250
Entering Leg	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Exiting Leg	0					0					1					0					1
Total	1					0					1					0					2

PDI File #: **228800 C**
 Location: **N: DW Highway (Route 3) S: DW Highway (Route 3)**
 Location: **E: Gas Station W: CVS Driveway**
 City, State: **Merrimack, NH**
 Client: **BETA/D. Flynn**
 Site Code: **TBD**
 Count Date: **Saturday, September 10, 2022**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Single-Unit Trucks

	DW Highway (Route 3)					Gas Station					DW Highway (Route 3)					CVS Driveway					Total					
	from North					from East					from South					from West										
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total						
11:00 AM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
11:15 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
11:30 AM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	3
11:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	6	0	0	6	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	9
12:00 PM	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
12:15 PM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	4
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	3	1	0	4	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	7
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
1:15 PM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	4
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
1:45 PM	0	2	0	0	2	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3
Total	0	4	0	0	4	0	0	0	0	0	1	6	0	0	7	0	0	0	0	0	0	0	0	0	0	11
Grand Total	0	13	1	0	14	0	0	0	0	0	1	12	0	0	13	0	0	0	0	0	0	0	0	0	0	27
Approach %	0.0	92.9	7.1	0.0		0.0	0.0	0.0	0.0		7.7	92.3	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	48.1	3.7	0.0	51.9	0.0	0.0	0.0	0.0	0.0	3.7	44.4	0.0	0.0	48.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	12					2					13					0					27					

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

	DW Highway (Route 3)					Gas Station					DW Highway (Route 3)					CVS Driveway					Total					
	from North					from East					from South					from West										
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total						
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
1:15 PM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	4
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
1:45 PM	0	2	0	0	2	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3
Total Volume	0	4	0	0	4	0	0	0	0	0	1	6	0	0	7	0	0	0	0	0	0	0	0	0	0	11
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		14.3	85.7	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.500	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.250	0.750	0.000	0.000	0.875	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.688
Entering Leg	0	4	0	0	4	0	0	0	0	0	1	6	0	0	7	0	0	0	0	0	0	0	0	0	0	11
Exiting Leg	6					1					4					0					11					
Total	10					1					11					0					22					

PDI File #: **228800 C**
 Location: **N: DW Highway (Route 3) S: DW Highway (Route 3)**
 Location: **E: Gas Station W: CVS Driveway**
 City, State: **Merrimack, NH**
 Client: **BETA/D. Flynn**
 Site Code: **TBD**
 Count Date: **Saturday, September 10, 2022**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Articulated Trucks

	DW Highway (Route 3)					Gas Station					DW Highway (Route 3)					CVS Driveway					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
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
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	100.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	0					0					1					0					1

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

11:15 AM	DW Highway (Route 3)					Gas Station					DW Highway (Route 3)					CVS Driveway					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250
Entering Leg	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Exiting Leg	0					0					1					0					1
Total	1					0					1					0					2

PDI File #: **228800 C**
 Location: **N: DW Highway (Route 3) S: DW Highway (Route 3)**
 Location: **E: Gas Station W: CVS Driveway**
 City, State: **Merrimack, NH**
 Client: **BETA/D. Flynn**
 Site Code: **TBD**
 Count Date: **Saturday, September 10, 2022**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Bicycles (on Roadway and Crosswalks)

	DW Highway (Route 3)								Gas Station								DW Highway (Route 3)								CVS Driveway								Total
	from North								from East								from South								from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
11:30 AM	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	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	0	0		
Total	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	2		
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0		
12:45 PM	0	1	0	0	0	0	0	1	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3		
Total	0	1	0	0	0	0	0	1	0	0	0	0	0	2	2	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	4		
1:00 PM	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1			
1:15 PM	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Total	1	1	0	0	0	0	0	2	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1		
Grand Total	2	2	0	0	0	0	0	4	0	0	0	0	0	3	3	0	1	0	0	0	0	0	1	1	0	0	0	0	2	3			
Approach %	50.0	50.0	0.0	0.0	0.0	0.0			0.0	0.0	0.0	0.0	0.0	100.0		0.0	100.0	0.0	0.0	0.0	0.0			33.3	0.0	0.0	0.0	0.0	0.0	66.7			
Total %	18.2	18.2	0.0	0.0	0.0	0.0	36.4		0.0	0.0	0.0	0.0	0.0	27.3	27.3	0.0	9.1	0.0	0.0	0.0	0.0	0.0	9.1	9.1	0.0	0.0	0.0	0.0	18.2	27.3			
Exiting Leg Total	1								3								3								4								11

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

	DW Highway (Route 3)								Gas Station								DW Highway (Route 3)								CVS Driveway								Total
	from North								from East								from South								from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
12:45 PM	0	1	0	0	0	0	1	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1:00 PM	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1				
1:15 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Total Volume	1	2	0	0	0	0	3	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1				
% Approach Total	33.3	66.7	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	100.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	100.0				
PHF	0.250	0.500	0.000	0.000	0.000	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.375	0.375	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.250				
Entering Leg	1	2	0	0	0	0	3	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1				
Exiting Leg	0								3								2								7								
Total	3								6								2								3								14

PDI File #: 228800 C
 Location: N: DW Highway (Route 3) S: DW Highway (Route 3)
 Location: E: Gas Station W: CVS Driveway
 City, State: Merrimack, NH
 Client: BETA/D. Flynn
 Site Code: TBD
 Count Date: Saturday, September 10, 2022
 Start Time: 11:00 AM
 End Time: 2:00 PM
 Class:



Pedestrians

	DW Highway (Route 3)							Gas Station							DW Highway (Route 3)							CVS Driveway							Total			
	from North							from East							from South							from West										
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total				
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	1	0	1	1
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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
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	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	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Approach %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0	0	0
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0	100	0
Exiting Leg Total	0							0							0							1	1									

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

	DW Highway (Route 3)							Gas Station							DW Highway (Route 3)							CVS Driveway							Total			
	from North							from East							from South							from West										
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total				
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.250		
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Exiting Leg	0							0							0							1	1									
Total	0							0							0							2	2									

Nashua Regional Planning Commission

30 Temple Street
Nashua, NH, 03060

Location: Wire Rd - DW Highway
Town: Merrimack
Project: Wire Rd Signal Warrant
May, 2022

File Name : Merrimack_WireRd_05102022_Full_Day
Site Code : 00000000
Start Date : 5/10/2022
Page No : 1

Groups Printed- Unshifted - Trucks - Peds

Start Time	DW HIWAY From North					WIRE RD From East					DW HIWAY From South					WIRE RD From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	1	127	0	0	128	0	0	0	0	0	0	82	16	0	98	66	0	0	0	66	292
07:15 AM	4	140	0	0	144	0	0	0	0	0	0	90	21	0	111	76	0	0	0	76	331
07:30 AM	1	116	0	0	117	0	0	0	0	0	0	116	26	0	142	58	0	0	0	58	317
07:45 AM	6	133	0	0	139	0	0	1	0	1	0	68	14	0	82	52	0	0	0	52	274
Total	12	516	0	0	528	0	0	1	0	1	0	356	77	0	433	252	0	0	0	252	1214
08:00 AM	2	128	0	0	130	0	0	0	0	0	0	77	23	0	100	73	0	3	0	76	306
08:15 AM	5	110	0	0	115	0	0	0	0	0	0	109	23	0	132	41	0	1	0	42	289
08:30 AM	1	110	0	0	111	0	0	0	0	0	0	82	20	0	102	40	0	4	0	44	257
08:45 AM	3	89	0	0	92	0	0	0	0	0	0	102	20	0	122	32	0	5	0	37	251
Total	11	437	0	0	448	0	0	0	0	0	0	370	86	0	456	186	0	13	0	199	1103
09:00 AM	2	74	0	0	76	0	0	0	0	0	0	92	21	0	113	31	0	0	0	31	220
09:15 AM	3	91	0	0	94	0	0	0	0	0	0	86	17	0	103	24	0	8	0	32	229
09:30 AM	0	85	0	0	85	0	0	0	0	0	0	86	11	0	97	26	0	3	0	29	211
09:45 AM	4	95	0	0	99	0	0	0	0	0	0	90	15	0	105	21	0	5	0	26	230
Total	9	345	0	0	354	0	0	0	0	0	0	354	64	0	418	102	0	16	0	118	890
10:00 AM	6	90	0	0	96	0	0	0	0	0	0	87	13	0	100	20	0	3	0	23	219
10:15 AM	5	115	0	0	120	0	0	0	0	0	0	56	26	0	82	21	0	3	0	24	226
10:30 AM	2	87	0	0	89	0	0	0	0	0	0	91	17	0	108	28	0	3	0	31	228
10:45 AM	3	97	0	0	100	0	0	0	0	0	0	83	20	0	103	23	0	5	0	28	231
Total	16	389	0	0	405	0	0	0	0	0	0	317	76	0	393	92	0	14	0	106	904
11:00 AM	5	85	0	0	90	0	0	0	0	0	0	90	23	0	113	17	0	1	0	18	221
11:15 AM	5	103	0	0	108	0	0	0	0	0	0	84	21	0	105	16	0	4	0	20	233
11:30 AM	2	96	0	0	98	0	0	0	0	0	0	108	21	0	129	20	0	2	0	22	249
11:45 AM	3	106	0	0	109	0	0	0	0	0	0	112	21	0	133	21	0	0	0	21	263
Total	15	390	0	0	405	0	0	0	0	0	0	394	86	0	480	74	0	7	0	81	966
12:00 PM	4	110	0	0	114	0	0	0	0	0	0	98	27	0	125	19	0	3	0	22	261
12:15 PM	7	116	0	0	123	0	0	0	0	0	0	115	15	0	130	25	0	3	0	28	281
12:30 PM	3	124	0	0	127	0	0	0	0	0	0	109	26	0	135	23	0	3	0	26	288
12:45 PM	0	96	0	0	96	0	0	0	0	0	0	121	20	0	141	16	0	1	0	17	254
Total	14	446	0	0	460	0	0	0	0	0	0	443	88	0	531	83	0	10	0	93	1084
01:00 PM	3	95	0	0	98	0	0	0	0	0	0	113	27	0	140	24	0	2	0	26	264
01:15 PM	7	101	0	0	108	0	0	0	0	0	0	107	25	0	132	19	0	4	0	23	263
01:30 PM	1	145	0	0	146	0	0	0	0	0	0	121	25	0	146	26	0	0	0	26	318
01:45 PM	7	107	0	0	114	0	0	0	0	0	0	122	33	0	155	29	0	5	0	34	303
Total	18	448	0	0	466	0	0	0	0	0	0	463	110	0	573	98	0	11	0	109	1148
02:00 PM	5	117	0	0	122	0	0	0	0	0	0	154	52	0	206	29	0	2	0	31	359
02:15 PM	2	99	0	0	101	0	0	0	0	0	0	160	37	0	197	24	0	4	0	28	326
02:30 PM	2	163	0	0	165	0	0	0	0	0	0	120	31	0	151	32	0	5	0	37	353
02:45 PM	6	122	0	0	128	0	0	0	0	0	0	159	45	0	204	38	0	2	0	40	372
Total	15	501	0	0	516	0	0	0	0	0	0	593	165	0	758	123	0	13	0	136	1410
03:00 PM	4	107	0	0	111	0	0	0	0	0	0	139	51	0	190	33	0	3	0	36	337
03:15 PM	7	138	0	0	145	0	0	0	0	0	0	182	38	0	220	35	0	3	0	38	403
03:30 PM	1	129	0	0	130	0	0	0	0	0	0	142	50	0	192	30	0	1	0	31	353

Nashua Regional Planning Commission

30 Temple Street
Nashua, NH, 03060

File Name : Merrimack_WireRd_05102022_Full_Day

Site Code : 00000000

Start Date : 5/10/2022

Page No : 2

Groups Printed- Unshifted - Trucks - Peds

Start Time	DW HIWAY From North					WIRE RD From East					DW HIWAY From South					WIRE RD From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
03:45 PM	3	152	0	0	155	0	0	0	0	0	0	165	47	0	212	29	0	1	0	30	397
Total	15	526	0	0	541	0	0	0	0	0	0	628	186	0	814	127	0	8	0	135	1490
04:00 PM	2	157	0	0	159	0	0	0	0	0	0	130	41	0	171	32	0	2	0	34	364
04:15 PM	8	124	0	0	132	0	0	0	0	0	0	153	52	0	205	39	0	1	0	40	377
04:30 PM	8	164	0	0	172	0	0	0	0	0	0	138	67	0	205	43	0	1	0	44	421
04:45 PM	6	141	0	0	147	0	0	0	0	0	0	151	42	0	193	25	0	2	0	27	367
Total	24	586	0	0	610	0	0	0	0	0	0	572	202	0	774	139	0	6	0	145	1529
05:00 PM	0	137	0	0	137	0	0	0	0	0	0	143	53	0	196	22	0	2	0	24	357
05:15 PM	5	117	0	0	122	0	0	0	0	0	0	155	42	0	197	29	0	1	0	30	349
05:30 PM	6	125	0	0	131	0	0	0	0	0	0	160	59	0	219	25	0	0	0	25	375
05:45 PM	1	145	0	0	146	0	0	0	0	0	0	146	35	0	181	32	0	0	0	32	359
Total	12	524	0	0	536	0	0	0	0	0	0	604	189	0	793	108	0	3	0	111	1440
Grand Total	161	5108	0	0	5269	0	0	1	0	1	0	5094	1329	0	6423	1384	0	101	0	1485	13178
Apprch %	3.1	96.9	0	0		0	0	100	0		0	79.3	20.7	0		93.2	0	6.8	0		
Total %	1.2	38.8	0	0	40	0	0	0	0	0	0	38.7	10.1	0	48.7	10.5	0	0.8	0	11.3	
Unshifted	141	4827	0	0	4968	0	0	1	0	1	0	4744	1235	0	5979	1291	0	83	0	1374	12322
% Unshifted	87.6	94.5	0	0	94.3	0	0	100	0	100	0	93.1	92.9	0	93.1	93.3	0	82.2	0	92.5	93.5
Trucks	17	272	0	0	289	0	0	0	0	0	0	340	89	0	429	81	0	18	0	99	817
% Trucks	10.6	5.3	0	0	5.5	0	0	0	0	0	0	6.7	6.7	0	6.7	5.9	0	17.8	0	6.7	6.2
Bikes - Peds	3	9	0	0	12	0	0	0	0	0	0	10	5	0	15	12	0	0	0	12	39
% Bikes - Peds	1.9	0.2	0	0	0.2	0	0	0	0	0	0	0.2	0.4	0	0.2	0.9	0	0	0	0.8	0.3

Nashua Regional Planning Commission

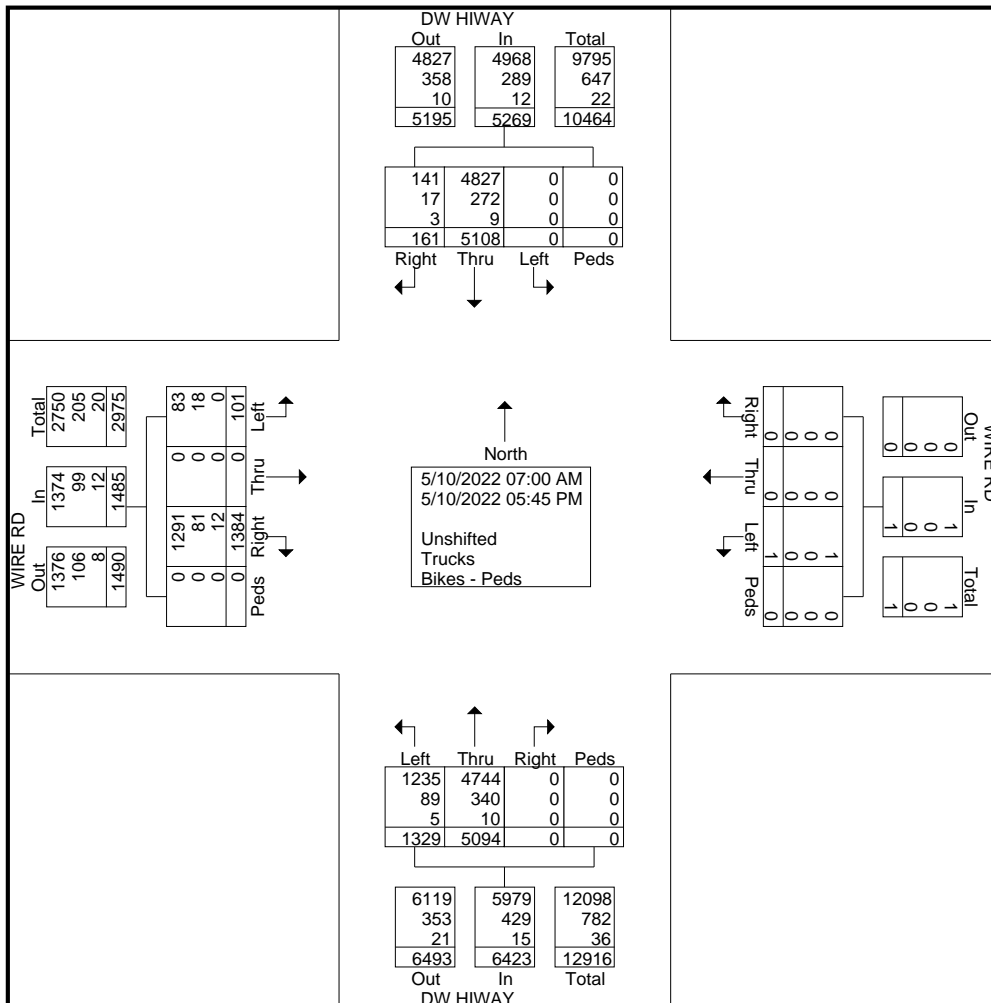
30 Temple Street
Nashua, NH, 03060

File Name : Merrimack_WireRd_05102022_Full_Day

Site Code : 00000000

Start Date : 5/10/2022

Page No : 3



Nashua Regional Planning Commission

30 Temple Street
Nashua, NH, 03060

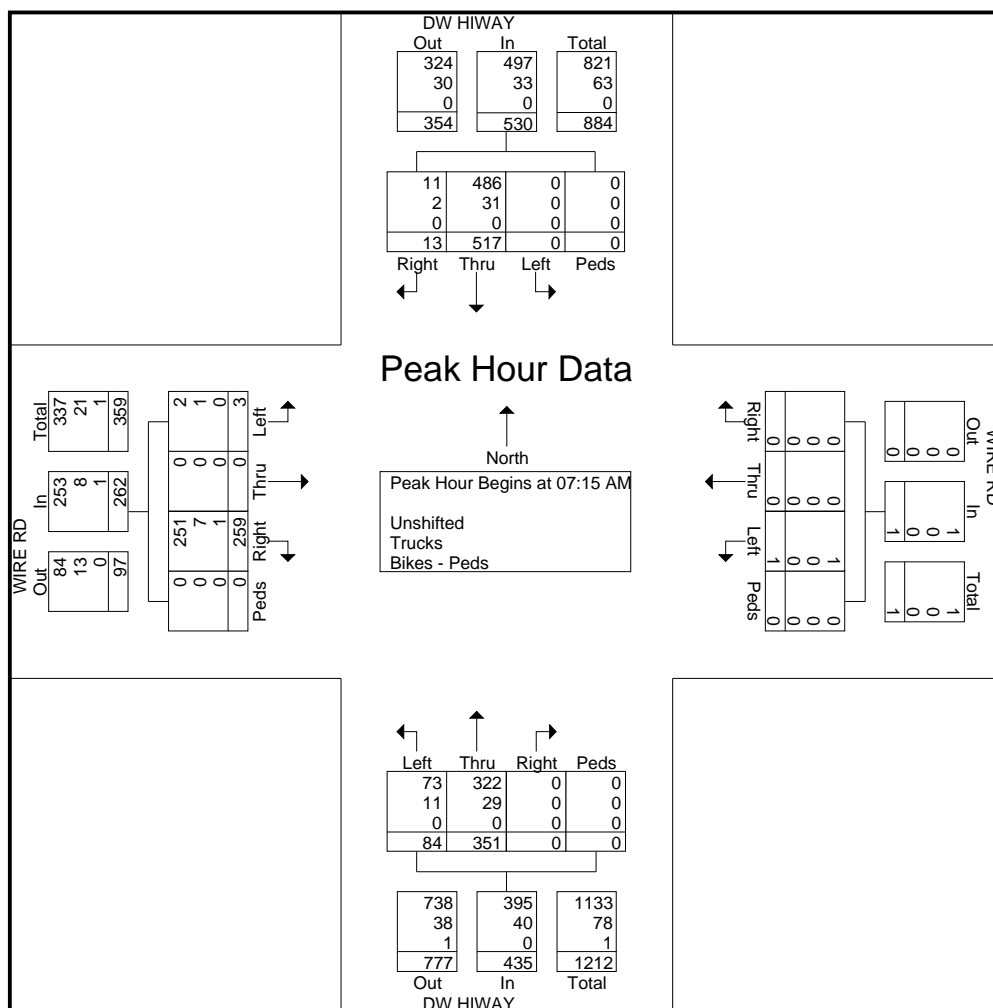
File Name : Merrimack_WireRd_05102022_Full_Day

Site Code : 00000000

Start Date : 5/10/2022

Page No : 4

Start Time	DW HIWAY From North					WIRE RD From East					DW HIWAY From South					WIRE RD From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 10:30 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	4	140	0	0	144	0	0	0	0	0	0	90	21	0	111	76	0	0	0	76	331
07:30 AM	1	116	0	0	117	0	0	0	0	0	0	116	26	0	142	58	0	0	0	58	317
07:45 AM	6	133	0	0	139	0	0	1	0	1	0	68	14	0	82	52	0	0	0	52	274
08:00 AM	2	128	0	0	130	0	0	0	0	0	0	77	23	0	100	73	0	3	0	76	306
Total Volume	13	517	0	0	530	0	0	1	0	1	0	351	84	0	435	259	0	3	0	262	1228
% App. Total	2.5	97.5	0	0		0	0	100	0		0	80.7	19.3	0		98.9	0	1.1	0		
PHF	.542	.923	.000	.000	.920	.000	.000	.250	.000	.250	.000	.756	.808	.000	.766	.852	.000	.250	.000	.862	.927
Unshifted	11	486	0	0	497	0	0	1	0	1	0	322	73	0	395	251	0	2	0	253	1146
% Unshifted	84.6	94.0	0	0	93.8	0	0	100	0	100	0	91.7	86.9	0	90.8	96.9	0	66.7	0	96.6	93.3
Trucks	2	31	0	0	33	0	0	0	0	0	0	29	11	0	40	7	0	1	0	8	81
% Trucks	15.4	6.0	0	0	6.2	0	0	0	0	0	0	8.3	13.1	0	9.2	2.7	0	33.3	0	3.1	6.6
Bikes - Peds	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
% Bikes - Peds	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.4	0	0	0	0.4	0.1



Nashua Regional Planning Commission

30 Temple Street
Nashua, NH, 03060

File Name : Merrimack_WireRd_05102022_Full_Day

Site Code : 00000000

Start Date : 5/10/2022

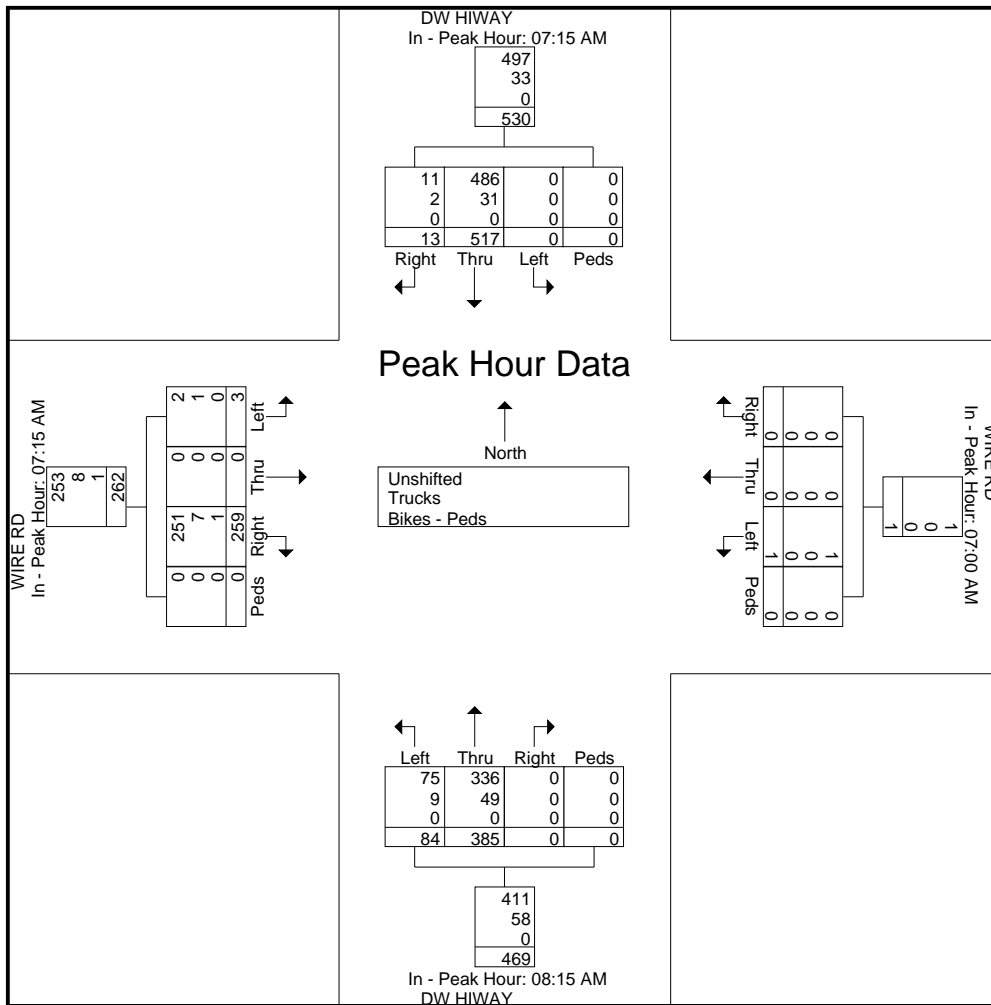
Page No : 5

Start Time	DW HIWAY From North					WIRE RD From East					DW HIWAY From South					WIRE RD From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	

Peak Hour Analysis From 07:00 AM to 10:30 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM					07:00 AM					08:15 AM					07:15 AM				
+0 mins.	4	140	0	0	144	0	0	0	0	0	0	109	23	0	132	76	0	0	0	76
+15 mins.	1	116	0	0	117	0	0	0	0	0	0	82	20	0	102	58	0	0	0	58
+30 mins.	6	133	0	0	139	0	0	0	0	0	0	102	20	0	122	52	0	0	0	52
+45 mins.	2	128	0	0	130	0	0	1	0	1	0	92	21	0	113	73	0	3	0	76
Total Volume	13	517	0	0	530	0	0	1	0	1	0	385	84	0	469	259	0	3	0	262
% App. Total	2.5	97.5	0	0		0	0	100	0		0	82.1	17.9	0		98.9	0	1.1	0	
PHF	.542	.923	.000	.000	.920	.000	.000	.250	.000	.250	.000	.883	.913	.000	.888	.852	.000	.250	.000	.862
Unshifted	11	486	0	0	497	0	0	1	0	1	0	336	75	0	411	251	0	2	0	253
% Unshifted	84.	94	0	0	93.8	0	0	100	0	100	0	87.	89.	0	87.6	96.	0	66.	0	96.6
Trucks	2	31	0	0	33	0	0	0	0	0	0	49	9	0	58	7	0	1	0	8
% Trucks	15.	6	0	0	6.2	0	0	0	0	0	0	12.	10.	0	12.4	2.7	0	33.	0	3.1
Bikes - Peds	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
% Bikes - Peds	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.4	0	0	0	0.4



Nashua Regional Planning Commission

30 Temple Street
Nashua, NH, 03060

Nashua Regional Planning Commission

30 Temple Street
Nashua, NH, 03060

Default Comments

File Name : Merrimack_WireRd_05142022_Saturday

Change These in The Preferences Window

Site Code : 00000000

Select File/Preference in the Main Scree

Start Date : 5/14/2022

Then Click the Comments Tab

Page No : 1

Groups Printed- Unshifted - Bank 1 - Bank 2

Start Time	DW HIWAYA From North					WIRE RD From East					DW HIWAYA From South					WIRE RD From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
11:00 AM	11	114	0	0	125	0	0	0	0	0	0	125	28	0	153	31	0	1	0	32	310
11:15 AM	8	120	0	0	128	0	0	0	0	0	0	110	30	0	140	36	0	1	0	37	305
11:30 AM	5	110	0	0	115	0	0	0	0	0	0	132	38	0	170	35	0	2	0	37	322
11:45 AM	3	135	0	0	138	0	0	0	0	0	0	114	27	0	141	33	0	1	0	34	313
Total	27	479	0	0	506	0	0	0	0	0	0	481	123	0	604	135	0	5	0	140	1250
12:00 PM	4	108	0	0	112	0	0	0	0	0	0	103	35	0	138	32	0	3	0	35	285
12:15 PM	10	135	0	0	145	0	0	0	0	0	0	131	30	0	161	30	0	1	0	31	337
12:30 PM	3	109	0	0	112	0	0	0	0	0	0	139	33	0	172	18	0	0	0	18	302
12:45 PM	4	131	0	0	135	0	0	0	0	0	0	111	26	0	137	31	0	3	0	34	306
Total	21	483	0	0	504	0	0	0	0	0	0	484	124	0	608	111	0	7	0	118	1230
01:00 PM	7	116	0	0	123	0	0	0	0	0	0	106	35	0	141	31	0	4	0	35	299
01:15 PM	5	132	0	0	137	0	0	0	0	0	0	115	25	0	140	25	0	3	0	28	305
01:30 PM	3	112	0	0	115	0	0	0	0	0	0	114	31	0	145	35	0	4	0	39	299
01:45 PM	2	112	0	0	114	0	0	0	0	0	0	143	24	0	167	27	0	2	0	29	310
Total	17	472	0	0	489	0	0	0	0	0	0	478	115	0	593	118	0	13	0	131	1213
Grand Total	65	1434	0	0	1499	0	0	0	0	0	0	1443	362	0	1805	364	0	25	0	389	3693
Apprch %	4.3	95.7	0	0		0	0	0	0		0	79.9	20.1	0		93.6	0	6.4	0		
Total %	1.8	38.8	0	0	40.6	0	0	0	0	0	0	39.1	9.8	0	48.9	9.9	0	0.7	0	10.5	
Unshifted	65	1396	0	0	1461	0	0	0	0	0	0	1400	331	0	1731	338	0	24	0	362	3554
% Unshifted	100	97.4	0	0	97.5	0	0	0	0	0	0	97	91.4	0	95.9	92.9	0	96	0	93.1	96.2
Bank 1	0	37	0	0	37	0	0	0	0	0	0	39	28	0	67	24	0	1	0	25	129
% Bank 1	0	2.6	0	0	2.5	0	0	0	0	0	0	2.7	7.7	0	3.7	6.6	0	4	0	6.4	3.5
Bank 2	0	1	0	0	1	0	0	0	0	0	0	4	3	0	7	2	0	0	0	2	10
% Bank 2	0	0.1	0	0	0.1	0	0	0	0	0	0	0.3	0.8	0	0.4	0.5	0	0	0	0.5	0.3

Nashua Regional Planning Commission

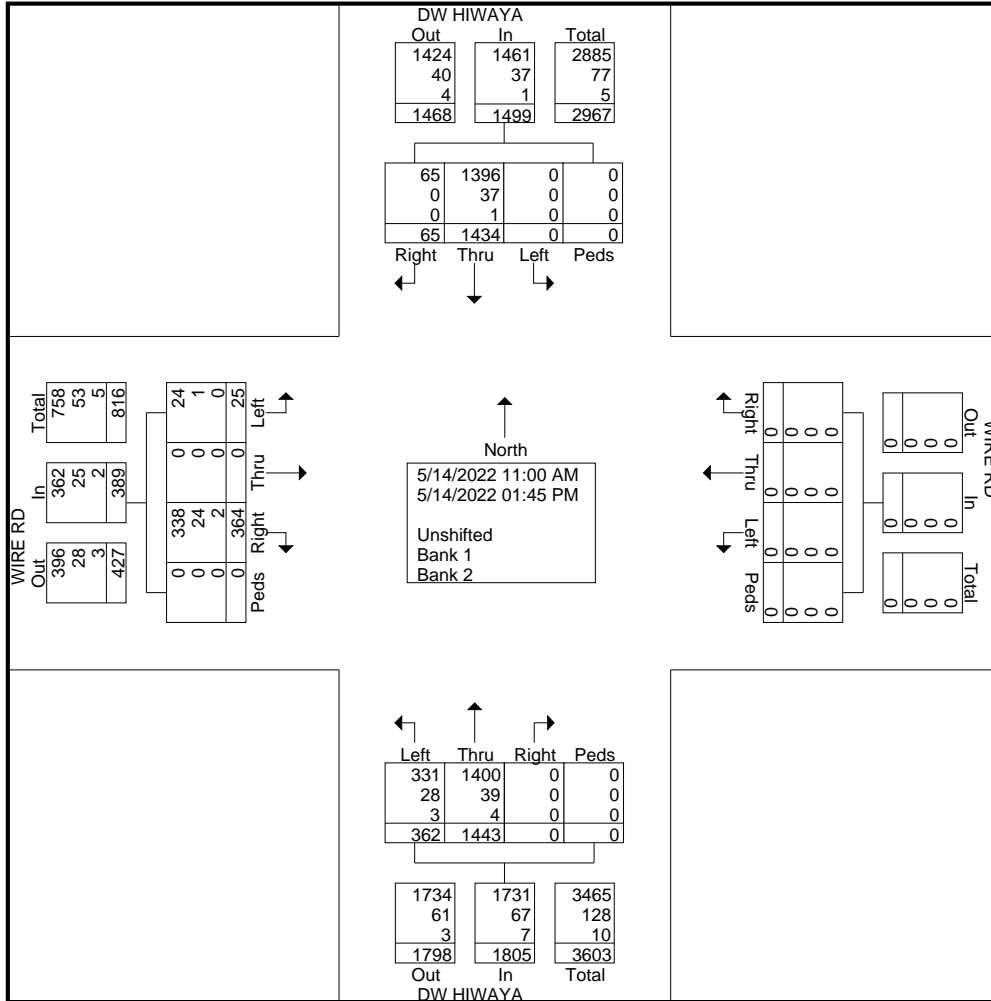
30 Temple Street
Nashua, NH, 03060

File Name : Merrimack_WireRd_05142022_Saturday

Site Code : 00000000

Start Date : 5/14/2022

Page No : 2



Nashua Regional Planning Commission

30 Temple Street
Nashua, NH, 03060

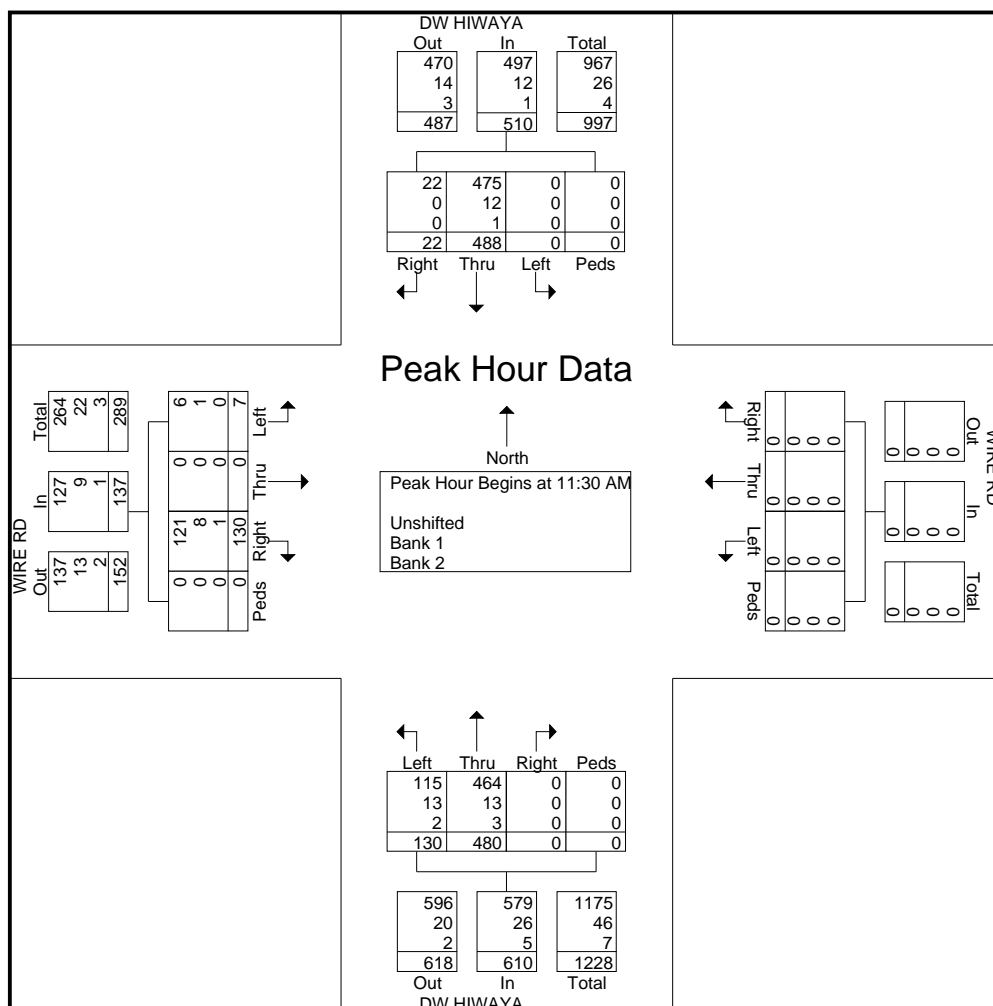
File Name : Merrimack_WireRd_05142022_Saturday

Site Code : 00000000

Start Date : 5/14/2022

Page No : 3

Start Time	DW HIWAYA From North					WIRE RD From East					DW HIWAYA From South					WIRE RD From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:30 AM																					
11:30 AM	5	110	0	0	115	0	0	0	0	0	0	132	38	0	170	35	0	2	0	37	322
11:45 AM	3	135	0	0	138	0	0	0	0	0	0	114	27	0	141	33	0	1	0	34	313
12:00 PM	4	108	0	0	112	0	0	0	0	0	0	103	35	0	138	32	0	3	0	35	285
12:15 PM	10	135	0	0	145	0	0	0	0	0	0	131	30	0	161	30	0	1	0	31	337
Total Volume	22	488	0	0	510	0	0	0	0	0	0	480	130	0	610	130	0	7	0	137	1257
% App. Total	4.3	95.7	0	0		0	0	0	0		0	78.7	21.3	0		94.9	0	5.1	0		
PHF	.550	.904	.000	.000	.879	.000	.000	.000	.000	.000	.000	.909	.855	.000	.897	.929	.000	.583	.000	.926	.932
Unshifted	22	475	0	0	497	0	0	0	0	0	0	464	115	0	579	121	0	6	0	127	1203
% Unshifted	100	97.3	0	0	97.5	0	0	0	0	0	0	96.7	88.5	0	94.9	93.1	0	85.7	0	92.7	95.7
Bank 1	0	12	0	0	12	0	0	0	0	0	0	13	13	0	26	8	0	1	0	9	47
% Bank 1	0	2.5	0	0	2.4	0	0	0	0	0	0	2.7	10.0	0	4.3	6.2	0	14.3	0	6.6	3.7
Bank 2	0	1	0	0	1	0	0	0	0	0	0	3	2	0	5	1	0	0	0	1	7
% Bank 2	0	0.2	0	0	0.2	0	0	0	0	0	0	0.6	1.5	0	0.8	0.8	0	0	0	0.7	0.6

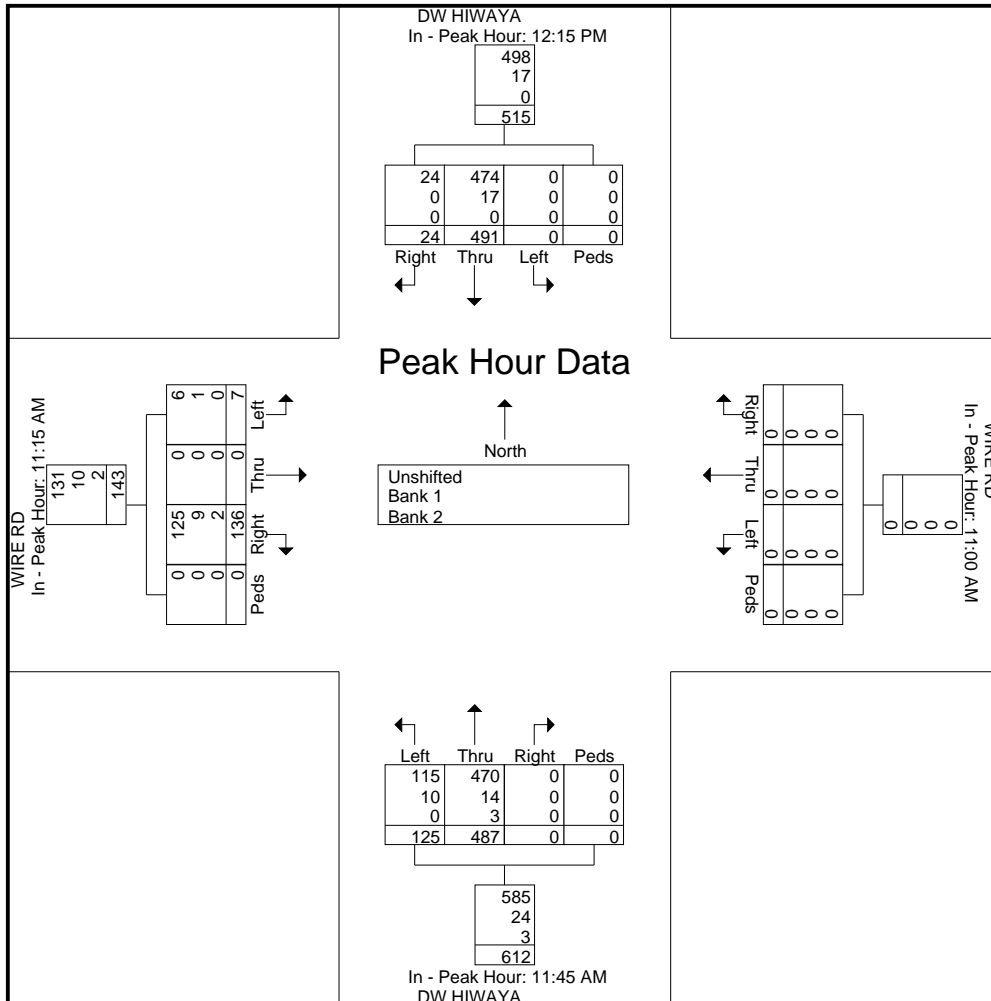


Nashua Regional Planning Commission

30 Temple Street
Nashua, NH, 03060

File Name : Merrimack_WireRd_05142022_Saturday
Site Code : 00000000
Start Date : 5/14/2022
Page No : 4

Start Time	DW HIWAYA From North					WIRE RD From East					DW HIWAYA From South					WIRE RD From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	12:15 PM					11:00 AM					11:45 AM					11:15 AM					
+0 mins.	10	135	0	0	145	0	0	0	0	0	0	114	27	0	141	36	0	1	0	37	
+15 mins.	3	109	0	0	112	0	0	0	0	0	0	103	35	0	138	35	0	2	0	37	
+30 mins.	4	131	0	0	135	0	0	0	0	0	0	131	30	0	161	33	0	1	0	34	
+45 mins.	7	116	0	0	123	0	0	0	0	0	0	139	33	0	172	32	0	3	0	35	
Total Volume	24	491	0	0	515	0	0	0	0	0	0	487	125	0	612	136	0	7	0	143	
% App. Total	4.7	95.3	0	0		0	0	0	0		0	79.6	20.4	0		95.1	0	4.9	0		
PHF	.600	.909	.000	.000	.888	.000	.000	.000	.000	.000	.000	.876	.893	.000	.890	.944	.000	.583	.000	.966	
Unshifted	24	474	0	0	498	0	0	0	0	0	0	470	115	0	585	125	0	6	0	131	
% Unshifted	100	96.	0	0	96.7	0	0	0	0	0	0	96.	92	0	95.6	91.	0	85.	0	91.6	
Bank 1	0	17	0	0	17	0	0	0	0	0	0	14	10	0	24	9	0	1	0	10	
% Bank 1	0	3.5	0	0	3.3	0	0	0	0	0	0	2.9	8	0	3.9	6.6	0	14.	0	7	
Bank 2	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	2	0	0	0	2	
% Bank 2	0	0	0	0	0	0	0	0	0	0	0	0.6	0	0	0.5	1.5	0	0	0	1.4	



Nashua Regional Planning Commission

30 Temple Street
Nashua, NH, 03060

Nashua Regional Planning Commission

30 Temple Street
Nashua, NH, 03060

Location: Twin Bridge Park Driveway
Town: Merrimack
Project: Wire Rd study
September, 2022

File Name : Merrimack_DW-Twin Bridge_0906022_7AM
Site Code : 00000000
Start Date : 9/6/2022
Page No : 1

Groups Printed- <= 4 Wheels

Start Time	DW HIWAY From North					TB PARK DRIVE WAY From East					DW HIWAY From South					TB PARK DRIVE WAY From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
09:30 AM	0	102	1	0	103	0	0	1	0	1	1	84	0	0	85	0	0	0	0	0	189
09:45 AM	0	114	0	0	114	1	0	1	0	2	1	97	0	0	98	0	0	0	0	0	214
Total	0	216	1	0	217	1	0	2	0	3	2	181	0	0	183	0	0	0	0	0	403
10:00 AM	0	94	0	0	94	1	0	1	0	2	1	97	0	0	98	0	0	0	0	0	194
10:15 AM	0	91	0	0	91	0	0	0	0	0	0	98	0	0	98	0	0	0	0	0	189
10:30 AM	0	113	0	0	113	1	0	1	0	2	2	76	0	0	78	0	0	0	0	0	193
10:45 AM	0	97	1	0	98	2	0	0	0	2	0	106	0	0	106	0	0	0	0	0	206
Total	0	395	1	0	396	4	0	2	0	6	3	377	0	0	380	0	0	0	0	0	782
11:00 AM	0	112	1	0	113	0	0	1	0	1	1	125	0	0	126	0	0	0	0	0	240
11:15 AM	0	111	2	0	113	0	0	0	0	0	0	96	0	0	96	0	0	0	0	0	209
11:30 AM	0	113	0	0	113	0	0	0	0	0	0	117	0	0	117	0	0	0	0	0	230
11:45 AM	0	130	1	0	131	0	0	0	0	0	0	104	0	0	104	0	0	0	0	0	235
Total	0	466	4	0	470	0	0	1	0	1	1	442	0	0	443	0	0	0	0	0	914
12:00 PM	0	127	0	0	127	0	0	0	0	0	0	110	0	0	110	0	0	0	0	0	237
12:15 PM	0	127	0	0	127	1	0	0	0	1	1	124	0	0	125	0	0	0	0	0	253
12:30 PM	0	115	0	0	115	1	0	0	0	1	0	108	0	0	108	0	0	0	0	0	224
12:45 PM	0	121	0	0	121	0	0	0	0	0	0	128	0	0	128	0	0	0	0	0	249
Total	0	490	0	0	490	2	0	0	0	2	1	470	0	0	471	0	0	0	0	0	963
01:00 PM	0	117	0	0	117	0	0	1	0	1	0	129	0	0	129	0	0	0	0	0	247
01:15 PM	0	116	0	0	116	0	0	1	0	1	2	107	0	0	109	0	0	0	0	0	226
01:30 PM	0	113	1	0	114	0	0	0	0	0	0	136	0	0	136	0	0	0	0	0	250
01:45 PM	0	139	1	0	140	0	0	0	0	0	0	121	0	0	121	0	0	0	0	0	261
Total	0	485	2	0	487	0	0	2	0	2	2	493	0	0	495	0	0	0	0	0	984
02:00 PM	0	106	0	0	106	1	0	0	0	1	0	117	0	0	117	0	0	0	0	0	224
02:15 PM	0	134	0	0	134	1	0	0	0	1	1	150	0	0	151	0	0	0	0	0	286
02:30 PM	0	131	0	0	131	0	0	0	0	0	2	203	0	0	205	0	0	0	0	0	336
02:45 PM	0	121	0	0	121	1	0	0	0	1	0	186	0	0	186	0	0	0	0	0	308
Total	0	492	0	0	492	3	0	0	0	3	3	656	0	0	659	0	0	0	0	0	1154
03:00 PM	0	113	0	0	113	0	0	0	0	0	1	199	0	0	200	0	0	0	0	0	313
03:15 PM	0	128	2	0	130	1	0	0	0	1	0	136	0	0	136	0	0	0	0	0	267
03:30 PM	0	126	0	0	126	0	0	0	0	0	0	181	0	0	181	0	0	0	0	0	307
03:45 PM	0	164	0	0	164	1	0	0	0	1	0	170	0	0	170	0	0	0	0	0	335
Total	0	531	2	0	533	2	0	0	0	2	1	686	0	0	687	0	0	0	0	0	1222
04:00 PM	0	162	0	0	162	0	0	0	0	0	0	193	0	0	193	0	0	0	0	0	355
04:15 PM	0	159	1	0	160	0	0	0	0	0	0	177	0	0	177	0	0	0	0	0	337
04:30 PM	0	156	2	0	158	1	0	1	0	2	0	188	0	0	188	0	0	0	0	0	348
04:45 PM	0	163	1	0	164	0	0	0	0	0	0	188	0	0	188	0	0	0	0	0	352
Total	0	640	4	0	644	1	0	1	0	2	0	746	0	0	746	0	0	0	0	0	1392
05:00 PM	0	165	1	0	166	0	0	0	0	0	0	186	0	0	186	0	0	0	0	0	352
05:15 PM	0	158	0	0	158	0	0	2	0	2	1	218	0	0	219	0	0	0	0	0	379
05:30 PM	0	174	0	0	174	0	0	0	0	0	0	181	0	0	181	0	0	0	0	0	355
05:45 PM	0	161	0	0	161	2	0	1	0	3	2	195	0	0	197	0	0	0	0	0	361
Total	0	658	1	0	659	2	0	3	0	5	3	780	0	0	783	0	0	0	0	0	1447

Nashua Regional Planning Commission

30 Temple Street
Nashua, NH, 03060

File Name : Merrimack_DW-Twin Bridge_0906022_7AM

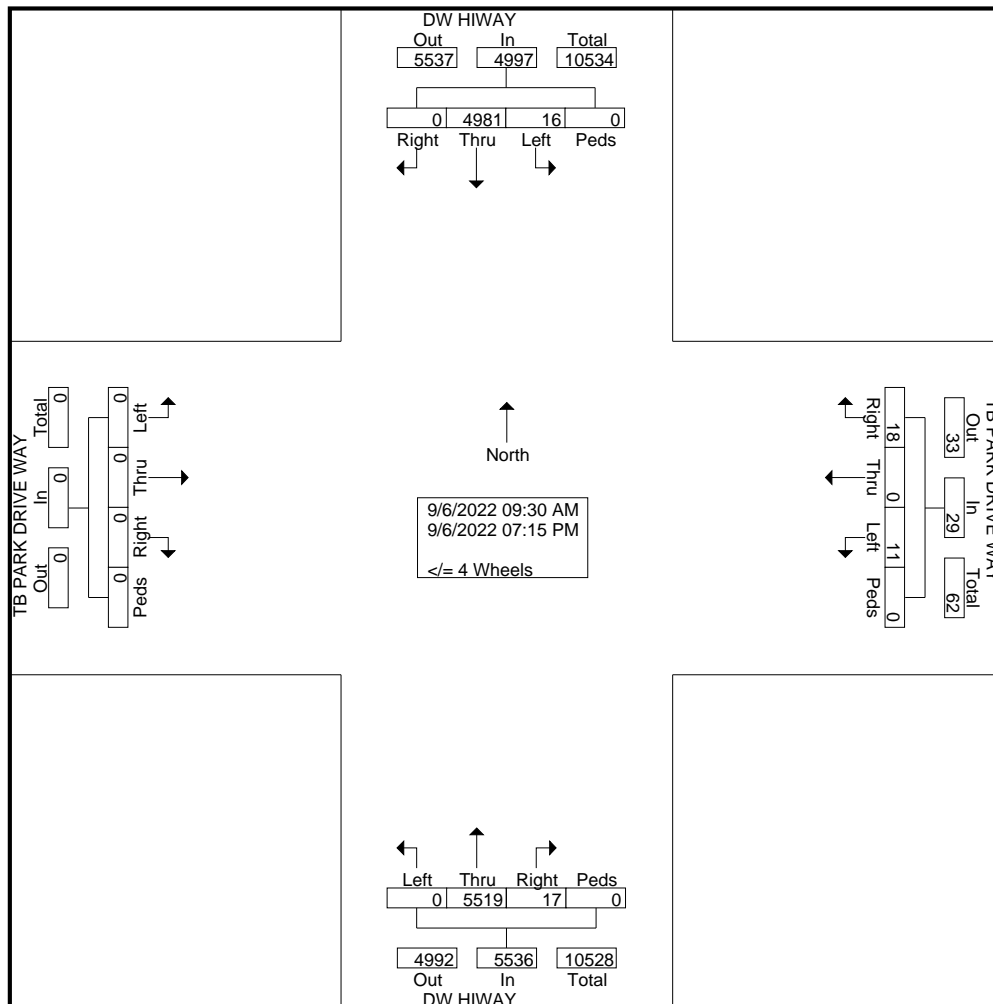
Site Code : 00000000

Start Date : 9/6/2022

Page No : 2

Groups Printed- <= 4 Wheels

Start Time	DW HIWAY From North					TB PARK DRIVE WAY From East					DW HIWAY From South					TB PARK DRIVE WAY From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:00 PM	0	116	0	0	116	1	0	0	0	1	0	147	0	0	147	0	0	0	0	0	264
06:15 PM	0	136	1	0	137	1	0	0	0	1	0	129	0	0	129	0	0	0	0	0	267
06:30 PM	0	97	0	0	97	1	0	0	0	1	1	122	0	0	123	0	0	0	0	0	221
06:45 PM	0	96	0	0	96	0	0	0	0	0	0	117	0	0	117	0	0	0	0	0	213
Total	0	445	1	0	446	3	0	0	0	3	1	515	0	0	516	0	0	0	0	0	965
07:00 PM	0	99	0	0	99	0	0	0	0	0	0	99	0	0	99	0	0	0	0	0	198
07:15 PM	0	64	0	0	64	0	0	0	0	0	0	74	0	0	74	0	0	0	0	0	138
Grand Total	0	4981	16	0	4997	18	0	11	0	29	17	5519	0	0	5536	0	0	0	0	0	10562
Apprch %	0	99.7	0.3	0		62.1	0	37.9	0		0.3	99.7	0	0		0	0	0	0	0	
Total %	0	47.2	0.2	0	47.3	0.2	0	0.1	0	0.3	0.2	52.3	0	0	52.4	0	0	0	0	0	



Nashua Regional Planning Commission

30 Temple Street
Nashua, NH, 03060

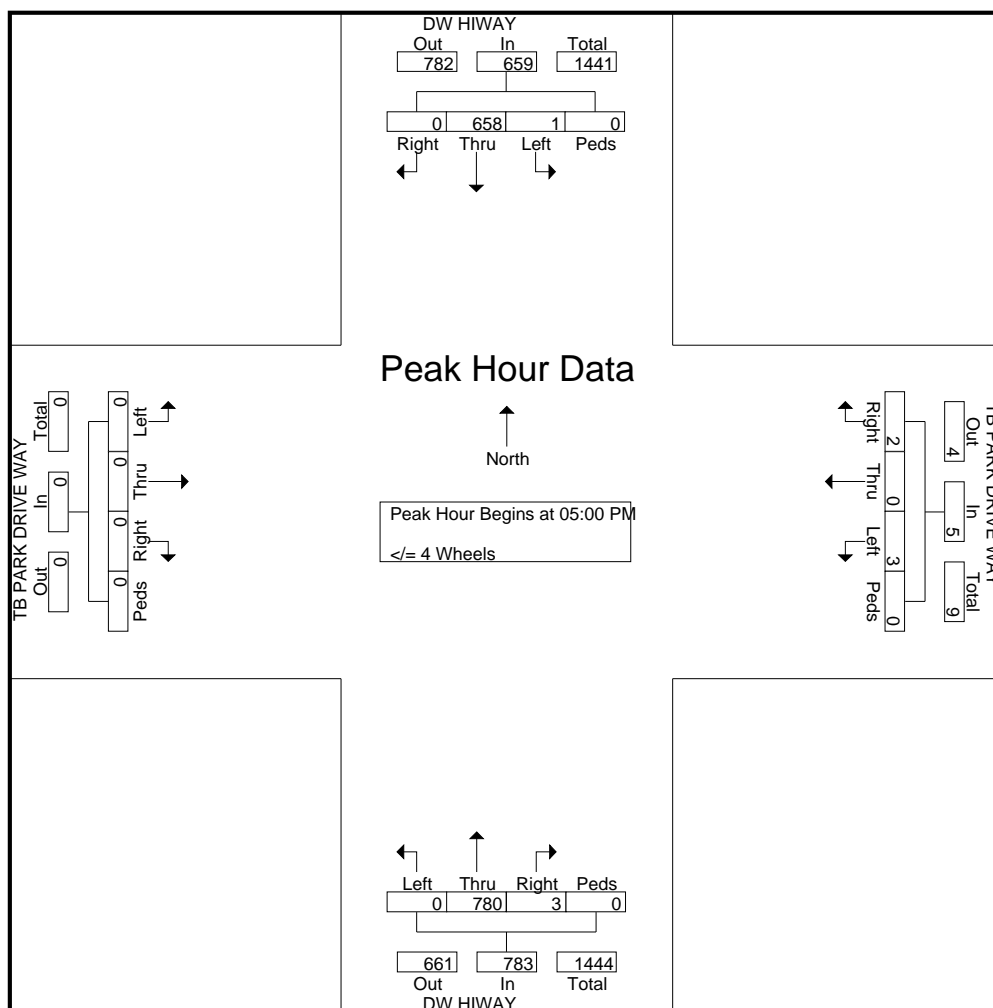
File Name : Merrimack_DW-Twin Bridge_0906022_7AM

Site Code : 00000000

Start Date : 9/6/2022

Page No : 3

Start Time	DW HIWAY From North					TB PARK DRIVE WAY From East					DW HIWAY From South					TB PARK DRIVE WAY From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 09:30 AM to 07:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	165	1	0	166	0	0	0	0	0	0	186	0	0	186	0	0	0	0	0	352
05:15 PM	0	158	0	0	158	0	0	2	0	2	1	218	0	0	219	0	0	0	0	0	379
05:30 PM	0	174	0	0	174	0	0	0	0	0	0	181	0	0	181	0	0	0	0	0	355
05:45 PM	0	161	0	0	161	2	0	1	0	3	2	195	0	0	197	0	0	0	0	0	361
Total Volume	0	658	1	0	659	2	0	3	0	5	3	780	0	0	783	0	0	0	0	0	1447
% App. Total	0	99.8	0.2	0		40	0	60	0		0.4	99.6	0	0		0	0	0	0		
PHF	.000	.945	.250	.000	.947	.250	.000	.375	.000	.417	.375	.894	.000	.000	.894	.000	.000	.000	.000	.000	.954

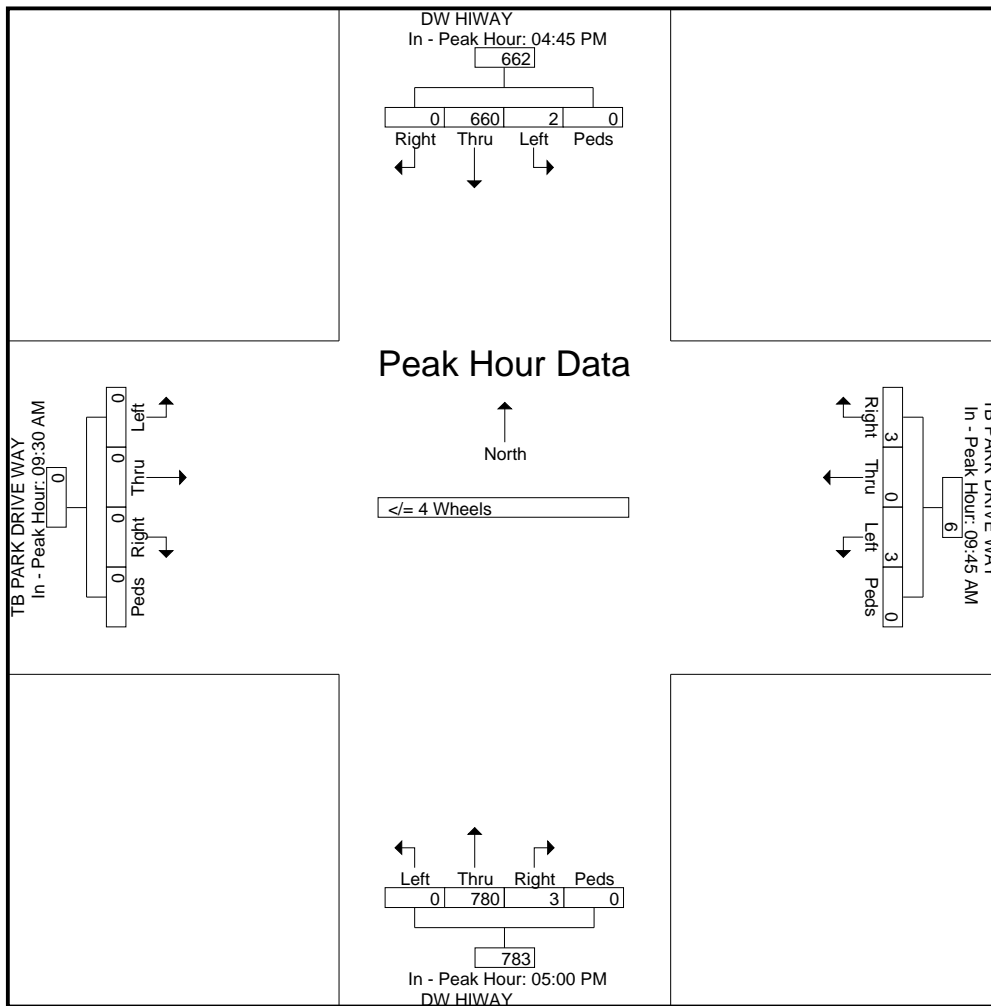


Nashua Regional Planning Commission

30 Temple Street
Nashua, NH, 03060

File Name : Merrimack_DW-Twin Bridge_0906022_7AM
Site Code : 00000000
Start Date : 9/6/2022
Page No : 4

Start Time	DW HIWAY From North					TB PARK DRIVE WAY From East					DW HIWAY From South					TB PARK DRIVE WAY From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 09:30 AM to 07:15 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	04:45 PM					09:45 AM					05:00 PM					09:30 AM					
+0 mins.	0	163	1	0	164	1	0	1	0	2	0	186	0	0	186	0	0	0	0	0	0
+15 mins.	0	165	1	0	166	1	0	1	0	2	1	218	0	0	219	0	0	0	0	0	0
+30 mins.	0	158	0	0	158	0	0	0	0	0	0	181	0	0	181	0	0	0	0	0	0
+45 mins.	0	174	0	0	174	1	0	1	0	2	2	195	0	0	197	0	0	0	0	0	0
Total Volume	0	660	2	0	662	3	0	3	0	6	3	780	0	0	783	0	0	0	0	0	0
% App. Total	0	99.7	0.3	0		50	0	50	0		0.4	99.6	0	0		0	0	0	0		
PHF	.000	.948	.500	.000	.951	.750	.000	.750	.000	.750	.375	.894	.000	.000	.894	.000	.000	.000	.000	.000	



Nashua Regional Planning Commission

30 Temple Street
Nashua, NH, 03060

File Name : Merrimack_DW-Twin Bridge_0906022_7AM

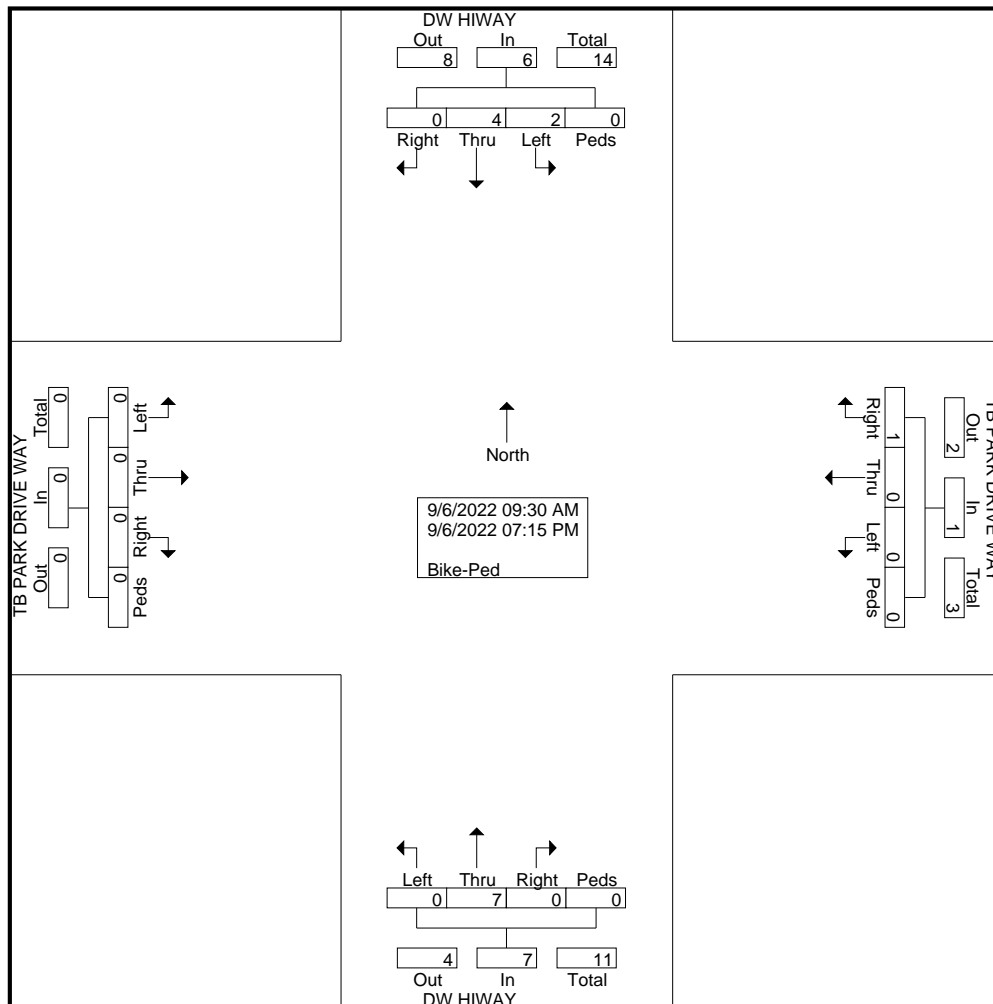
Site Code : 00000000

Start Date : 9/6/2022

Page No : 2

Groups Printed- Ped

Start Time	DW HIWAY From North					TB PARK DRIVE WAY From East					DW HIWAY From South					TB PARK DRIVE WAY From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 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	3	0	0	3	0	0	0	0	0	0
07:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	4	2	0	6	1	0	0	0	1	0	7	0	0	7	0	0	0	0	0	14
Apprch %	0	66.7	33.3	0		100	0	0	0		0	100	0	0		0	0	0	0		
Total %	0	28.6	14.3	0	42.9	7.1	0	0	0	7.1	0	50	0	0	50	0	0	0	0	0	



Nashua Regional Planning Commission

30 Temple Street
Nashua, NH, 03060

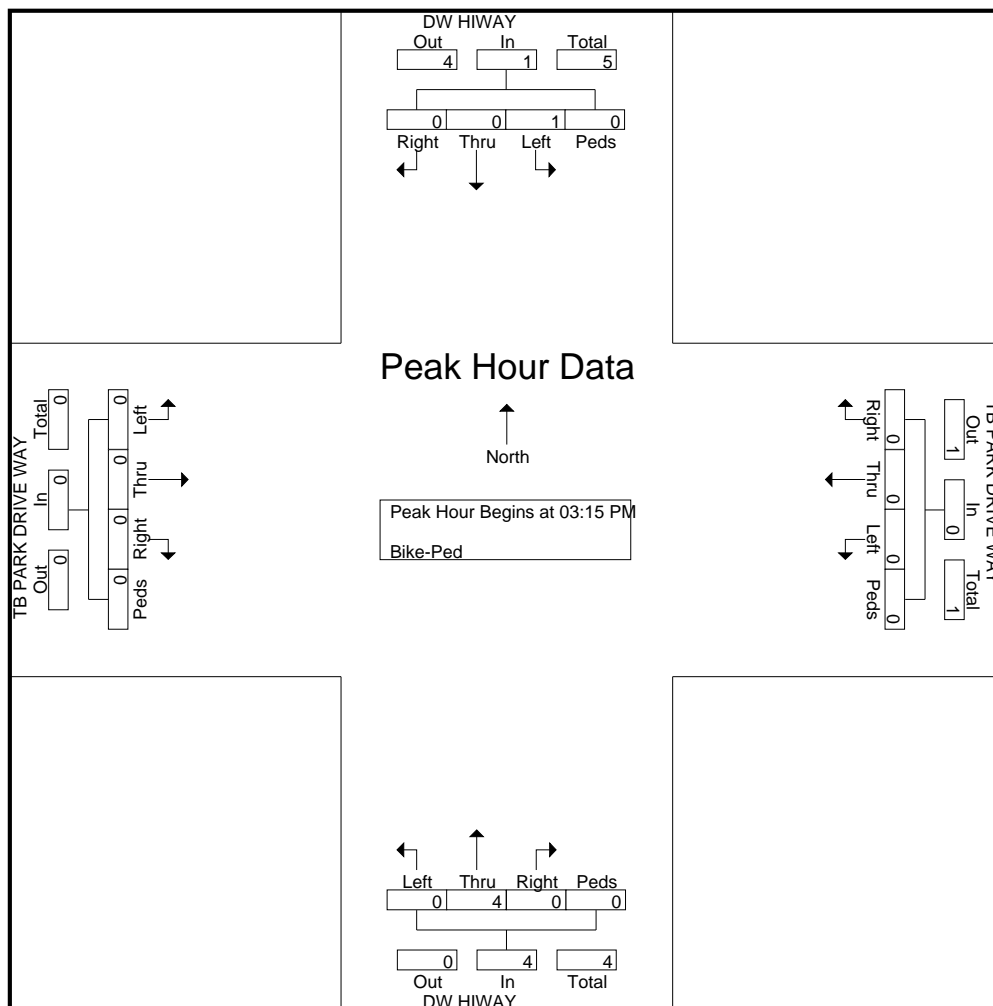
File Name : Merrimack_DW-Twin Bridge_0906022_7AM

Site Code : 00000000

Start Date : 9/6/2022

Page No : 3

Start Time	DW HIWAY From North					TB PARK DRIVE WAY From East					DW HIWAY From South					TB PARK DRIVE WAY From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 09:30 AM to 07:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:15 PM																					
03:15 PM	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total Volume	0	0	1	0	1	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	5
% App. Total	0	0	100	0		0	0	0	0		0	100	0	0		0	0	0	0		
PHF	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.500	.000	.000	.500	.000	.000	.000	.000	.000	.625

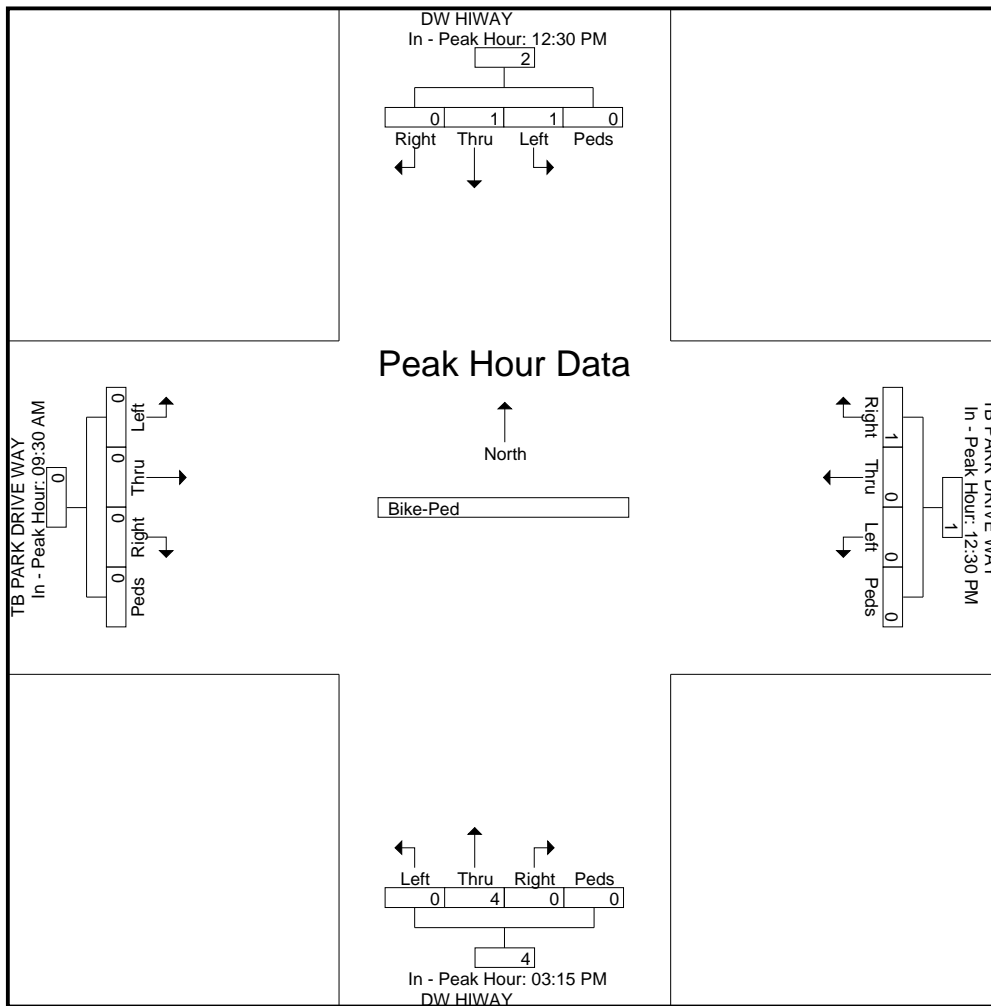


Nashua Regional Planning Commission

30 Temple Street
Nashua, NH, 03060

File Name : Merrimack_DW-Twin Bridge_0906022_7AM
Site Code : 00000000
Start Date : 9/6/2022
Page No : 4

Start Time	DW HIWAY From North					TB PARK DRIVE WAY From East					DW HIWAY From South					TB PARK DRIVE WAY From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 09:30 AM to 07:15 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	12:30 PM					12:30 PM					03:15 PM					09:30 AM					
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
+15 mins.	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0
+45 mins.	0	1	0	0	1	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0
Total Volume	0	1	1	0	2	1	0	0	0	1	0	4	0	0	4	0	0	0	0	0	0
% App. Total	0	50	50	0		100	0	0	0		0	100	0	0		0	0	0	0		
PHF	.000	.250	.250	.000	.500	.250	.000	.000	.000	.250	.000	.500	.000	.000	.500	.000	.000	.000	.000	.000	



Nashua Regional Planning Commission

30 Temple Street
Nashua, NH, 03060

Location: Twin Bridge Park Driveway
Town: Merrimack
Project: Wire Rd study
September, 2022

File Name : Merrimack_DW-Twin Bridge_0906022_7AM
Site Code : 00000000
Start Date : 9/6/2022
Page No : 1

Groups Printed- > 4 Wheels

Start Time	DW HIWAY From North					TB PARK DRIVE WAY From East					DW HIWAY From South					TB PARK DRIVE WAY From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
09:30 AM	0	3	0	0	3	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	8
09:45 AM	0	5	0	0	5	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	9
Total	0	8	0	0	8	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	17
10:00 AM	0	8	0	0	8	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	11
10:15 AM	0	8	0	0	8	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	12
10:30 AM	0	5	0	0	5	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	8
10:45 AM	0	11	1	0	12	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	14
Total	0	32	1	0	33	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	45
11:00 AM	0	9	0	0	9	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	15
11:15 AM	0	6	0	0	6	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	10
11:30 AM	0	7	0	0	7	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	12
11:45 AM	0	7	0	0	7	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	15
Total	0	29	0	0	29	0	0	0	0	0	0	23	0	0	23	0	0	0	0	0	52
12:00 PM	0	6	0	0	6	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	13
12:15 PM	0	4	0	0	4	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	8
12:30 PM	0	2	0	0	2	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	7
12:45 PM	0	8	0	0	8	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	15
Total	0	20	0	0	20	0	0	0	0	0	0	23	0	0	23	0	0	0	0	0	43
01:00 PM	0	5	0	0	5	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	11
01:15 PM	0	12	0	0	12	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	17
01:30 PM	0	5	0	0	5	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	11
01:45 PM	0	20	0	0	20	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	21
Total	0	42	0	0	42	0	0	0	0	0	0	18	0	0	18	0	0	0	0	0	60
02:00 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
02:15 PM	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	7
02:30 PM	0	1	0	0	1	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	10
02:45 PM	0	4	0	0	4	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	10
Total	0	9	0	0	9	0	0	0	0	0	0	21	0	0	21	0	0	0	0	0	30
03:00 PM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4
03:15 PM	0	3	1	0	4	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	8
03:30 PM	0	4	0	0	4	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	14
03:45 PM	0	4	0	0	4	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	15
Total	0	12	1	0	13	0	0	0	0	0	0	28	0	0	28	0	0	0	0	0	41
04:00 PM	0	5	0	0	5	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	13
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	10
04:30 PM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
04:45 PM	0	1	0	0	1	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	6
Total	0	9	0	0	9	0	0	0	0	0	0	24	0	0	24	0	0	0	0	0	33
05:00 PM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	4
05:45 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
Total	0	4	0	0	4	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	12

Nashua Regional Planning Commission

30 Temple Street
Nashua, NH, 03060

File Name : Merrimack_DW-Twin Bridge_0906022_7AM

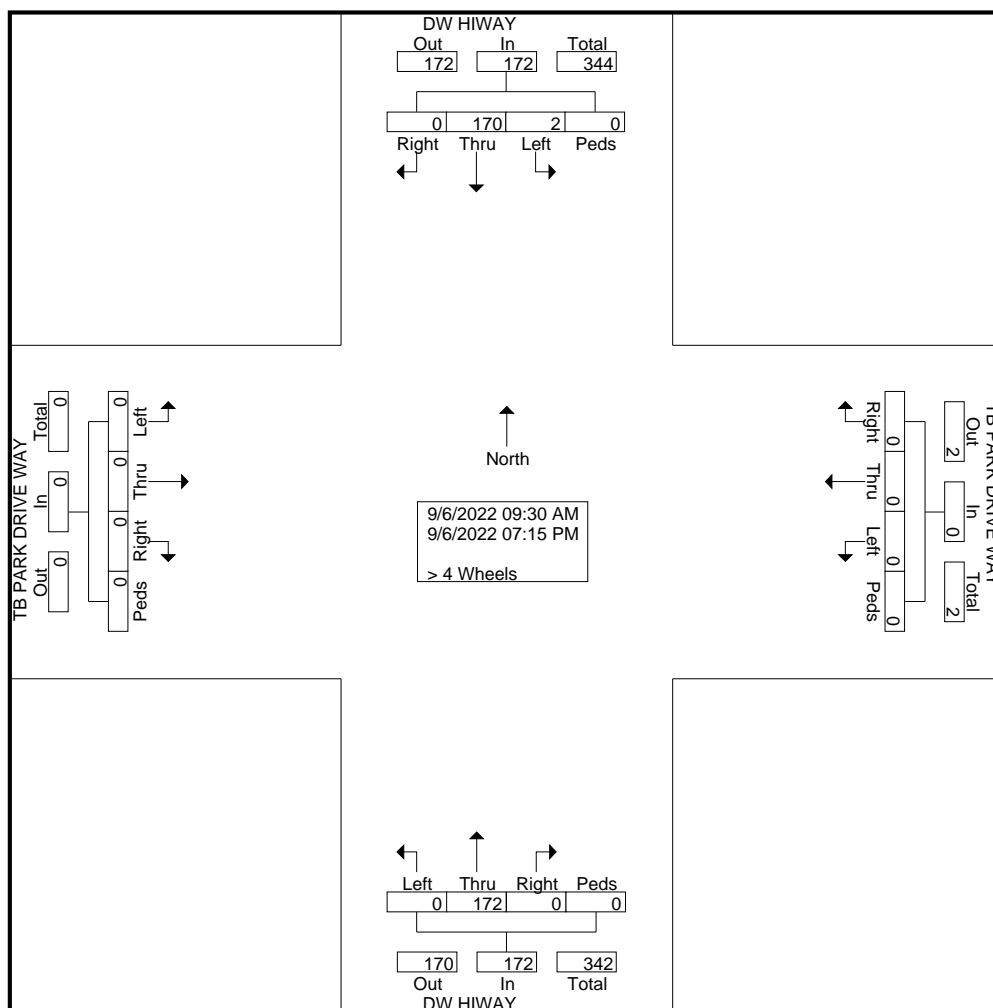
Site Code : 00000000

Start Date : 9/6/2022

Page No : 2

Groups Printed - > 4 Wheels

Start Time	DW HIWAY From North					TB PARK DRIVE WAY From East					DW HIWAY From South					TB PARK DRIVE WAY From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:00 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0
06:15 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
06:30 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0
Total	0	5	0	0	5	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	10
07:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
07:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	170	2	0	172	0	0	0	0	0	0	172	0	0	172	0	0	0	0	0	344
Apprch %	0	98.8	1.2	0		0	0	0	0		0	100	0	0		0	0	0	0		
Total %	0	49.4	0.6	0	50	0	0	0	0	0	0	50	0	0	50	0	0	0	0	0	0



Nashua Regional Planning Commission

30 Temple Street
Nashua, NH, 03060

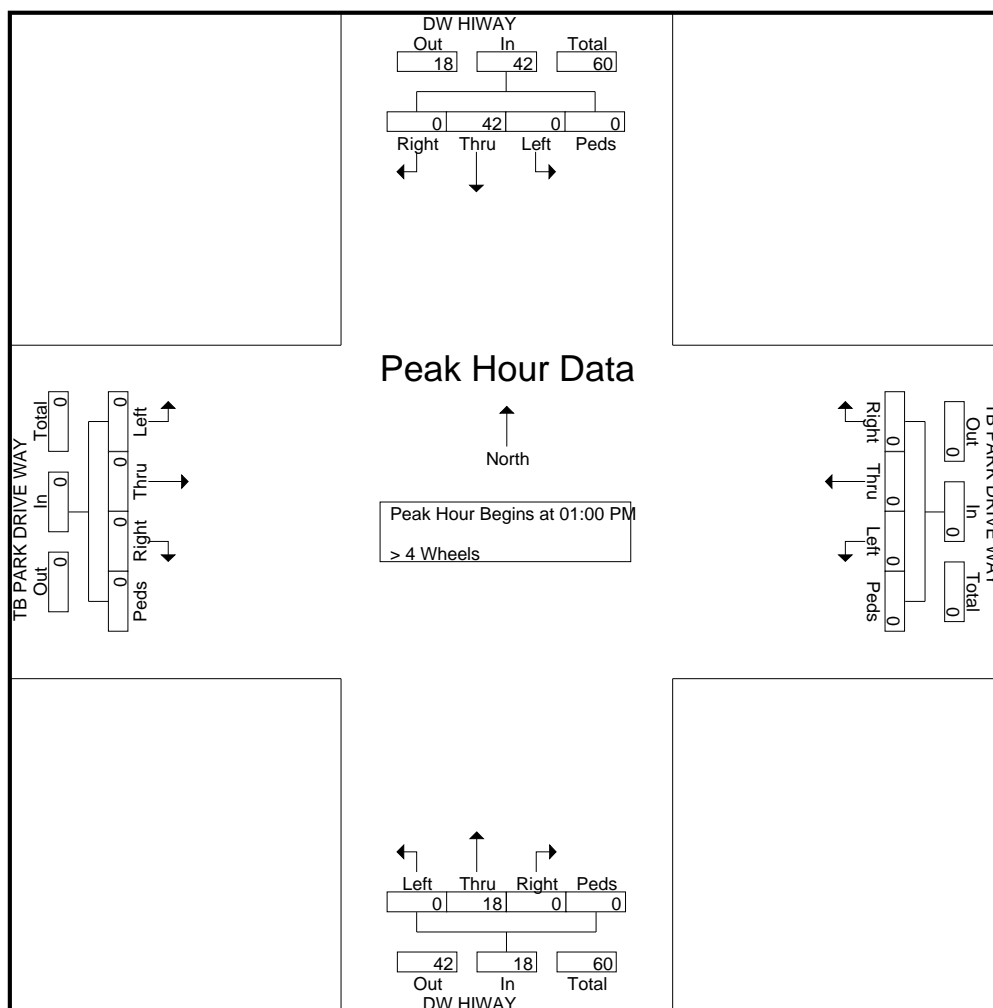
File Name : Merrimack_DW-Twin Bridge_0906022_7AM

Site Code : 00000000

Start Date : 9/6/2022

Page No : 3

Start Time	DW HIWAY From North					TB PARK DRIVE WAY From East					DW HIWAY From South					TB PARK DRIVE WAY From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 09:30 AM to 07:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 01:00 PM																					
01:00 PM	0	5	0	0	5	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	11
01:15 PM	0	12	0	0	12	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	17
01:30 PM	0	5	0	0	5	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	11
01:45 PM	0	20	0	0	20	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	21
Total Volume	0	42	0	0	42	0	0	0	0	0	0	18	0	0	18	0	0	0	0	0	60
% App. Total	0	100	0	0		0	0	0	0		0	100	0	0		0	0	0	0		
PHF	.000	.525	.000	.000	.525	.000	.000	.000	.000	.000	.000	.750	.000	.000	.750	.000	.000	.000	.000	.000	.714



Nashua Regional Planning Commission

30 Temple Street
Nashua, NH, 03060

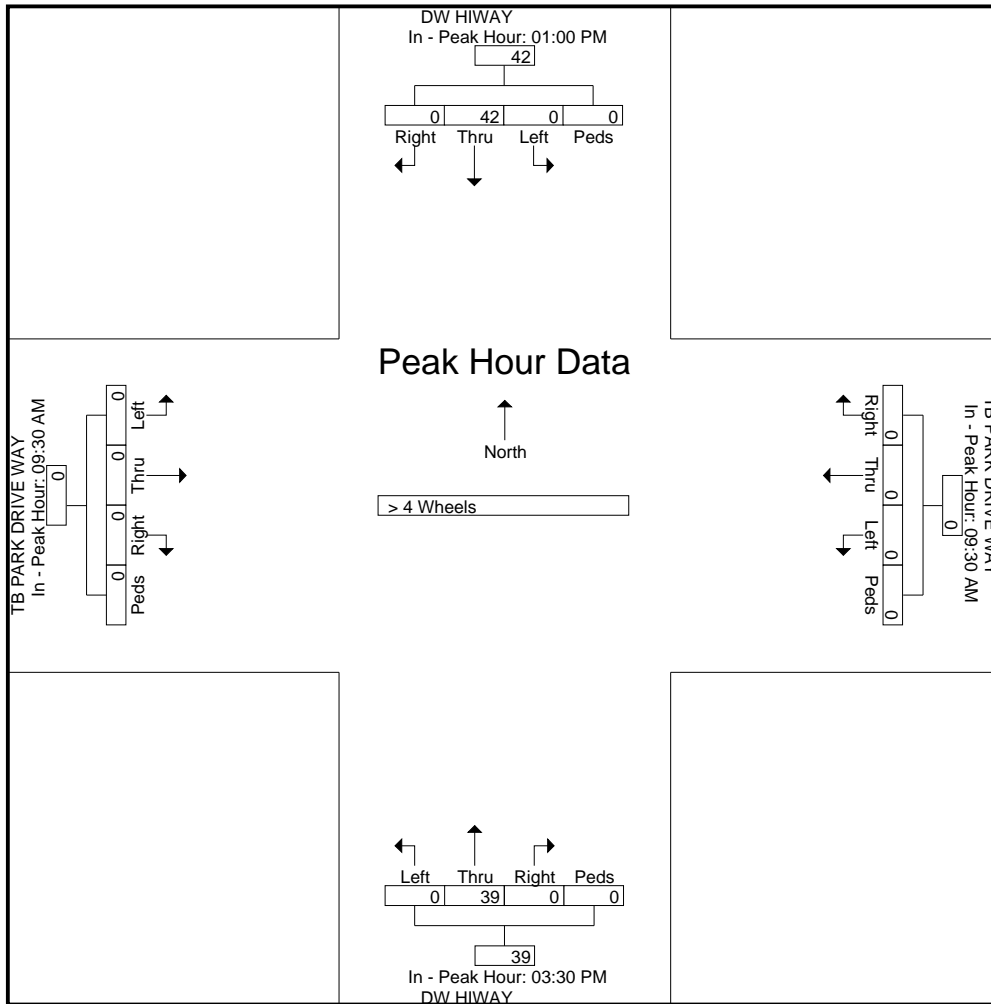
File Name : Merrimack_DW-Twin Bridge_0906022_7AM
Site Code : 00000000
Start Date : 9/6/2022
Page No : 4

Start Time	DW HIWAY From North					TB PARK DRIVE WAY From East					DW HIWAY From South					TB PARK DRIVE WAY From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	

Peak Hour Analysis From 09:30 AM to 07:15 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	01:00 PM					09:30 AM					03:30 PM					09:30 AM				
+0 mins.	0	5	0	0	5	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0
+15 mins.	0	12	0	0	12	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0
+30 mins.	0	5	0	0	5	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0
+45 mins.	0	20	0	0	20	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0
Total Volume	0	42	0	0	42	0	0	0	0	0	0	39	0	0	39	0	0	0	0	0
% App. Total	0	100	0	0		0	0	0	0		0	100	0	0		0	0	0	0	
PHF	.000	.525	.000	.000	.525	.000	.000	.000	.000	.000	.000	.886	.000	.000	.886	.000	.000	.000	.000	.000



Nashua Regional Planning Commission

30 Temple Street
Nashua, NH, 03060

Location: DW Hiway-Twin Bridge Drive File Name : Merrimack_DW-Twin Bridge_0917022_Saturday
 Town: Merrimack Site Code : 00000000
 Project: signal warrant Start Date : 9/17/2022
 September, 2022 Page No : 1

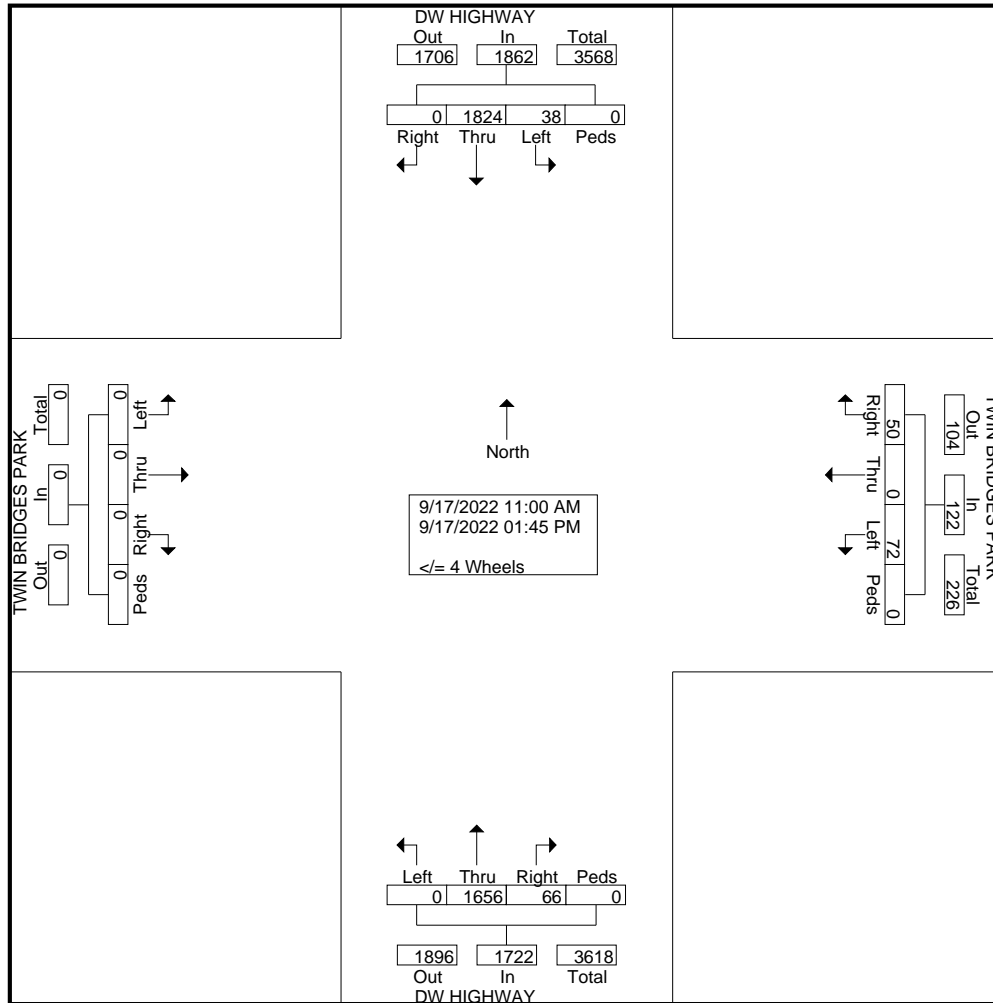
Groups Printed- <= 4 Wheels

Start Time	DW HIGHWAY From North					TWIN BRIDGES PARK From East					DW HIGHWAY From South					TWIN BRIDGES PARK From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
11:00 AM	0	171	5	0	176	3	0	2	0	5	7	131	0	0	138	0	0	0	0	0	319
11:15 AM	0	162	4	0	166	2	0	2	0	4	2	144	0	0	146	0	0	0	0	0	316
11:30 AM	0	167	3	0	170	2	0	4	0	6	4	111	0	0	115	0	0	0	0	0	291
11:45 AM	0	152	6	0	158	19	0	17	0	36	9	116	0	0	125	0	0	0	0	0	319
Total	0	652	18	0	670	26	0	25	0	51	22	502	0	0	524	0	0	0	0	0	1245
12:00 PM	0	172	2	0	174	4	0	14	0	18	10	143	0	0	153	0	0	0	0	0	345
12:15 PM	0	126	5	0	131	3	0	8	0	11	8	145	0	0	153	0	0	0	0	0	295
12:30 PM	0	167	7	0	174	5	0	8	0	13	11	145	0	0	156	0	0	0	0	0	343
12:45 PM	0	155	1	0	156	2	0	4	0	6	4	133	0	0	137	0	0	0	0	0	299
Total	0	620	15	0	635	14	0	34	0	48	33	566	0	0	599	0	0	0	0	0	1282
01:00 PM	0	151	0	0	151	4	0	2	0	6	2	140	0	0	142	0	0	0	0	0	299
01:15 PM	0	123	1	0	124	2	0	3	0	5	0	143	0	0	143	0	0	0	0	0	272
01:30 PM	0	133	2	0	135	1	0	3	0	4	2	169	0	0	171	0	0	0	0	0	310
01:45 PM	0	145	2	0	147	3	0	5	0	8	7	136	0	0	143	0	0	0	0	0	298
Total	0	552	5	0	557	10	0	13	0	23	11	588	0	0	599	0	0	0	0	0	1179
Grand Total	0	1824	38	0	1862	50	0	72	0	122	66	1656	0	0	1722	0	0	0	0	0	3706
Apprch %	0	98	2	0		41	0	59	0		3.8	96.2	0	0		0	0	0	0		
Total %	0	49.2	1	0	50.2	1.3	0	1.9	0	3.3	1.8	44.7	0	0	46.5	0	0	0	0	0	

Nashua Regional Planning Commission

30 Temple Street
Nashua, NH, 03060

File Name : Merrimack_DW-Twin Bridge_0917022_Saturday
Site Code : 00000000
Start Date : 9/17/2022
Page No : 2



Nashua Regional Planning Commission

30 Temple Street
Nashua, NH, 03060

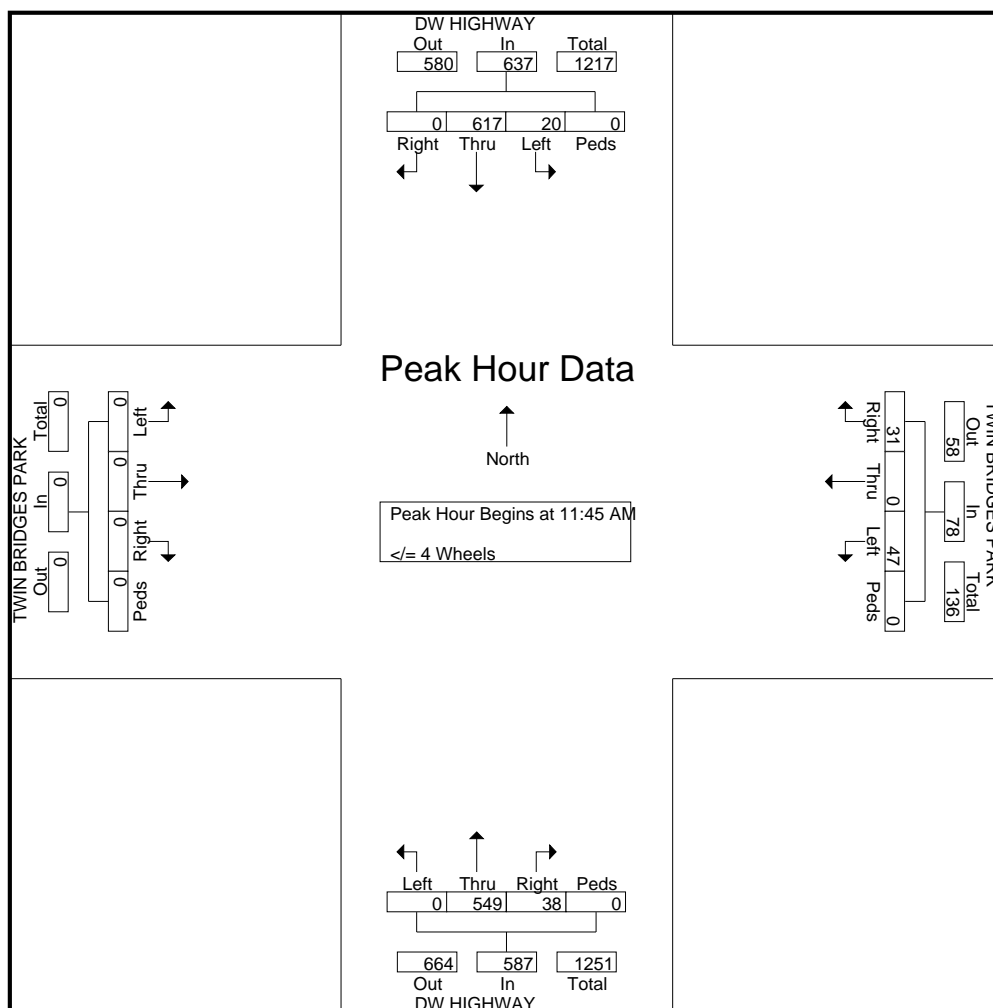
File Name : Merrimack_DW-Twin Bridge_0917022_Saturday

Site Code : 00000000

Start Date : 9/17/2022

Page No : 3

Start Time	DW HIGHWAY From North					TWIN BRIDGES PARK From East					DW HIGHWAY From South					TWIN BRIDGES PARK From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:45 AM																					
11:45 AM	0	152	6	0	158	19	0	17	0	36	9	116	0	0	125	0	0	0	0	0	319
12:00 PM	0	172	2	0	174	4	0	14	0	18	10	143	0	0	153	0	0	0	0	0	345
12:15 PM	0	126	5	0	131	3	0	8	0	11	8	145	0	0	153	0	0	0	0	0	295
12:30 PM	0	167	7	0	174	5	0	8	0	13	11	145	0	0	156	0	0	0	0	0	343
Total Volume	0	617	20	0	637	31	0	47	0	78	38	549	0	0	587	0	0	0	0	0	1302
% App. Total	0	96.9	3.1	0		39.7	0	60.3	0		6.5	93.5	0	0		0	0	0	0		
PHF	.000	.897	.714	.000	.915	.408	.000	.691	.000	.542	.864	.947	.000	.000	.941	.000	.000	.000	.000	.000	.943



Nashua Regional Planning Commission

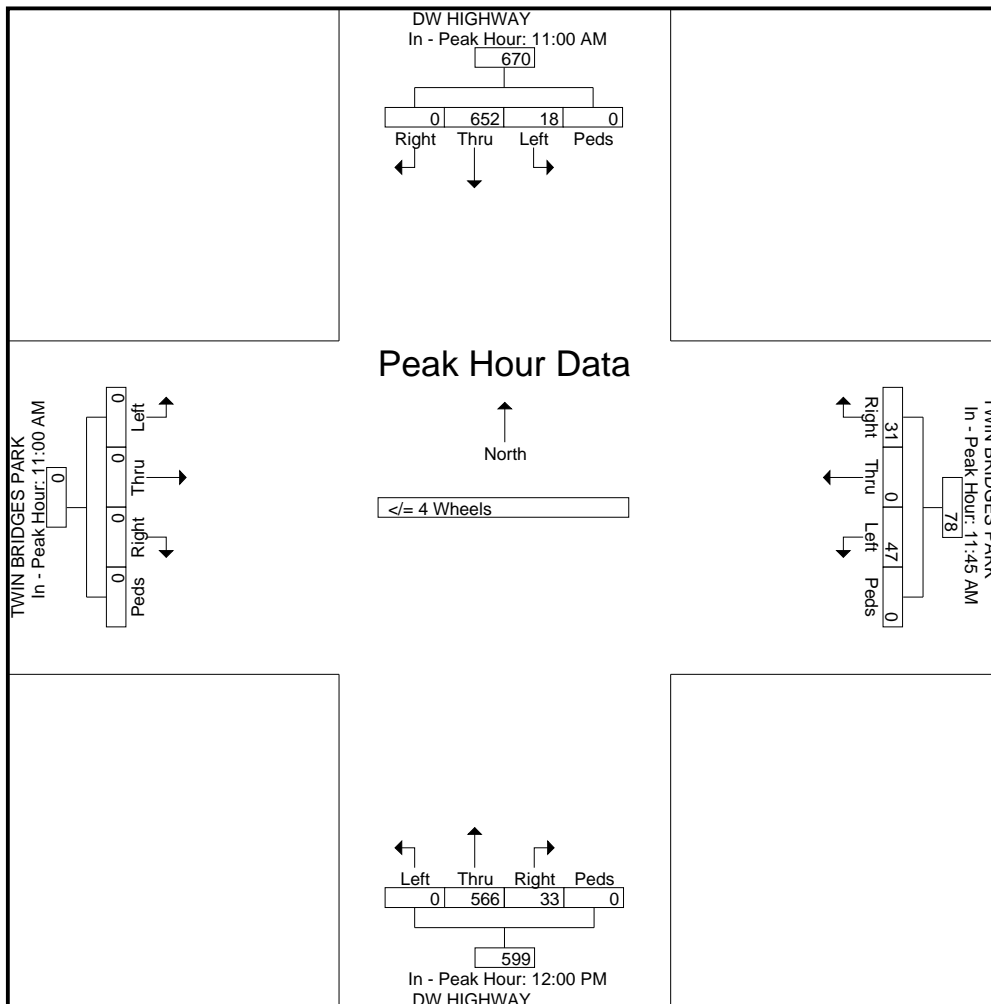
30 Temple Street
Nashua, NH, 03060

File Name : Merrimack_DW-Twin Bridge_0917022_Saturday
Site Code : 00000000
Start Date : 9/17/2022
Page No : 4

Start Time	DW HIGHWAY From North					TWIN BRIDGES PARK From East					DW HIGHWAY From South					TWIN BRIDGES PARK From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	

Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	11:00 AM					11:45 AM					12:00 PM					11:00 AM				
+0 mins.	0	171	5	0	176	19	0	17	0	36	10	143	0	0	153	0	0	0	0	0
+15 mins.	0	162	4	0	166	4	0	14	0	18	8	145	0	0	153	0	0	0	0	0
+30 mins.	0	167	3	0	170	3	0	8	0	11	11	145	0	0	156	0	0	0	0	0
+45 mins.	0	152	6	0	158	5	0	8	0	13	4	133	0	0	137	0	0	0	0	0
Total Volume	0	652	18	0	670	31	0	47	0	78	33	566	0	0	599	0	0	0	0	0
% App. Total	0	97.3	2.7	0		39.7	0	60.3	0		5.5	94.5	0	0		0	0	0	0	
PHF	.000	.953	.750	.000	.952	.408	.000	.691	.000	.542	.750	.976	.000	.000	.960	.000	.000	.000	.000	.000



Nashua Regional Planning Commission

30 Temple Street
Nashua, NH, 03060

Location: DW Hiway-Twin Bridge Drive File Name : Merrimack_DW-Twin Bridge_0917022_Saturday
 Town: Merrimack Site Code : 00000000
 Project: signal warrant Start Date : 9/17/2022
 September, 2022 Page No : 1

Groups Printed- <= 4 Wheels - > 4 Wheels

Start Time	DW HIGHWAY From North					TWIN BRIDGES PARK From East					DW HIGHWAY From South					TWIN BRIDGES PARK From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
11:00 AM	0	177	5	0	182	4	0	2	0	6	7	134	0	0	141	0	0	0	0	0	329
11:15 AM	0	164	4	0	168	2	0	2	0	4	2	144	0	0	146	0	0	0	0	0	318
11:30 AM	0	171	3	0	174	3	0	4	0	7	5	113	0	0	118	0	0	0	0	0	299
11:45 AM	0	155	6	0	161	19	0	17	0	36	9	123	0	0	132	0	0	0	0	0	329
Total	0	667	18	0	685	28	0	25	0	53	23	514	0	0	537	0	0	0	0	0	1275
12:00 PM	0	174	2	0	176	4	0	14	0	18	10	147	0	0	157	0	0	0	0	0	351
12:15 PM	0	131	6	0	137	3	0	8	0	11	8	148	0	0	156	0	0	0	0	0	304
12:30 PM	0	171	7	0	178	5	0	8	0	13	11	147	0	0	158	0	0	0	0	0	349
12:45 PM	0	160	1	0	161	2	0	4	0	6	4	135	0	0	139	0	0	0	0	0	306
Total	0	636	16	0	652	14	0	34	0	48	33	577	0	0	610	0	0	0	0	0	1310
01:00 PM	0	153	0	0	153	4	0	2	0	6	2	144	0	0	146	0	0	0	0	0	305
01:15 PM	0	127	1	0	128	2	0	3	0	5	0	145	0	0	145	0	0	0	0	0	278
01:30 PM	0	141	3	0	144	1	0	4	0	5	2	174	0	0	176	0	0	0	0	0	325
01:45 PM	0	150	2	0	152	3	0	5	0	8	7	139	0	0	146	0	0	0	0	0	306
Total	0	571	6	0	577	10	0	14	0	24	11	602	0	0	613	0	0	0	0	0	1214
Grand Total	0	1874	40	0	1914	52	0	73	0	125	67	1693	0	0	1760	0	0	0	0	0	3799
Apprch %	0	97.9	2.1	0		41.6	0	58.4	0		3.8	96.2	0	0		0	0	0	0		
Total %	0	49.3	1.1	0	50.4	1.4	0	1.9	0	3.3	1.8	44.6	0	0	46.3	0	0	0	0	0	
<= 4 Wheels	0	1824	38	0	1862	50	0	72	0	122	66	1656	0	0	1722	0	0	0	0	0	3706
% <= 4 Wheels	0	97.3	95	0	97.3	96.2	0	98.6	0	97.6	98.5	97.8	0	0	97.8	0	0	0	0	0	97.6
> 4 Wheels	0	50	2	0	52	2	0	1	0	3	1	37	0	0	38	0	0	0	0	0	93
% > 4 Wheels	0	2.7	5	0	2.7	3.8	0	1.4	0	2.4	1.5	2.2	0	0	2.2	0	0	0	0	0	2.4

Nashua Regional Planning Commission

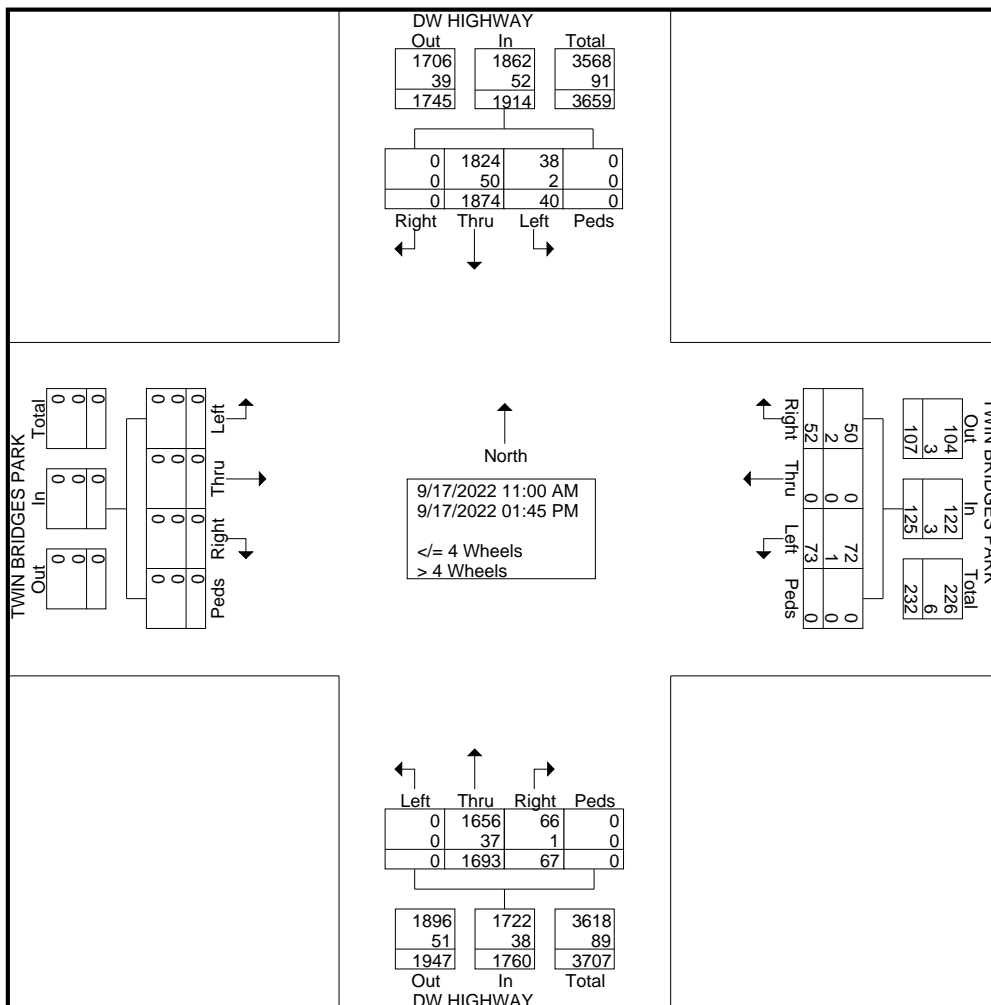
30 Temple Street
Nashua, NH, 03060

File Name : Merrimack_DW-Twin Bridge_0917022_Saturday

Site Code : 00000000

Start Date : 9/17/2022

Page No : 2



Nashua Regional Planning Commission

30 Temple Street
Nashua, NH, 03060

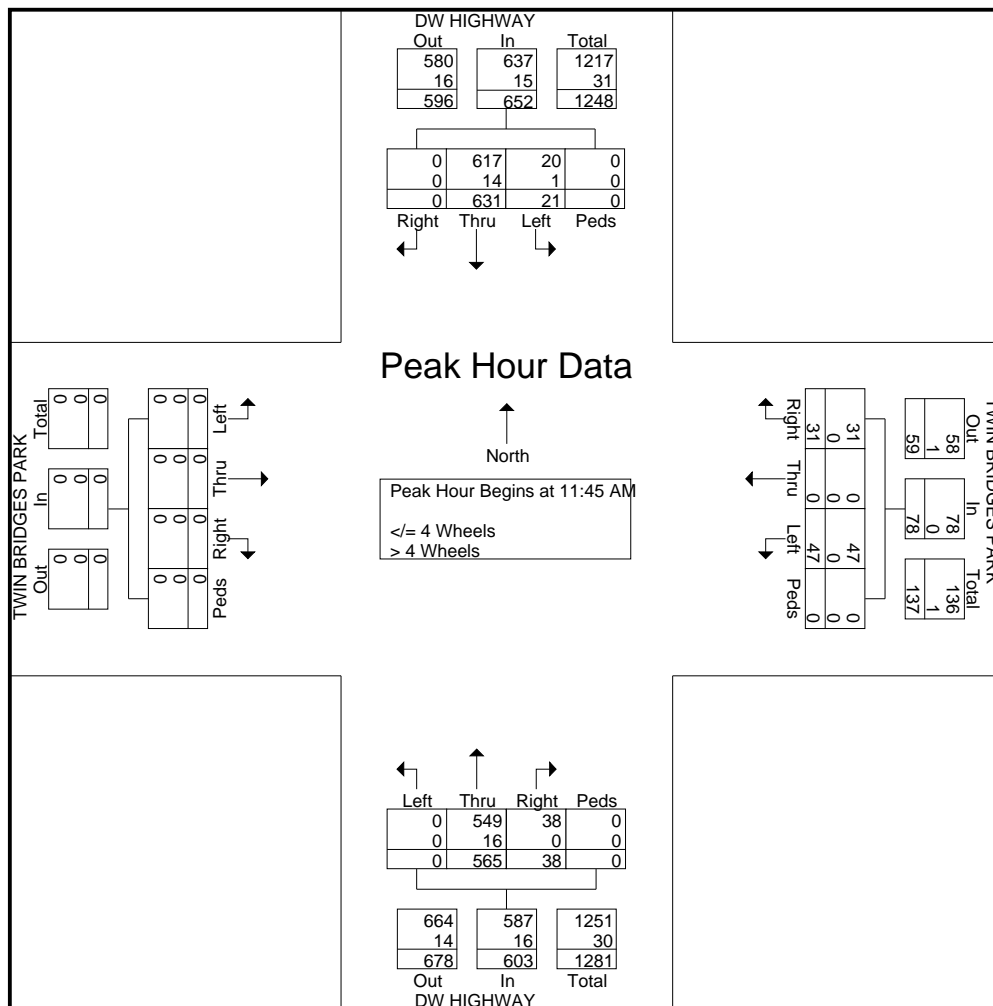
File Name : Merrimack_DW-Twin Bridge_0917022_Saturday

Site Code : 00000000

Start Date : 9/17/2022

Page No : 3

Start Time	DW HIGHWAY From North					TWIN BRIDGES PARK From East					DW HIGHWAY From South					TWIN BRIDGES PARK From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:45 AM																					
11:45 AM	0	155	6	0	161	19	0	17	0	36	9	123	0	0	132	0	0	0	0	0	329
12:00 PM	0	174	2	0	176	4	0	14	0	18	10	147	0	0	157	0	0	0	0	0	351
12:15 PM	0	131	6	0	137	3	0	8	0	11	8	148	0	0	156	0	0	0	0	0	304
12:30 PM	0	171	7	0	178	5	0	8	0	13	11	147	0	0	158	0	0	0	0	0	349
Total Volume	0	631	21	0	652	31	0	47	0	78	38	565	0	0	603	0	0	0	0	0	1333
% App. Total	0	96.8	3.2	0		39.7	0	60.3	0		6.3	93.7	0	0		0	0	0	0		
PHF	.000	.907	.750	.000	.916	.408	.000	.691	.000	.542	.864	.954	.000	.000	.954	.000	.000	.000	.000	.000	.949
<= 4 Wheels	0	617	20	0	637	31	0	47	0	78	38	549	0	0	587	0	0	0	0	0	1302
% <= 4 Wheels	0	97.8	95.2	0	97.7	100	0	100	0	100	100	97.2	0	0	97.3	0	0	0	0	0	97.7
> 4 Wheels	0	14	1	0	15	0	0	0	0	0	0	16	0	0	16	0	0	0	0	0	31
% > 4 Wheels	0	2.2	4.8	0	2.3	0	0	0	0	0	0	2.8	0	0	2.7	0	0	0	0	0	2.3



Nashua Regional Planning Commission

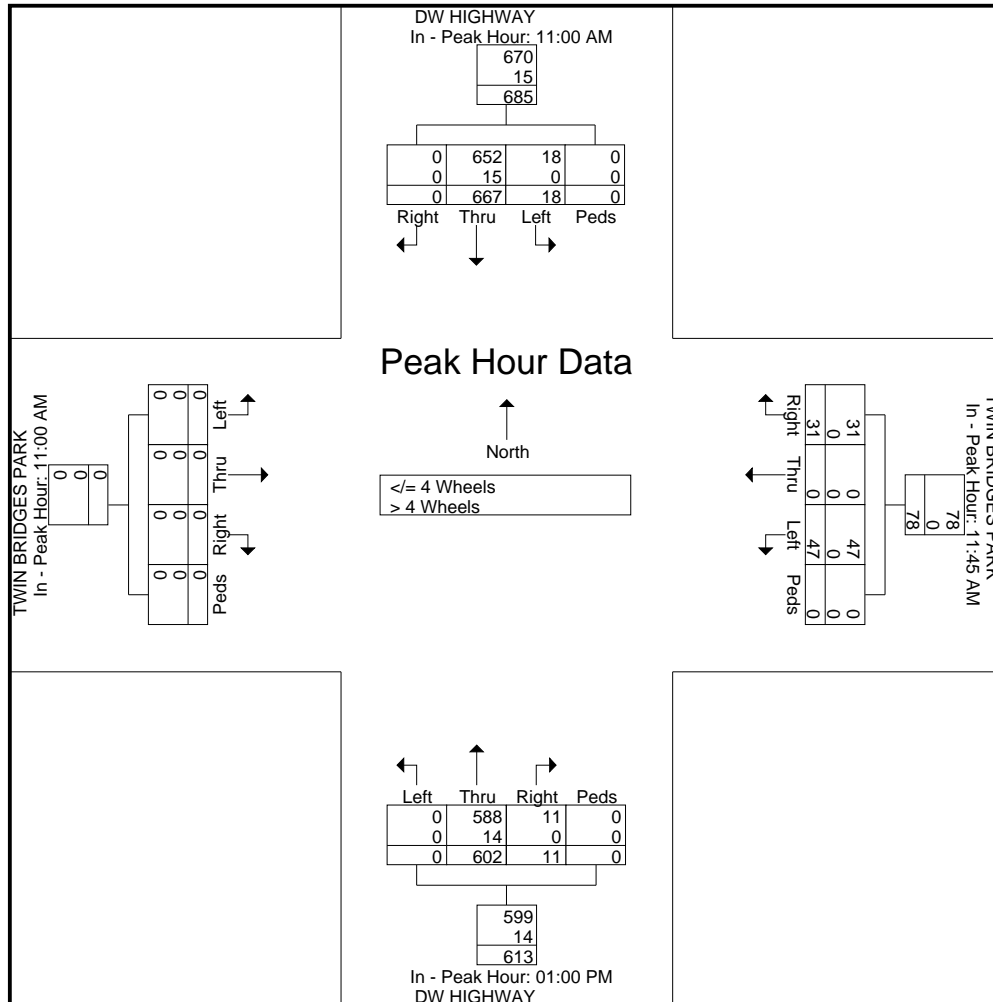
30 Temple Street
Nashua, NH, 03060

File Name : Merrimack_DW-Twin Bridge_0917022_Saturday
Site Code : 00000000
Start Date : 9/17/2022
Page No : 4

Start Time	DW HIGHWAY From North					TWIN BRIDGES PARK From East					DW HIGHWAY From South					TWIN BRIDGES PARK From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	

Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	11:00 AM					11:45 AM					01:00 PM					11:00 AM				
+0 mins.	0	177	5	0	182	19	0	17	0	36	2	144	0	0	146	0	0	0	0	0
+15 mins.	0	164	4	0	168	4	0	14	0	18	0	145	0	0	145	0	0	0	0	0
+30 mins.	0	171	3	0	174	3	0	8	0	11	2	174	0	0	176	0	0	0	0	0
+45 mins.	0	155	6	0	161	5	0	8	0	13	7	139	0	0	146	0	0	0	0	0
Total Volume	0	667	18	0	685	31	0	47	0	78	11	602	0	0	613	0	0	0	0	0
% App. Total	0	97.4	2.6	0		39.7	0	60.3	0		1.8	98.2	0	0		0	0	0	0	
PHF	.000	.942	.750	.000	.941	.408	.000	.691	.000	.542	.393	.865	.000	.000	.871	.000	.000	.000	.000	.000
<= 4 Wheels	0	652	18	0	670	31	0	47	0	78	11	588	0	0	599	0	0	0	0	0
% <= 4 Wheels	0	97.8	100	0	97.8	100	0	100	0	100	100	97.7	0	0	97.7	0	0	0	0	0
> 4 Wheels	0	15	0	0	15	0	0	0	0	0	0	14	0	0	14	0	0	0	0	0
% > 4 Wheels	0	2.2	0	0	2.2	0	0	0	0	0	0	2.3	0	0	2.3	0	0	0	0	0



Nashua Regional Planning Commission

30 Temple Street
Nashua, NH, 03060

Location: DW Hiway-Twin Bridge Drive File Name : Merrimack_DW-Twin Bridge_0917022_Saturday
 Town: Merrimack Site Code : 00000000
 Project: signal warrant Start Date : 9/17/2022
 September, 2022 Page No : 1

Groups Printed- ped

Start Time	DW HIGHWAY From North					TWIN BRIDGES PARK From East					DW HIGHWAY From South					TWIN BRIDGES PARK From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0
12:00 PM	0	2	1	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5
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	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	0	3	1	0	4	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	9
01:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 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	1	0	0	0	1	0	0	0	0	0	1
Grand Total	0	3	1	0	4	0	0	0	0	0	1	7	0	0	8	0	0	0	0	0	12
Apprch %	0	75	25	0		0	0	0	0		12.5	87.5	0	0		0	0	0	0		
Total %	0	25	8.3	0	33.3	0	0	0	0		8.3	58.3	0	0	66.7	0	0	0	0		

Nashua Regional Planning Commission

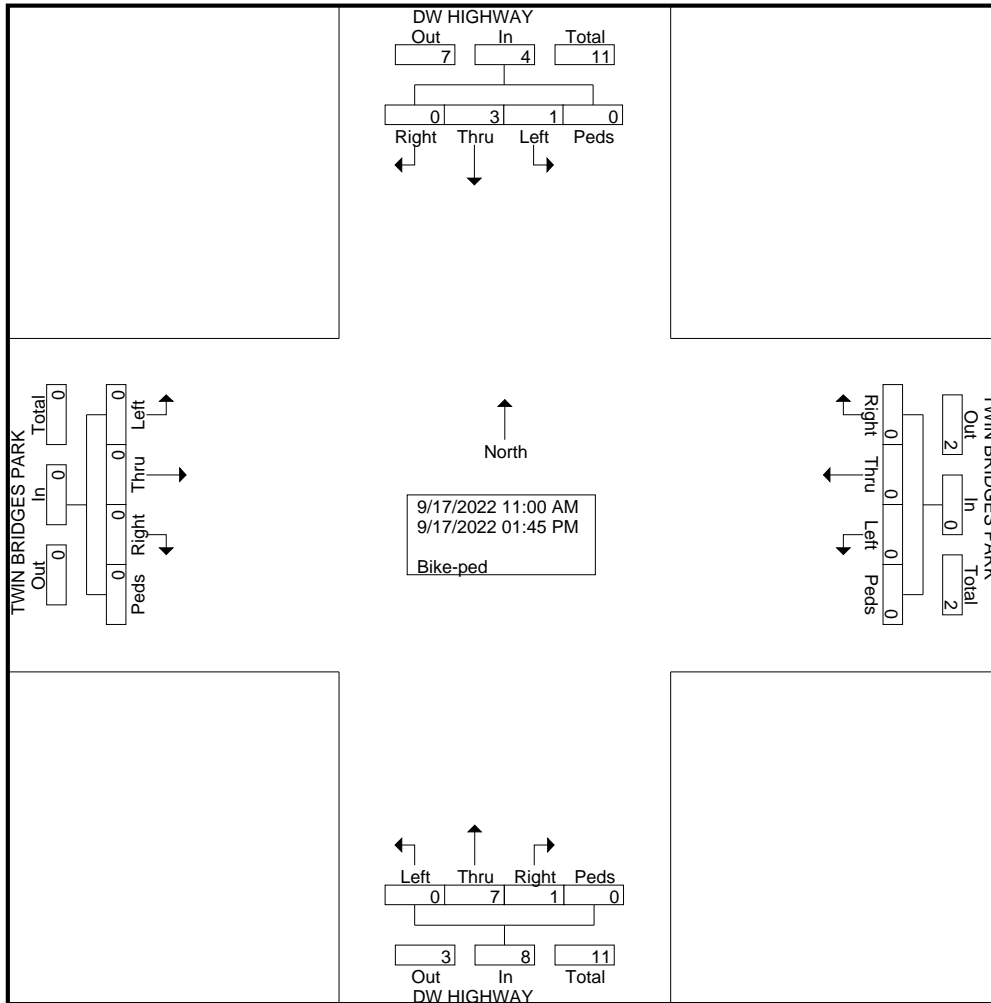
30 Temple Street
Nashua, NH, 03060

File Name : Merrimack_DW-Twin Bridge_0917022_Saturday

Site Code : 00000000

Start Date : 9/17/2022

Page No : 2



Nashua Regional Planning Commission

30 Temple Street
Nashua, NH, 03060

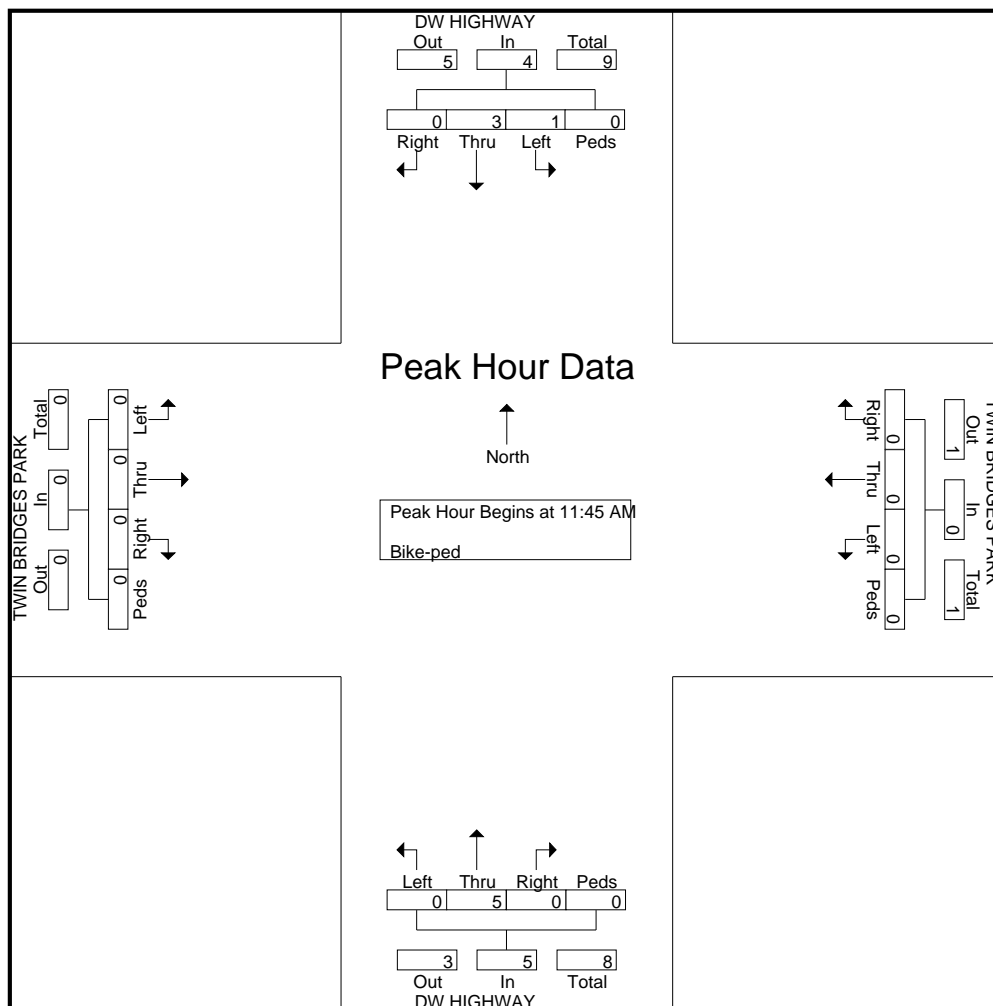
File Name : Merrimack_DW-Twin Bridge_0917022_Saturday

Site Code : 00000000

Start Date : 9/17/2022

Page No : 3

Start Time	DW HIGHWAY From North					TWIN BRIDGES PARK From East					DW HIGHWAY From South					TWIN BRIDGES PARK From West					Int. Total	
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total		
Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1																						
Peak Hour for Entire Intersection Begins at 11:45 AM																						
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1
12:00 PM	0	2	1	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	5
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
12:30 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3
Total Volume	0	3	1	0	4	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	9
% App. Total	0	75	25	0		0	0	0	0		0	100	0	0		0	0	0	0		0	
PHF	.000	.375	.250	.000	.333	.000	.000	.000	.000	.000	.000	.625	.000	.000	.625	.000	.000	.000	.000	.000	.000	.450



Nashua Regional Planning Commission

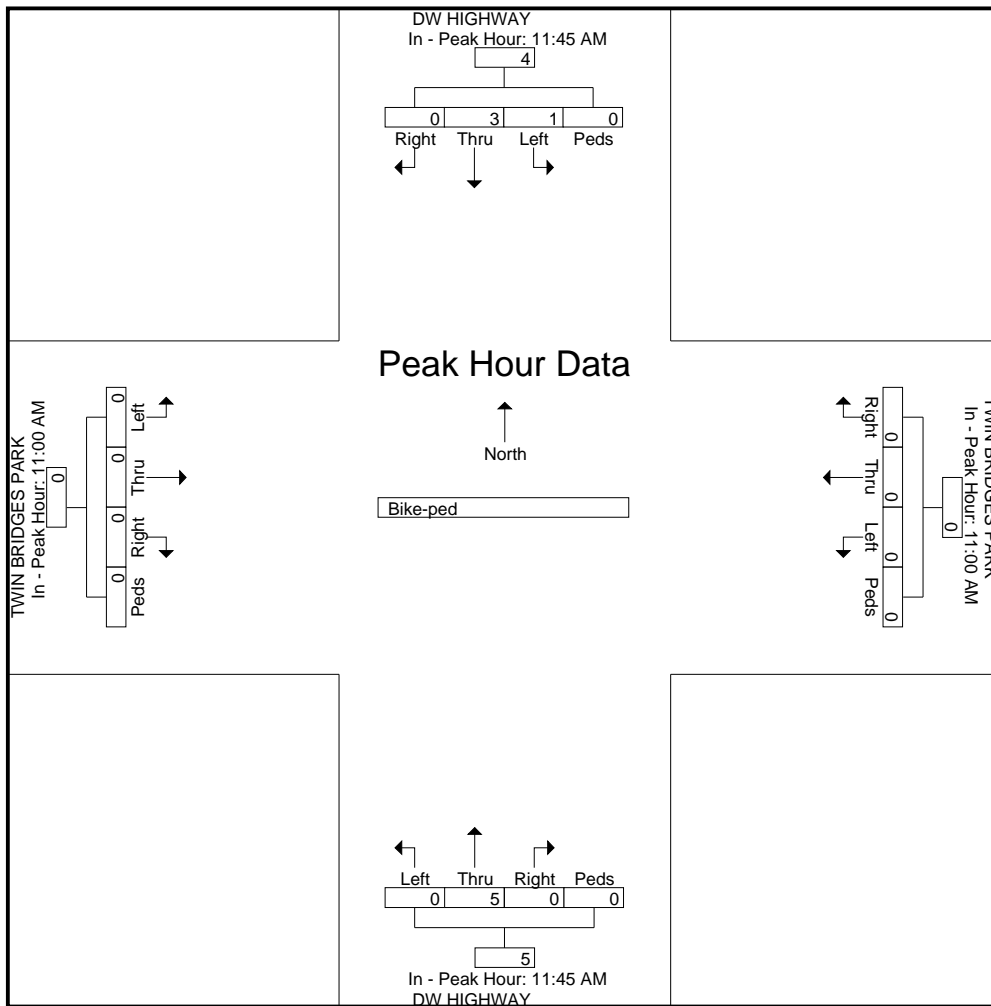
30 Temple Street
Nashua, NH, 03060

File Name : Merrimack_DW-Twin Bridge_0917022_Saturday
Site Code : 00000000
Start Date : 9/17/2022
Page No : 4

Start Time	DW HIGHWAY From North					TWIN BRIDGES PARK From East					DW HIGHWAY From South					TWIN BRIDGES PARK From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	

Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	11:45 AM					11:00 AM					11:45 AM					11:00 AM									
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	2	1	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0
Total Volume	0	3	1	0	4	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0
% App. Total	0	75	25	0		0	0	0	0		0	100	0	0		0	0	0	0		0	0	0	0	
PHF	.000	.375	.250	.000	.333	.000	.000	.000	.000	.000	.000	.625	.000	.000	.625	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000



Nashua Regional Planning Commission

30 Temple Street
Nashua, NH, 03060

Location: DW Hiway-Twin Bridge Drive File Name : Merrimack_DW-Twin Bridge_0917022_Saturday
 Town: Merrimack Site Code : 00000000
 Project: signal warrant Start Date : 9/17/2022
 September, 2022 Page No : 1

Groups Printed- > 4 Wheels

Start Time	DW HIGHWAY From North					TWIN BRIDGES PARK From East					DW HIGHWAY From South					TWIN BRIDGES PARK From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
11:00 AM	0	6	0	0	6	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	10
11:15 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
11:30 AM	0	4	0	0	4	1	0	0	0	1	1	2	0	0	3	0	0	0	0	0	8
11:45 AM	0	3	0	0	3	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	10
Total	0	15	0	0	15	2	0	0	0	2	1	12	0	0	13	0	0	0	0	0	30
12:00 PM	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	6
12:15 PM	0	5	1	0	6	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	9
12:30 PM	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	6
12:45 PM	0	5	0	0	5	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	7
Total	0	16	1	0	17	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	28
01:00 PM	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	6
01:15 PM	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	6
01:30 PM	0	8	1	0	9	0	0	1	0	1	0	5	0	0	5	0	0	0	0	0	15
01:45 PM	0	5	0	0	5	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	8
Total	0	19	1	0	20	0	0	1	0	1	0	14	0	0	14	0	0	0	0	0	35
Grand Total	0	50	2	0	52	2	0	1	0	3	1	37	0	0	38	0	0	0	0	0	93
Apprch %	0	96.2	3.8	0		66.7	0	33.3	0		2.6	97.4	0	0		0	0	0	0		
Total %	0	53.8	2.2	0	55.9	2.2	0	1.1	0	3.2	1.1	39.8	0	0	40.9	0	0	0	0	0	

Nashua Regional Planning Commission

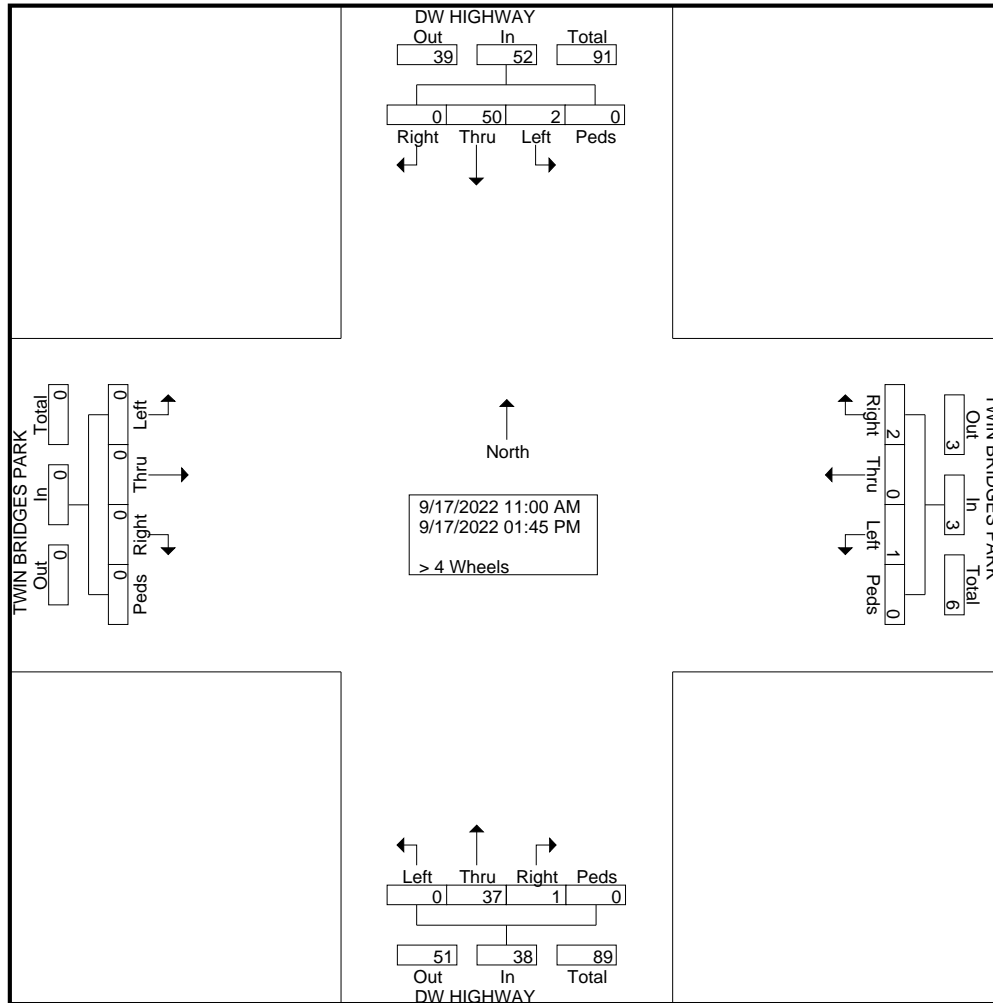
30 Temple Street
Nashua, NH, 03060

File Name : Merrimack_DW-Twin Bridge_0917022_Saturday

Site Code : 00000000

Start Date : 9/17/2022

Page No : 2



Nashua Regional Planning Commission

30 Temple Street
Nashua, NH, 03060

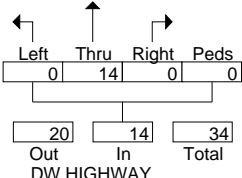
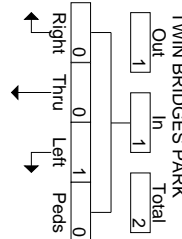
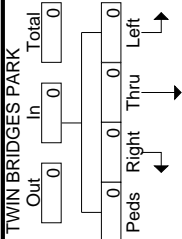
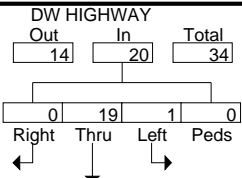
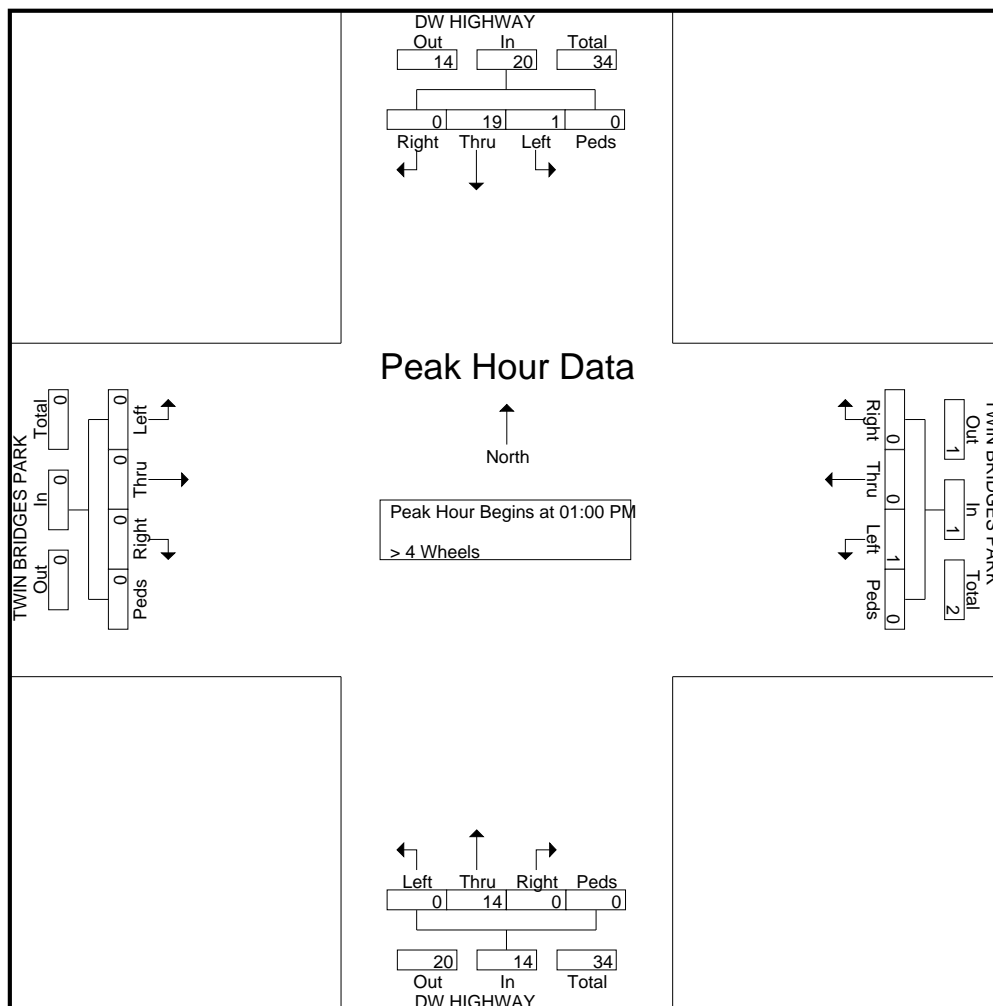
File Name : Merrimack_DW-Twin Bridge_0917022_Saturday

Site Code : 00000000

Start Date : 9/17/2022

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Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 01:00 PM																					
01:00 PM	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	6
01:15 PM	0	4	0	0	4	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	6
01:30 PM	0	8	1	0	9	0	0	1	0	1	0	5	0	5	0	0	0	0	0	0	15
01:45 PM	0	5	0	0	5	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	8
Total Volume	0	19	1	0	20	0	0	1	0	1	0	14	0	14	0	0	0	0	0	0	35
% App. Total	0	95	5	0		0	0	100	0		0	100	0	0	0	0	0	0	0		
PHF	.000	.594	.250	.000	.556	.000	.000	.250	.000	.250	.000	.700	.000	.700	.000	.000	.000	.000	.000	.000	.583

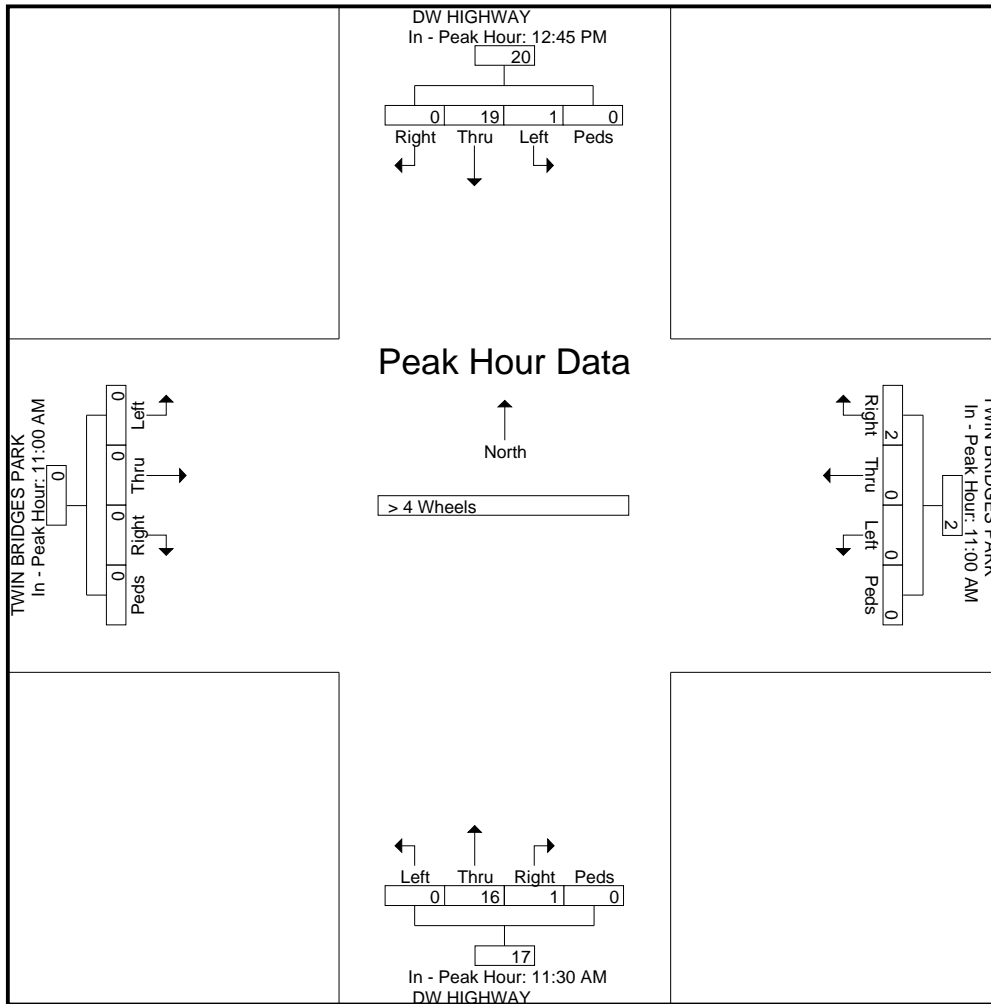


Nashua Regional Planning Commission

30 Temple Street
Nashua, NH, 03060

File Name : Merrimack_DW-Twin Bridge_0917022_Saturday
Site Code : 00000000
Start Date : 9/17/2022
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	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	12:45 PM					11:00 AM					11:30 AM					11:00 AM					
+0 mins.	0	5	0	0	5	1	0	0	0	1	1	2	0	0	3	0	0	0	0	0	
+15 mins.	0	2	0	0	2	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	
+30 mins.	0	4	0	0	4	1	0	0	0	1	0	4	0	0	4	0	0	0	0	0	
+45 mins.	0	8	1	0	9	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	
Total Volume	0	19	1	0	20	2	0	0	0	2	1	16	0	0	17	0	0	0	0	0	
% App. Total	0	95	5	0	100	0	0	0	0	100	5.9	94.1	0	0	100	0	0	0	0	0	
PHF	.000	.594	.250	.000	.556	.500	.000	.000	.000	.500	.250	.571	.000	.000	.607	.000	.000	.000	.000	.000	



C. Crash History Assessment

Chris Turgeon

From: Matt Tarleton <mtarleton@merrimacknh.gov>
Sent: Friday, August 26, 2022 12:56 PM
To: Chris Turgeon
Subject: Accident Data

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe. Hover over any links before clicking them and forward questionable emails to IT if you are unsure. Forward spam to spam@appriver.com

Chris,

So I read through the reports related to the specified time frame and area in question (i.e. DW Highway and Wire Rd, to include the MYA intersection) and learned the following.

- 7 rear-end MVAs, all with minor damage reported and no injury (DW Hwy @ Wire Rd)
- 1 snow related MVA with an inexperienced driver, went off roadway and struck a guard rail just passed the DW Hwy & Wire Rd intersection, no injuries
- 1 MVA involving a motor vehicle striking and riding on top of the same guard rail, no injuries, this time the driver was DWI and was subsequently arrested
- 1 MVA involving a motorist and child on a bike, motorist not found at fault as statements (numerous) indicated that the child suddenly pulled out in front of the motorist giving them no time to react. Fortunately no injuries (DW Hwy @ MYA entrance/exit)

That's what I have for now. Let me know if this helps.

Thank you, Matt

Matthew J. Tarleton
Deputy Chief of Police
Merrimack Police Department
(603) 420 – 1829
mtarleton@merrimacknh.gov

Disclaimer

The information contained in this communication from mtarleton@merrimacknh.gov sent at 2022-08-26 09:55:51 is confidential and may be legally privileged. It is intended solely for use by cturgeon@beta-inc.com and others authorized to receive it. If you are not cturgeon@beta-inc.com you are hereby notified that any disclosure, copying, distribution or taking action in reliance of the contents of this information is strictly prohibited and may be unlawful.

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US Route 3 / Wire Road
Highway Safety Improvements Project (HSIP)
NHDOT Project No. 41588
Merrimack, New Hampshire



QUANTUM CONSTRUCTION CONSULTANTS, LLC

Local Concerns Meeting
Sept. 26, 2022



QUANTUM CONSTRUCTION CONSULTANTS, LLC

- Civil and Structural Engineering Firm Located in Concord, NH
- Specializing in Municipal Bridge and Roadway Design
- Experienced with NHDOT Municipally Managed Project Process

In Association with



- New England Based Municipal Engineering Firm with Offices in Manchester, NH
- Transportation Planning Specialists
- Experienced in HSIP & Signalization Design

Presented by:

Jim Bouchard, QCC

Anna Giraldi, QCC

John Byatt, BETA

Chris Turgeon, BETA



HSIP– NHDOT Funding

NHDOT Bureau of Community Planning & Assistance

- Program averages \$9.0 million per year with typical project costs ranging from \$100K to \$1.5 million
- Funding Source: 80% NHDOT / 20% Town of Merrimack
- US Route 3 is programmed in 2025 construction





HSIP Project Management Process

Municipal Request to RPC

NHDOT Ten Year Plan Approval

Funding Approval

Selection of Design Consultant Engineering Firm

Engineering Study

Preliminary Plans Specifications & Estimate (PPS&E)

Final Plans Specifications & Estimate (PS&E)

Bid Phase (FY 2024)

Selection of Construction Services Consultant Firm

Construction Phase (FY 2025)



Project Overview

Aerial View

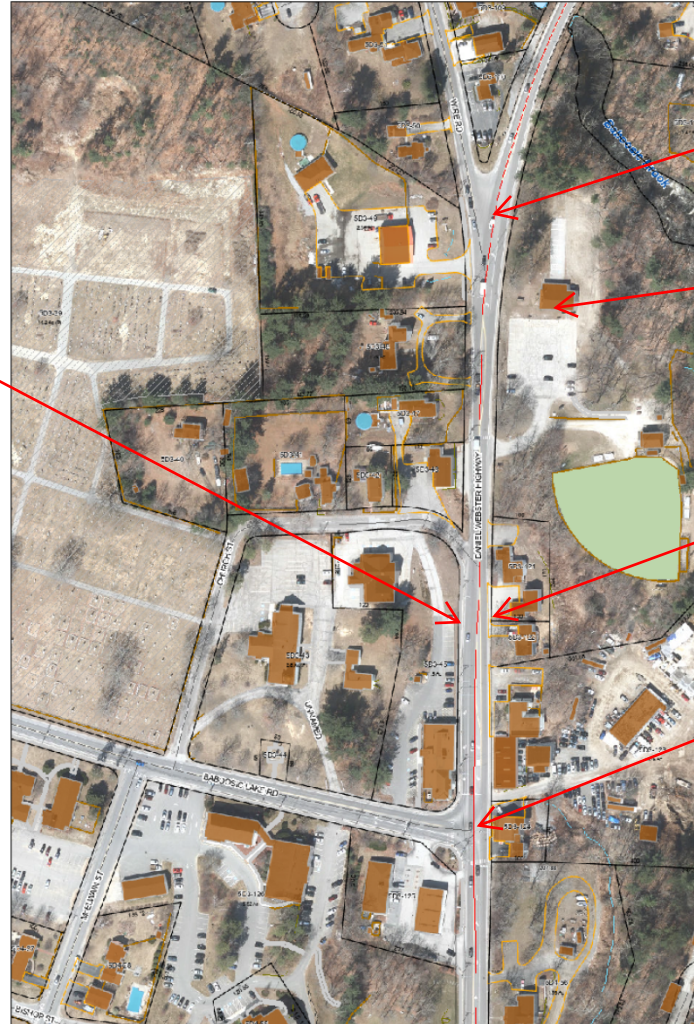
Intermittent Sidewalks on West Side of Road

Wire Road Intersection

MYA Facility

No Sidewalks on East Side of Road

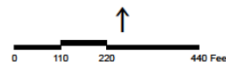
Baboosic Lake Rd. Intersection



MERRIMACK 41588 US RTE. 3

Legend

SCALE: 1:2,000
DATE: AUGUST 22, 2022





Existing Conditions

- ✓ Baboosic Lake Rd intersection through Wire Rd intersection
- ✓ Wire Road intersection operations issues
- ✓ Wire Road traffic incidents
- ✓ Intermittent sidewalk on west side of US Rte. 3
- ✓ No sidewalk / shared use on east side of US Rte. 3
- ✓ Pedestrian crosswalks & access to Twin Bridge Park /MYA
- ✓ Pedestrian connectivity along US Rte. 3





HSIP Engineering Study

Anticipated Study Elements

- Wire Road intersection realignment options
- US Rte. 3 NB left turn evaluations for Wire Road
- Pedestrian connectivity / sidewalks
- Pedestrian crosswalks
- Existing Right-of-Way constraint
- MYA access evaluation
- US Rte. 3 SB left turn evaluations for MYA
- Roadway storm drainage
- Coordination of traffic signals
- Cultural Resource Agency historical coordination
 - Historical resources – Souhegan Historical District
- Natural Resource Agency permitting coordination
- Utilities
- Temporary diversions for traffic & pedestrians during construction



HSIP Engineering Study

Engineering Study Goals

- Purpose & Need Statement
- Alternatives Analyses
- Cost Estimates
- Identification of Preferred Alternative
- Public Presentation





Public Participation

Comments

Thoughts

Questions



D. Capacity Analysis

Timings
1: Daniel Webster Hwy & Front Street/Dwy

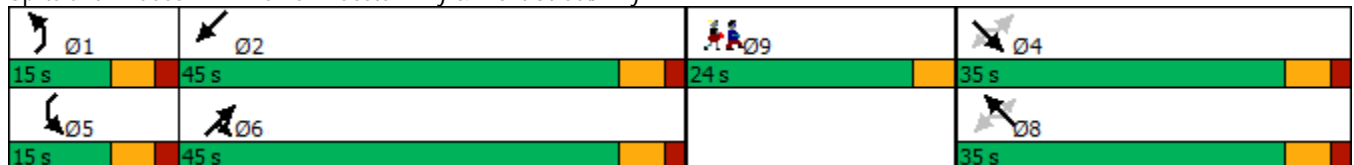


Lane Group	SEL	SET	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	Ø9
Lane Configurations		↕		↕	↕	↕	↑	↕	↕	↕	
Traffic Volume (vph)	36	6	55	12	27	26	330	24	16	415	
Future Volume (vph)	36	6	55	12	27	26	330	24	16	415	
Lane Group Flow (vph)	0	50	0	77	31	29	371	27	18	533	
Turn Type	Perm	NA	Perm	NA	Perm	Prot	NA	Prot	Prot	NA	
Protected Phases		4		8		1	6	6	5	2	9
Permitted Phases	4		8		8						
Detector Phase	4	4	8	8	8	1	6	6	5	2	
Switch Phase											
Minimum Initial (s)	4.0	4.0	8.0	8.0	8.0	4.0	15.0	15.0	4.0	15.0	1.0
Minimum Split (s)	10.0	10.0	14.0	14.0	14.0	10.0	21.0	21.0	10.0	21.0	24.0
Total Split (s)	35.0	35.0	35.0	35.0	35.0	15.0	45.0	45.0	15.0	45.0	24.0
Total Split (%)	29.4%	29.4%	29.4%	29.4%	29.4%	12.6%	37.8%	37.8%	12.6%	37.8%	20%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	0.0
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-Lag Optimize?						Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	None	None	Min	Min	None	Min	None
v/c Ratio		0.16		0.25	0.07	0.13	0.34	0.03	0.09	0.52	
Control Delay		24.8		25.6	0.3	30.9	9.9	0.0	31.4	14.3	
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		24.8		25.6	0.3	30.9	9.9	0.0	31.4	14.3	
Queue Length 50th (ft)		13		20	0	8	62	0	5	100	
Queue Length 95th (ft)		48		69	0	37	182	0	28	290	
Internal Link Dist (ft)		93		485			1792			545	
Turn Bay Length (ft)						185		225	100		
Base Capacity (vph)		723		773	863	312	1320	1102	294	1287	
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		0.07		0.10	0.04	0.09	0.28	0.02	0.06	0.41	
























Intersection Summary

Cycle Length: 119
 Actuated Cycle Length: 57
 Natural Cycle: 80
 Control Type: Actuated-Uncoordinated

Splits and Phases: 1: Daniel Webster Hwy & Front Street/Dwy



HCM Signalized Intersection Capacity Analysis
 1: Daniel Webster Hwy & Front Street/Dwy

													
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR	
Lane Configurations													
Traffic Volume (vph)	36	6	0	55	12	27	26	330	24	16	415	60	
Future Volume (vph)	36	6	0	55	12	27	26	330	24	16	415	60	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)		6.0			6.0	6.0	6.0	6.0	6.0	6.0	6.0		
Lane Util. Factor		1.00			1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Frt		1.00			1.00	0.85	1.00	1.00	0.85	1.00	0.98		
Flt Protected		0.96			0.96	1.00	0.95	1.00	1.00	0.95	1.00		
Satd. Flow (prot)		1776			1825	1455	1805	1759	1429	1703	1757		
Flt Permitted		0.70			0.73	1.00	0.95	1.00	1.00	0.95	1.00		
Satd. Flow (perm)		1301			1388	1455	1805	1759	1429	1703	1757		
Peak-hour factor, PHF	0.84	0.84	0.84	0.87	0.87	0.87	0.89	0.89	0.89	0.89	0.89	0.89	
Adj. Flow (vph)	43	7	0	63	14	31	29	371	27	18	466	67	
RTOR Reduction (vph)	0	0	0	0	0	26	0	0	13	0	3	0	
Lane Group Flow (vph)	0	50	0	0	77	5	29	371	14	18	530	0	
Heavy Vehicles (%)	3%	0%	0%	0%	0%	11%	0%	8%	13%	6%	7%	0%	
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA	Prot	Prot	NA		
Protected Phases		4			8		1	6	6	5	2		
Permitted Phases	4		4	8		8							
Actuated Green, G (s)		10.3			10.3	10.3	2.4	33.5	33.5	1.1	32.2		
Effective Green, g (s)		10.3			10.3	10.3	2.4	33.5	33.5	1.1	32.2		
Actuated g/C Ratio		0.16			0.16	0.16	0.04	0.53	0.53	0.02	0.51		
Clearance Time (s)		6.0			6.0	6.0	6.0	6.0	6.0	6.0	6.0		
Vehicle Extension (s)		8.0			2.0	2.0	3.0	5.0	5.0	3.0	3.0		
Lane Grp Cap (vph)		213			227	238	68	936	761	29	899		
v/s Ratio Prot							c0.02	0.21	0.01	0.01	c0.30		
v/s Ratio Perm		0.04			c0.06	0.00							
v/c Ratio		0.23			0.34	0.02	0.43	0.40	0.02	0.62	0.59		
Uniform Delay, d1		22.9			23.3	22.1	29.6	8.7	6.9	30.7	10.7		
Progression Factor		1.00			1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Incremental Delay, d2		2.4			0.3	0.0	4.3	0.6	0.0	34.8	1.0		
Delay (s)		25.3			23.6	22.1	33.8	9.3	7.0	65.5	11.7		
Level of Service		C			C	C	C	A	A	E	B		
Approach Delay (s)		25.3			23.2			10.8			13.5		
Approach LOS		C			C			B			B		
Intersection Summary													
HCM 2000 Control Delay			13.9									HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio			0.57										
Actuated Cycle Length (s)			62.9									Sum of lost time (s)	22.0
Intersection Capacity Utilization			45.8%									ICU Level of Service	A
Analysis Period (min)			15										
c Critical Lane Group													

Intersection						
Int Delay, s/veh	5.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y		Y	↑	↑	
Traffic Vol, veh/h	3	260	85	355	520	13
Future Vol, veh/h	3	260	85	355	520	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	125	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	86	86	77	77	92	92
Heavy Vehicles, %	33	3	13	8	6	15
Mvmt Flow	3	302	110	461	565	14

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1253	572	579	0	-	0
Stage 1	572	-	-	-	-	-
Stage 2	681	-	-	-	-	-
Critical Hdwy	6.73	6.23	4.23	-	-	-
Critical Hdwy Stg 1	5.73	-	-	-	-	-
Critical Hdwy Stg 2	5.73	-	-	-	-	-
Follow-up Hdwy	3.797	3.327	2.317	-	-	-
Pot Cap-1 Maneuver	164	518	943	-	-	-
Stage 1	508	-	-	-	-	-
Stage 2	450	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	145	518	943	-	-	-
Mov Cap-2 Maneuver	145	-	-	-	-	-
Stage 1	449	-	-	-	-	-
Stage 2	450	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	22.6	1.8	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	943	-	503	-	-
HCM Lane V/C Ratio	0.117	-	0.608	-	-
HCM Control Delay (s)	9.3	-	22.6	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0.4	-	4	-	-

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		B			A
Traffic Vol, veh/h	0	0	440	0	0	780
Future Vol, veh/h	0	0	440	0	0	780
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	478	0	0	848

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1326	478	0	0	478
Stage 1	478	-	-	-	-
Stage 2	848	-	-	-	-
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	172	587	-	-	1084
Stage 1	624	-	-	-	-
Stage 2	420	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	172	587	-	-	1084
Mov Cap-2 Maneuver	172	-	-	-	-
Stage 1	624	-	-	-	-
Stage 2	420	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	1084	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	-	-	0	0
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0	0

Timings
4: Daniel Webster Hwy & Baboosic Lake Rd/Dwy

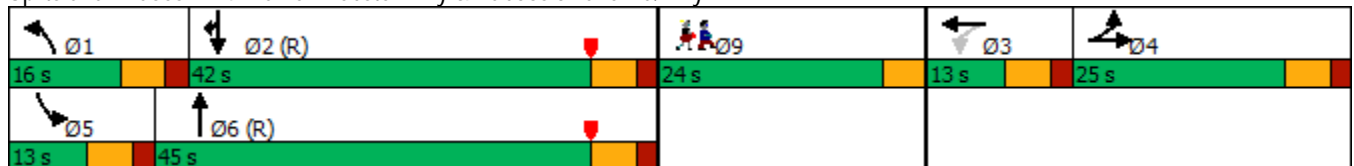


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR	Ø9
Lane Configurations										
Traffic Volume (vph)	215	2	1	1	70	255	6	505	225	
Future Volume (vph)	215	2	1	1	70	255	6	505	225	
Lane Group Flow (vph)	247	215	0	9	76	281	7	594	265	
Turn Type	Split	NA	Perm	NA	Prot	NA	Prot	NA	Prot	
Protected Phases	4	4		3	1	6	5	2	2	9
Permitted Phases			3							
Detector Phase	4	4	3	3	1	6	5	2	2	
Switch Phase										
Minimum Initial (s)	7.0	7.0	5.0	5.0	5.0	10.0	5.0	10.0	10.0	1.0
Minimum Split (s)	13.0	13.0	11.0	11.0	11.0	16.0	11.0	16.0	16.0	24.0
Total Split (s)	25.0	25.0	13.0	13.0	16.0	45.0	13.0	42.0	42.0	24.0
Total Split (%)	20.8%	20.8%	10.8%	10.8%	13.3%	37.5%	10.8%	35.0%	35.0%	20%
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	0.0
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	Lag	Lag	Lead	Lead	Lead	Lag	Lead	Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	None	C-Min	None	C-Min	C-Min	None
v/c Ratio	0.71	0.44		0.12	0.51	0.25	0.10	0.59	0.27	
Control Delay	55.6	8.1		40.0	59.3	18.0	56.5	25.8	3.9	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	55.6	8.1		40.0	59.3	18.0	56.5	25.8	3.9	
Queue Length 50th (ft)	179	1		3	57	72	5	287	0	
Queue Length 95th (ft)	244	55		12	82	311	20	#656	48	
Internal Link Dist (ft)		588		178		1110		590		
Turn Bay Length (ft)	575				600		100		400	
Base Capacity (vph)	353	489		80	161	1122	81	1009	969	
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	0.70	0.44		0.11	0.47	0.25	0.09	0.59	0.27	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow, Master Intersection
 Natural Cycle: 100
 Control Type: Actuated-Coordinated
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 4: Daniel Webster Hwy & Baboosic Lake Rd/Dwy



HCM Signalized Intersection Capacity Analysis
4: Daniel Webster Hwy & Baboosic Lake Rd/Dwy



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗			↔		↖	↗		↖	↗	↖
Traffic Volume (vph)	215	2	185	1	1	3	70	255	4	6	505	225
Future Volume (vph)	215	2	185	1	1	3	70	255	4	6	505	225
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0			6.0		6.0	6.0		6.0	6.0	6.0
Lane Util. Factor	1.00	1.00			1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.85			0.93		1.00	1.00		1.00	1.00	0.85
Flt Protected	0.95	1.00			0.99		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1736	1571			1090		1641	1741		1357	1845	1553
Flt Permitted	0.95	1.00			0.94		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1736	1571			1036		1641	1741		1357	1845	1553
Peak-hour factor, PHF	0.87	0.87	0.87	0.60	0.60	0.60	0.92	0.92	0.92	0.85	0.85	0.85
Adj. Flow (vph)	247	2	213	2	2	5	76	277	4	7	594	265
RTOR Reduction (vph)	0	170	0	0	5	0	0	0	0	0	0	133
Lane Group Flow (vph)	247	45	0	0	4	0	76	281	0	7	594	132
Heavy Vehicles (%)	4%	0%	3%	100%	0%	67%	10%	9%	0%	33%	3%	4%
Turn Type	Split	NA		Perm	NA		Prot	NA		Prot	NA	Prot
Protected Phases	4	4			3		1	6		5	2	2
Permitted Phases				3								
Actuated Green, G (s)	24.1	24.1			2.6		9.6	67.8		1.5	59.7	59.7
Effective Green, g (s)	24.1	24.1			2.6		9.6	67.8		1.5	59.7	59.7
Actuated g/C Ratio	0.20	0.20			0.02		0.08	0.56		0.01	0.50	0.50
Clearance Time (s)	6.0	6.0			6.0		6.0	6.0		6.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	348	315			22		131	983		16	917	772
v/s Ratio Prot	c0.14	0.03					c0.05	0.16		0.01	c0.32	0.08
v/s Ratio Perm					c0.00							
v/c Ratio	0.71	0.14			0.19		0.58	0.29		0.44	0.65	0.17
Uniform Delay, d1	44.7	39.4			57.7		53.3	13.5		58.8	22.4	16.6
Progression Factor	1.00	1.00			1.00		0.93	1.33		1.00	1.00	1.00
Incremental Delay, d2	6.5	0.2			4.1		6.3	0.7		18.0	3.5	0.5
Delay (s)	51.2	39.7			61.7		55.8	18.7		76.8	25.9	17.0
Level of Service	D	D			E		E	B		E	C	B
Approach Delay (s)		45.8			61.7			26.6			23.6	
Approach LOS		D			E			C			C	

Intersection Summary		
HCM 2000 Control Delay	30.5	HCM 2000 Level of Service C
HCM 2000 Volume to Capacity ratio	0.67	
Actuated Cycle Length (s)	120.0	Sum of lost time (s) 28.0
Intersection Capacity Utilization	64.3%	ICU Level of Service C
Analysis Period (min)	15	
c Critical Lane Group		

Timings
5: Daniel Webster Hwy & CVS Driveway

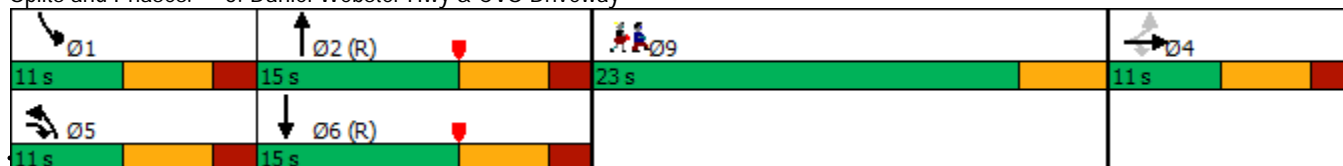


Lane Group	EBT	EBR	NBL	NBT	SBL	SBT	Ø9
Lane Configurations	↔	↗	↖	↑	↖	↗	
Traffic Volume (vph)	1	2	5	295	1	665	
Future Volume (vph)	1	2	5	295	1	665	
Lane Group Flow (vph)	17	4	5	316	1	742	
Turn Type	NA	pm+ov	Prot	NA	Prot	NA	
Protected Phases	4	5	5	2	1	6	9
Permitted Phases		4					
Detector Phase	4	5	5	2	1	6	
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	9.0	5.0	9.0	1.0
Minimum Split (s)	11.0	11.0	11.0	15.0	11.0	15.0	23.0
Total Split (s)	11.0	11.0	11.0	15.0	11.0	15.0	23.0
Total Split (%)	18.3%	18.3%	18.3%	25.0%	18.3%	25.0%	38%
Yellow Time (s)	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	0.0
Lost Time Adjust (s)	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	
Lead/Lag		Lead	Lead	Lag	Lead	Lag	
Lead-Lag Optimize?		Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	C-Min	None	C-Min	None
v/c Ratio	0.09	0.02	0.03	0.20	0.01	0.45	
Control Delay	25.1	0.0	24.8	3.8	23.0	9.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	25.1	0.0	24.8	3.8	23.0	9.4	
Queue Length 50th (ft)	6	0	2	0	0	7	
Queue Length 95th (ft)	12	0	10	118	m1	#514	
Internal Link Dist (ft)	206			391		1110	
Turn Bay Length (ft)			95		85		
Base Capacity (vph)	186	261	145	1557	167	1648	
Starvation Cap Reductn	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	
Reduced v/c Ratio	0.09	0.02	0.03	0.20	0.01	0.45	

Intersection Summary

Cycle Length: 60
 Actuated Cycle Length: 60
 Offset: 2 (3%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 5: Daniel Webster Hwy & CVS Driveway



HCM Signalized Intersection Capacity Analysis
5: Daniel Webster Hwy & CVS Driveway



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↔				↔	↔		↔	↔	
Traffic Volume (vph)	8	1	2	0	0	0	5	295	5	1	665	3
Future Volume (vph)	8	1	2	0	0	0	5	295	5	1	665	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0				6.0	6.0		6.0	6.0	
Lane Util. Factor		1.00	1.00				1.00	1.00		1.00	1.00	
Frt		1.00	0.85				1.00	1.00		1.00	1.00	
Flt Protected		0.96	1.00				0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1820	1077				1504	1736		1805	1844	
Flt Permitted		0.96	1.00				0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1820	1077				1504	1736		1805	1844	
Peak-hour factor, PHF	0.53	0.53	0.53	0.92	0.92	0.92	0.95	0.95	0.95	0.90	0.90	0.90
Adj. Flow (vph)	15	2	4	0	0	0	5	311	5	1	739	3
RTOR Reduction (vph)	0	0	4	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	17	0	0	0	0	5	316	0	1	742	0
Heavy Vehicles (%)	0%	0%	50%	2%	2%	2%	20%	9%	20%	0%	3%	0%
Turn Type	Perm	NA	pm+ov				Prot	NA		Prot	NA	
Protected Phases		4	5				5	2		1	6	
Permitted Phases	4		4									
Actuated Green, G (s)		1.5	2.8				1.3	39.3		1.2	39.2	
Effective Green, g (s)		1.5	2.8				1.3	39.3		1.2	39.2	
Actuated g/C Ratio		0.02	0.05				0.02	0.65		0.02	0.65	
Clearance Time (s)		6.0	6.0				6.0	6.0		6.0	6.0	
Vehicle Extension (s)		3.0	3.0				3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		45	157				32	1137		36	1204	
v/s Ratio Prot			0.00				c0.00	0.18		0.00	c0.40	
v/s Ratio Perm		0.01	0.00									
v/c Ratio		0.38	0.00				0.16	0.28		0.03	0.62	
Uniform Delay, d1		28.8	27.3				28.8	4.4		28.8	6.0	
Progression Factor		1.00	1.00				1.00	1.00		0.91	2.04	
Incremental Delay, d2		5.2	0.0				2.3	0.6		0.3	2.0	
Delay (s)		34.0	27.3				31.1	5.0		26.5	14.3	
Level of Service		C	C				C	A		C	B	
Approach Delay (s)		32.7			0.0			5.4			14.3	
Approach LOS		C			A			A			B	

Intersection Summary		
HCM 2000 Control Delay	12.0	HCM 2000 Level of Service
HCM 2000 Volume to Capacity ratio	0.66	B
Actuated Cycle Length (s)	60.0	Sum of lost time (s)
Intersection Capacity Utilization	49.3%	22.0
Analysis Period (min)	15	ICU Level of Service
c Critical Lane Group		A

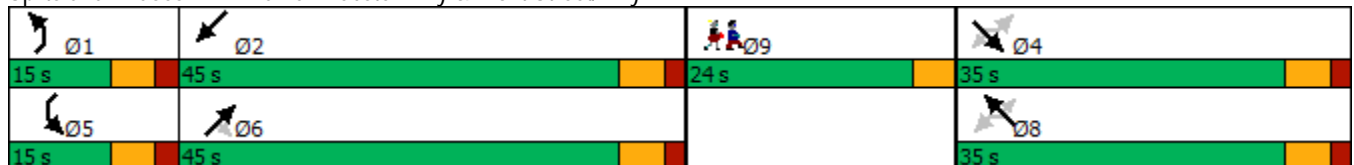
Timings
1: Daniel Webster Hwy & Front Street/Dwy

													Ø9
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	Ø9	
Lane Configurations													
Traffic Volume (vph)	11	1	1	95	0	55	7	660	115	50	460		
Future Volume (vph)	11	1	1	95	0	55	7	660	115	50	460		
Lane Group Flow (vph)	0	26	2	0	103	60	7	688	120	54	510		
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA	Perm	Prot	NA		
Protected Phases		4			8		1	6		5	2	9	
Permitted Phases	4		4	8		8			6				
Detector Phase	4	4	4	8	8	8	1	6	6	5	2		
Switch Phase													
Minimum Initial (s)	4.0	4.0	4.0	8.0	8.0	8.0	4.0	15.0	15.0	4.0	15.0	1.0	
Minimum Split (s)	10.0	10.0	10.0	14.0	14.0	14.0	10.0	21.0	21.0	10.0	21.0	24.0	
Total Split (s)	35.0	35.0	35.0	35.0	35.0	35.0	15.0	45.0	45.0	15.0	45.0	24.0	
Total Split (%)	29.4%	29.4%	29.4%	29.4%	29.4%	29.4%	12.6%	37.8%	37.8%	12.6%	37.8%	20%	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	0.0	
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	
Lead/Lag							Lead	Lag	Lag	Lead	Lag		
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes		
Recall Mode	None	None	None	None	None	None	None	Min	Min	None	Min	None	
v/c Ratio		0.15	0.01		0.47	0.17	0.05	0.59	0.11	0.28	0.38		
Control Delay		30.1	0.0		36.8	1.7	34.7	15.7	2.8	36.0	8.3		
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Total Delay		30.1	0.0		36.8	1.7	34.7	15.7	2.8	36.0	8.3		
Queue Length 50th (ft)		11	0		45	0	3	232	0	24	82		
Queue Length 95th (ft)		16	0		93	5	16	418	26	60	251		
Internal Link Dist (ft)		93			485			1792			545		
Turn Bay Length (ft)							185		225	100			
Base Capacity (vph)		487	740		584	740	232	1171	1059	232	1327		
Starvation Cap Reductn		0	0		0	0	0	0	0	0	0		
Spillback Cap Reductn		0	0		0	0	0	0	0	0	0		
Storage Cap Reductn		0	0		0	0	0	0	0	0	0		
Reduced v/c Ratio		0.05	0.00		0.18	0.08	0.03	0.59	0.11	0.23	0.38		
























Intersection Summary

Cycle Length: 119
 Actuated Cycle Length: 71
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated

Splits and Phases: 1: Daniel Webster Hwy & Front Street/Dwy



HCM Signalized Intersection Capacity Analysis
 1: Daniel Webster Hwy & Front Street/Dwy

														
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR		
Lane Configurations														
Traffic Volume (vph)	11	1	1	95	0	55	7	660	115	50	460	14		
Future Volume (vph)	11	1	1	95	0	55	7	660	115	50	460	14		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900		
Total Lost time (s)		6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0	6.0			
Lane Util. Factor		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Frt		1.00	0.85		1.00	0.85	1.00	1.00	0.85	1.00	1.00			
Flt Protected		0.96	1.00		0.95	1.00	0.95	1.00	1.00	0.95	1.00			
Satd. Flow (prot)		1677	1615		1805	1615	1805	1863	1615	1805	1873			
Flt Permitted		0.67	1.00		0.74	1.00	0.95	1.00	1.00	0.95	1.00			
Satd. Flow (perm)		1175	1615		1407	1615	1805	1863	1615	1805	1873			
Peak-hour factor, PHF	0.45	0.45	0.45	0.92	0.92	0.92	0.96	0.96	0.96	0.93	0.93	0.93		
Adj. Flow (vph)	24	2	2	103	0	60	7	688	120	54	495	15		
RTOR Reduction (vph)	0	0	2	0	0	53	0	0	49	0	0	0		
Lane Group Flow (vph)	0	26	0	0	103	7	7	688	71	54	510	0		
Heavy Vehicles (%)	9%	0%	0%	0%	0%	0%	0%	2%	0%	0%	1%	0%		
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA	Perm	Prot	NA			
Protected Phases		4			8		1	6		5	2			
Permitted Phases	4		4	8		8			6					
Actuated Green, G (s)		9.2	9.2		9.2	9.2	1.2	45.5	45.5	4.6	48.9			
Effective Green, g (s)		9.2	9.2		9.2	9.2	1.2	45.5	45.5	4.6	48.9			
Actuated g/C Ratio		0.12	0.12		0.12	0.12	0.02	0.59	0.59	0.06	0.63			
Clearance Time (s)		6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0	6.0			
Vehicle Extension (s)		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0			
Lane Grp Cap (vph)		139	192		167	192	28	1096	950	107	1184			
v/s Ratio Prot							0.00	c0.37		c0.03	c0.27			
v/s Ratio Perm		0.02	0.00		c0.07	0.00			0.04					
v/c Ratio		0.19	0.00		0.62	0.04	0.25	0.63	0.07	0.50	0.43			
Uniform Delay, d1		30.7	30.0		32.4	30.1	37.6	10.4	6.8	35.2	7.2			
Progression Factor		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Incremental Delay, d2		0.7	0.0		6.6	0.1	4.7	1.1	0.0	3.7	0.3			
Delay (s)		31.3	30.0		39.0	30.2	42.3	11.5	6.9	39.0	7.4			
Level of Service		C	C		D	C	D	B	A	D	A			
Approach Delay (s)		31.2			35.8			11.1			10.4			
Approach LOS		C			D			B			B			
Intersection Summary														
HCM 2000 Control Delay			13.8									HCM 2000 Level of Service	B	
HCM 2000 Volume to Capacity ratio			0.67											
Actuated Cycle Length (s)			77.3								22.0			
Intersection Capacity Utilization			63.5%										ICU Level of Service	B
Analysis Period (min)			15											
c Critical Lane Group														

Intersection						
Int Delay, s/veh	3.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	6	135	205	575	590	21
Future Vol, veh/h	6	135	205	575	590	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	125	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	94	94	88	88
Heavy Vehicles, %	0	5	2	3	1	0
Mvmt Flow	7	155	218	612	670	24

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1730	682	694	0	-	0
Stage 1	682	-	-	-	-	-
Stage 2	1048	-	-	-	-	-
Critical Hdwy	6.4	6.25	4.12	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.345	2.218	-	-	-
Pot Cap-1 Maneuver	98	445	901	-	-	-
Stage 1	506	-	-	-	-	-
Stage 2	341	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	74	445	901	-	-	-
Mov Cap-2 Maneuver	74	-	-	-	-	-
Stage 1	384	-	-	-	-	-
Stage 2	341	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	22.3	2.7	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	901	-	367	-	-
HCM Lane V/C Ratio	0.242	-	0.442	-	-
HCM Control Delay (s)	10.3	-	22.3	-	-
HCM Lane LOS	B	-	C	-	-
HCM 95th %tile Q(veh)	0.9	-	2.2	-	-

Intersection						
Int Delay, s/veh	0.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	W	T	T	T	T
Traffic Vol, veh/h	3	2	790	3	1	660
Future Vol, veh/h	3	2	790	3	1	660
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	42	42	90	90	95	95
Heavy Vehicles, %	0	0	1	0	0	1
Mvmt Flow	7	5	878	3	1	695

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1577	880	0	0	881
Stage 1	880	-	-	-	-
Stage 2	697	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2
Pot Cap-1 Maneuver	122	349	-	-	776
Stage 1	409	-	-	-	-
Stage 2	498	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	122	349	-	-	776
Mov Cap-2 Maneuver	122	-	-	-	-
Stage 1	409	-	-	-	-
Stage 2	497	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	28.5	0	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	165	776
HCM Lane V/C Ratio	-	-	0.072	0.001
HCM Control Delay (s)	-	-	28.5	9.6
HCM Lane LOS	-	-	D	A
HCM 95th %tile Q(veh)	-	-	0.2	0

Timings
4: Daniel Webster Hwy & Baboosic Lake Rd/Dwy

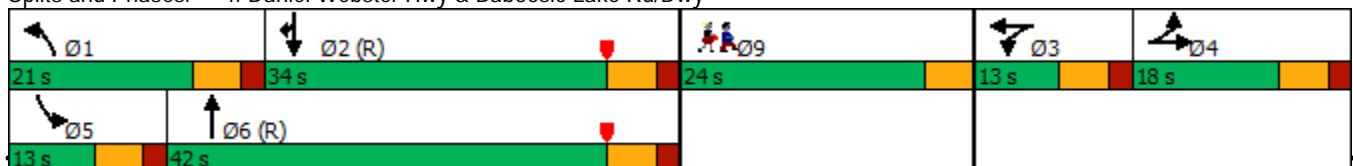


Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT	SBR	Ø9
Lane Configurations									
Traffic Volume (vph)	235	0	3	175	870	2	440	255	
Future Volume (vph)	235	0	3	175	870	2	440	255	
Lane Group Flow (vph)	250	181	12	186	929	2	463	268	
Turn Type	Split	NA	NA	Prot	NA	Prot	NA	Prot	
Protected Phases	4	4	3	1	6	5	2	2	9
Permitted Phases									
Detector Phase	4	4	3	1	6	5	2	2	
Switch Phase									
Minimum Initial (s)	7.0	7.0	5.0	5.0	10.0	5.0	10.0	10.0	1.0
Minimum Split (s)	13.0	13.0	11.0	11.0	16.0	11.0	16.0	16.0	24.0
Total Split (s)	18.0	18.0	13.0	21.0	42.0	13.0	34.0	34.0	24.0
Total Split (%)	16.4%	16.4%	11.8%	19.1%	38.2%	11.8%	30.9%	30.9%	22%
Yellow Time (s)	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	0.0
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	Lag	Lag	Lead	Lead	Lag	Lead	Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	C-Min	None	C-Min	C-Min	None
v/c Ratio	0.54	0.20	0.11	0.67	0.84	0.04	0.62	0.33	
Control Delay	41.2	0.5	51.0	62.6	25.0	50.5	32.8	4.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	41.2	0.5	51.0	62.6	25.0	50.5	32.8	4.8	
Queue Length 50th (ft)	158	0	8	136	245	1	234	0	
Queue Length 95th (ft)	238	0	15	m194	#1060	10	#530	64	
Internal Link Dist (ft)		588	178		1110		590		
Turn Bay Length (ft)	575			600		100		400	
Base Capacity (vph)	459	888	119	290	1101	57	750	805	
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	0.54	0.20	0.10	0.64	0.84	0.04	0.62	0.33	

Intersection Summary

Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 0 (0%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow, Master Intersection
 Natural Cycle: 150
 Control Type: Actuated-Coordinated
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 4: Daniel Webster Hwy & Baboosic Lake Rd/Dwy



HCM Signalized Intersection Capacity Analysis
4: Daniel Webster Hwy & Baboosic Lake Rd/Dwy



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	235	0	170	3	3	0	175	870	3	2	440	255
Future Volume (vph)	235	0	170	3	3	0	175	870	3	2	440	255
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0			6.0		6.0	6.0		6.0	6.0	6.0
Lane Util. Factor	1.00	1.00			1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.85			1.00		1.00	1.00		1.00	1.00	0.85
Flt Protected	0.95	1.00			0.98		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1787	1599			1854		1787	1880		902	1881	1615
Flt Permitted	0.95	1.00			0.98		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1787	1599			1854		1787	1880		902	1881	1615
Peak-hour factor, PHF	0.94	0.94	0.94	0.48	0.48	0.48	0.94	0.94	0.94	0.95	0.95	0.95
Adj. Flow (vph)	250	0	181	6	6	0	186	926	3	2	463	268
RTOR Reduction (vph)	0	134	0	0	0	0	0	0	0	0	0	173
Lane Group Flow (vph)	250	47	0	0	12	0	186	929	0	2	463	95
Heavy Vehicles (%)	1%	0%	1%	0%	0%	0%	1%	1%	0%	100%	1%	0%
Turn Type	Split	NA		Split	NA		Prot	NA		Prot	NA	Prot
Protected Phases	4	4		3	3		1	6		5	2	2
Permitted Phases												
Actuated Green, G (s)	28.3	28.3			1.5		17.1	54.8		1.4	39.1	39.1
Effective Green, g (s)	28.3	28.3			1.5		17.1	54.8		1.4	39.1	39.1
Actuated g/C Ratio	0.26	0.26			0.01		0.16	0.50		0.01	0.36	0.36
Clearance Time (s)	6.0	6.0			6.0		6.0	6.0		6.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	459	411			25		277	936		11	668	574
v/s Ratio Prot	c0.14	0.03			c0.01		c0.10	c0.49		0.00	0.25	0.06
v/s Ratio Perm												
v/c Ratio	0.54	0.11			0.48		0.67	0.99		0.18	0.69	0.17
Uniform Delay, d1	35.3	31.3			53.9		43.8	27.4		53.7	30.3	24.3
Progression Factor	1.00	1.00			1.00		1.22	0.85		1.00	1.00	1.00
Incremental Delay, d2	1.3	0.1			13.8		5.0	24.6		7.8	5.8	0.6
Delay (s)	36.6	31.4			67.7		58.6	47.7		61.6	36.2	24.9
Level of Service	D	C			E		E	D		E	D	C
Approach Delay (s)		34.4			67.7			49.5			32.1	
Approach LOS		C			E			D			C	

Intersection Summary			
HCM 2000 Control Delay	41.2	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.90		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	28.0
Intersection Capacity Utilization	84.8%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Timings
5: Daniel Webster Hwy & CVS Driveway

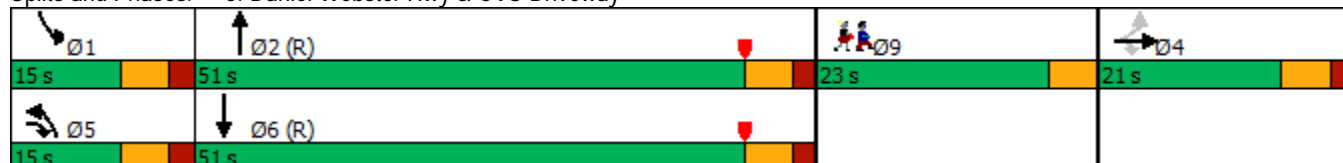


Lane Group	EBT	EBR	NBL	NBT	SBL	SBT	Ø9
Lane Configurations	↶	↷	↶	↷	↶	↷	
Traffic Volume (vph)	1	60	70	885	3	495	
Future Volume (vph)	1	60	70	885	3	495	
Lane Group Flow (vph)	105	66	74	958	3	545	
Turn Type	NA	pm+ov	Prot	NA	Prot	NA	
Protected Phases	4	5	5	2	1	6	9
Permitted Phases		4					
Detector Phase	4	5	5	2	1	6	
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	9.0	5.0	9.0	1.0
Minimum Split (s)	11.0	11.0	11.0	15.0	11.0	15.0	23.0
Total Split (s)	21.0	15.0	15.0	51.0	15.0	51.0	23.0
Total Split (%)	19.1%	13.6%	13.6%	46.4%	13.6%	46.4%	21%
Yellow Time (s)	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	0.0
Lost Time Adjust (s)	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	
Lead/Lag		Lead	Lead	Lag	Lead	Lag	
Lead-Lag Optimize?		Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	C-Min	None	C-Min	None
v/c Ratio	0.55	0.15	0.46	0.67	0.03	0.44	
Control Delay	56.7	7.0	56.0	11.2	32.0	17.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	56.7	7.0	56.0	11.2	32.0	17.1	
Queue Length 50th (ft)	71	0	50	241	2	113	
Queue Length 95th (ft)	123	29	95	672	m5	444	
Internal Link Dist (ft)	206			391		1110	
Turn Bay Length (ft)			95		85		
Base Capacity (vph)	250	465	172	1430	147	1240	
Starvation Cap Reductn	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	
Reduced v/c Ratio	0.42	0.14	0.43	0.67	0.02	0.44	

Intersection Summary

Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 2 (2%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 100
 Control Type: Actuated-Coordinated
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 5: Daniel Webster Hwy & CVS Driveway



HCM Signalized Intersection Capacity Analysis
5: Daniel Webster Hwy & CVS Driveway



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖	↗				↖	↗		↖	↗	
Traffic Volume (vph)	95	1	60	0	0	0	70	885	16	3	495	23
Future Volume (vph)	95	1	60	0	0	0	70	885	16	3	495	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0				6.0	6.0		6.0	6.0	
Lane Util. Factor		1.00	1.00				1.00	1.00		1.00	1.00	
Frt		1.00	0.85				1.00	1.00		1.00	0.99	
Flt Protected		0.95	1.00				0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1810	1615				1805	1877		1805	1870	
Flt Permitted		0.95	1.00				0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1810	1615				1805	1877		1805	1870	
Peak-hour factor, PHF	0.91	0.91	0.91	0.92	0.92	0.92	0.94	0.94	0.94	0.95	0.95	0.95
Adj. Flow (vph)	104	1	66	0	0	0	74	941	17	3	521	24
RTOR Reduction (vph)	0	0	54	0	0	0	0	0	0	0	1	0
Lane Group Flow (vph)	0	105	12	0	0	0	74	958	0	3	544	0
Heavy Vehicles (%)	0%	0%	0%	2%	2%	2%	0%	1%	0%	0%	1%	0%
Turn Type	Perm	NA	pm+ov				Prot	NA		Prot	NA	
Protected Phases		4	5				5	2		1	6	
Permitted Phases	4		4									
Actuated Green, G (s)		11.7	20.3				8.6	79.0		1.3	71.7	
Effective Green, g (s)		11.7	20.3				8.6	79.0		1.3	71.7	
Actuated g/C Ratio		0.11	0.18				0.08	0.72		0.01	0.65	
Clearance Time (s)		6.0	6.0				6.0	6.0		6.0	6.0	
Vehicle Extension (s)		3.0	3.0				3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		192	386				141	1348		21	1218	
v/s Ratio Prot			0.00				c0.04	c0.51		0.00	0.29	
v/s Ratio Perm		0.06	0.01									
v/c Ratio		0.55	0.03				0.52	0.71		0.14	0.45	
Uniform Delay, d1		46.6	36.8				48.7	8.9		53.8	9.4	
Progression Factor		1.00	1.00				1.00	1.00		0.64	1.49	
Incremental Delay, d2		3.2	0.0				3.5	3.2		2.8	1.0	
Delay (s)		49.8	36.8				52.2	12.1		36.9	15.1	
Level of Service		D	D				D	B		D	B	
Approach Delay (s)		44.8			0.0			15.0			15.2	
Approach LOS		D			A			B			B	

Intersection Summary

HCM 2000 Control Delay	18.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.74		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	22.0
Intersection Capacity Utilization	72.0%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

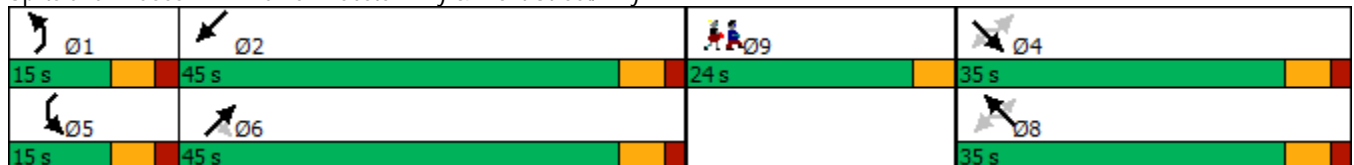
Timings
1: Daniel Webster Hwy & Front Street/Dwy

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	Ø9
Lane Configurations												
Traffic Volume (vph)	18	6	1	90	9	80	17	390	80	60	390	
Future Volume (vph)	18	6	1	90	9	80	17	390	80	60	390	
Lane Group Flow (vph)	0	36	1	0	119	96	19	438	90	63	436	
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA	Perm	Prot	NA	
Protected Phases		4			8		1	6		5	2	9
Permitted Phases	4		4	8		8			6			
Detector Phase	4	4	4	8	8	8	1	6	6	5	2	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	8.0	8.0	8.0	4.0	15.0	15.0	4.0	15.0	1.0
Minimum Split (s)	10.0	10.0	10.0	14.0	14.0	14.0	10.0	21.0	21.0	10.0	21.0	24.0
Total Split (s)	35.0	35.0	35.0	35.0	35.0	35.0	15.0	45.0	45.0	15.0	45.0	24.0
Total Split (%)	29.4%	29.4%	29.4%	29.4%	29.4%	29.4%	12.6%	37.8%	37.8%	12.6%	37.8%	20%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	0.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0	6.0	
Lead/Lag							Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	None	None	None	Min	Min	None	Min	None
v/c Ratio		0.12	0.00		0.41	0.22	0.09	0.55	0.12	0.25	0.45	
Control Delay		22.2	0.0		26.4	5.0	28.8	17.9	2.3	28.5	11.6	
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		22.2	0.0		26.4	5.0	28.8	17.9	2.3	28.5	11.6	
Queue Length 50th (ft)		10	0		36	0	6	124	0	20	68	
Queue Length 95th (ft)		26	0		85	20	27	236	16	62	231	
Internal Link Dist (ft)		93			485			1792			545	
Turn Bay Length (ft)							185		225	100		
Base Capacity (vph)		769	947		743	939	310	1380	1217	304	1368	
Starvation Cap Reductn		0	0		0	0	0	0	0	0	0	
Spillback Cap Reductn		0	0		0	0	0	0	0	0	0	
Storage Cap Reductn		0	0		0	0	0	0	0	0	0	
Reduced v/c Ratio		0.05	0.00		0.16	0.10	0.06	0.32	0.07	0.21	0.32	























Intersection Summary

Cycle Length: 119
 Actuated Cycle Length: 55.6
 Natural Cycle: 75
 Control Type: Actuated-Uncoordinated

Splits and Phases: 1: Daniel Webster Hwy & Front Street/Dwy



HCM Signalized Intersection Capacity Analysis
 1: Daniel Webster Hwy & Front Street/Dwy

													
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR	
Lane Configurations													
Traffic Volume (vph)	18	6	1	90	9	80	17	390	80	60	390	29	
Future Volume (vph)	18	6	1	90	9	80	17	390	80	60	390	29	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)		6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0	6.0		
Lane Util. Factor		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Frt		1.00	0.85		1.00	0.85	1.00	1.00	0.85	1.00	0.99		
Flt Protected		0.96	1.00		0.96	1.00	0.95	1.00	1.00	0.95	1.00		
Satd. Flow (prot)		1831	1615		1783	1599	1805	1881	1615	1770	1863		
Flt Permitted		0.73	1.00		0.72	1.00	0.95	1.00	1.00	0.95	1.00		
Satd. Flow (perm)		1388	1615		1342	1599	1805	1881	1615	1770	1863		
Peak-hour factor, PHF	0.67	0.67	0.67	0.83	0.83	0.83	0.89	0.89	0.89	0.96	0.96	0.96	
Adj. Flow (vph)	27	9	1	108	11	96	19	438	90	62	406	30	
RTOR Reduction (vph)	0	0	1	0	0	77	0	0	51	0	2	0	
Lane Group Flow (vph)	0	36	0	0	119	19	19	438	39	63	434	0	
Heavy Vehicles (%)	0%	0%	0%	1%	11%	1%	0%	1%	0%	2%	1%	0%	
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA	Perm	Prot	NA		
Protected Phases		4			8		1	6		5	2		
Permitted Phases	4		4	8		8			6				
Actuated Green, G (s)		11.9	11.9		11.9	11.9	1.2	25.7	25.7	4.4	28.9		
Effective Green, g (s)		11.9	11.9		11.9	11.9	1.2	25.7	25.7	4.4	28.9		
Actuated g/C Ratio		0.20	0.20		0.20	0.20	0.02	0.43	0.43	0.07	0.48		
Clearance Time (s)		6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0	6.0		
Vehicle Extension (s)		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0		
Lane Grp Cap (vph)		275	320		266	317	36	805	691	129	897		
v/s Ratio Prot							0.01	c0.23		c0.04	c0.23		
v/s Ratio Perm		0.03	0.00		c0.09	0.01			0.02				
v/c Ratio		0.13	0.00		0.45	0.06	0.53	0.54	0.06	0.49	0.48		
Uniform Delay, d1		19.8	19.3		21.2	19.5	29.1	12.8	10.0	26.7	10.5		
Progression Factor		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Incremental Delay, d2		0.2	0.0		1.2	0.1	13.3	0.8	0.0	2.9	0.4		
Delay (s)		20.0	19.3		22.4	19.6	42.4	13.5	10.1	29.6	10.9		
Level of Service		C	B		C	B	D	B	B	C	B		
Approach Delay (s)		20.0			21.1			14.0			13.3		
Approach LOS		B			C			B			B		
Intersection Summary													
HCM 2000 Control Delay			15.1		HCM 2000 Level of Service						B		
HCM 2000 Volume to Capacity ratio			0.57										
Actuated Cycle Length (s)			60.0		Sum of lost time (s)						22.0		
Intersection Capacity Utilization			52.7%		ICU Level of Service						A		
Analysis Period (min)			15										
c Critical Lane Group													

Intersection						
Int Delay, s/veh	2.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	7	130	130	480	490	22
Future Vol, veh/h	7	130	130	480	490	22
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	125	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	90	90	88	88
Heavy Vehicles, %	14	6	10	3	2	0
Mvmt Flow	8	141	144	533	557	25

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1391	570	582	0	-	0
Stage 1	570	-	-	-	-	-
Stage 2	821	-	-	-	-	-
Critical Hdwy	6.54	6.26	4.2	-	-	-
Critical Hdwy Stg 1	5.54	-	-	-	-	-
Critical Hdwy Stg 2	5.54	-	-	-	-	-
Follow-up Hdwy	3.626	3.354	2.29	-	-	-
Pot Cap-1 Maneuver	147	513	954	-	-	-
Stage 1	543	-	-	-	-	-
Stage 2	413	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	125	513	954	-	-	-
Mov Cap-2 Maneuver	125	-	-	-	-	-
Stage 1	461	-	-	-	-	-
Stage 2	413	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	17.2	2	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	954	-	443	-	-
HCM Lane V/C Ratio	0.151	-	0.336	-	-
HCM Control Delay (s)	9.4	-	17.2	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0.5	-	1.5	-	-

Intersection						
Int Delay, s/veh	4.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	47	31	565	38	20	630
Future Vol, veh/h	47	31	565	38	20	630
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	54	54	95	95	91	91
Heavy Vehicles, %	0	0	3	0	0	2
Mvmt Flow	87	57	595	40	22	692

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1351	615	0	0	635
Stage 1	615	-	-	-	-
Stage 2	736	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2
Pot Cap-1 Maneuver	167	495	-	-	958
Stage 1	543	-	-	-	-
Stage 2	477	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	161	495	-	-	958
Mov Cap-2 Maneuver	161	-	-	-	-
Stage 1	543	-	-	-	-
Stage 2	459	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	48	0	0.3
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	220	958
HCM Lane V/C Ratio	-	-	0.657	0.023
HCM Control Delay (s)	-	-	48	8.8
HCM Lane LOS	-	-	E	A
HCM 95th %tile Q(veh)	-	-	4	0.1

Timings
4: Daniel Webster Hwy & Baboosic Lake Rd/Dwy

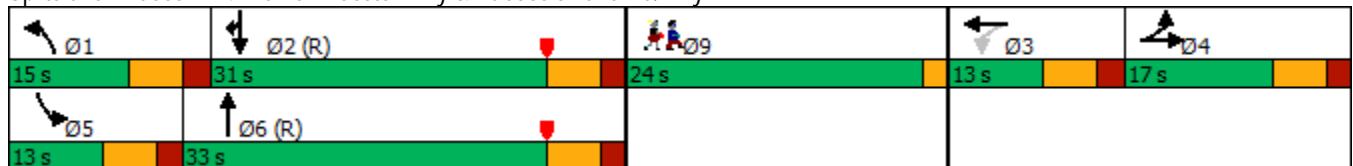


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR	Ø9
Lane Configurations										
Traffic Volume (vph)	175	1	3	0	150	445	2	470	230	
Future Volume (vph)	175	1	3	0	150	445	2	470	230	
Lane Group Flow (vph)	182	168	0	12	152	453	2	500	245	
Turn Type	Split	NA	Perm	NA	Prot	NA	Prot	NA	Prot	
Protected Phases	4	4		3	1	6	5	2	2	9
Permitted Phases			3							
Detector Phase	4	4	3	3	1	6	5	2	2	
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	1.0
Minimum Split (s)	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	24.0
Total Split (s)	17.0	17.0	13.0	13.0	15.0	33.0	13.0	31.0	31.0	24.0
Total Split (%)	17.0%	17.0%	13.0%	13.0%	15.0%	33.0%	13.0%	31.0%	31.0%	24%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	2.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	0.0
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	Lag	Lag	Lead	Lead	Lead	Lag	Lead	Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	None	C-Min	None	C-Min	C-Min	None
v/c Ratio	0.65	0.43		0.04	0.60	0.36	0.03	0.53	0.27	
Control Delay	50.3	9.5		0.3	56.9	7.8	46.5	22.4	3.6	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	50.3	9.5		0.3	56.9	7.8	46.5	22.4	3.6	
Queue Length 50th (ft)	110	1		0	92	82	1	201	0	
Queue Length 95th (ft)	175	55		0	172	153	9	#422	51	
Internal Link Dist (ft)		588		178		1110		590		
Turn Bay Length (ft)	575				600		100		400	
Base Capacity (vph)	281	390		293	254	1267	84	944	917	
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	0.65	0.43		0.04	0.60	0.36	0.02	0.53	0.27	

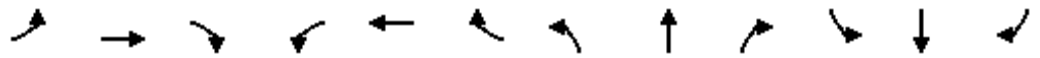
Intersection Summary

Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 0 (0%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow, Master Intersection
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 4: Daniel Webster Hwy & Baboosic Lake Rd/Dwy



HCM Signalized Intersection Capacity Analysis
4: Daniel Webster Hwy & Baboosic Lake Rd/Dwy



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗			↔		↖	↗		↖	↗	↖
Traffic Volume (vph)	175	1	160	3	0	6	150	445	4	2	470	230
Future Volume (vph)	175	1	160	3	0	6	150	445	4	2	470	230
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0			6.0		6.0	6.0		6.0	6.0	6.0
Lane Util. Factor	1.00	1.00			1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.85			0.91		1.00	1.00		1.00	1.00	0.85
Flt Protected	0.95	1.00			0.98		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1787	1585			1701		1787	1871		1203	1900	1599
Flt Permitted	0.95	1.00			1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1787	1585			1729		1787	1871		1203	1900	1599
Peak-hour factor, PHF	0.96	0.96	0.96	0.72	0.72	0.72	0.99	0.99	0.99	0.94	0.94	0.94
Adj. Flow (vph)	182	1	167	4	0	8	152	449	4	2	500	245
RTOR Reduction (vph)	0	141	0	0	12	0	0	0	0	0	0	135
Lane Group Flow (vph)	182	27	0	0	0	0	152	453	0	2	500	110
Heavy Vehicles (%)	1%	0%	2%	0%	0%	0%	1%	1%	50%	50%	0%	1%
Turn Type	Split	NA		Perm	NA		Prot	NA		Prot	NA	Prot
Protected Phases	4	4			3		1	6		5	2	2
Permitted Phases				3								
Actuated Green, G (s)	15.7	15.7			1.1		14.3	58.2		1.0	44.9	44.9
Effective Green, g (s)	15.7	15.7			1.1		14.3	58.2		1.0	44.9	44.9
Actuated g/C Ratio	0.16	0.16			0.01		0.14	0.58		0.01	0.45	0.45
Clearance Time (s)	6.0	6.0			6.0		6.0	6.0		6.0	6.0	6.0
Vehicle Extension (s)	1.5	1.5			3.0		1.5	1.5		1.5	1.5	1.5
Lane Grp Cap (vph)	280	248			19		255	1088		12	853	717
v/s Ratio Prot	c0.10	0.02					c0.09	0.24		0.00	c0.26	0.07
v/s Ratio Perm					c0.00							
v/c Ratio	0.65	0.11			0.01		0.60	0.42		0.17	0.59	0.15
Uniform Delay, d1	39.6	36.2			48.9		40.1	11.5		49.1	20.6	16.3
Progression Factor	1.00	1.00			1.00		1.19	0.75		1.00	1.00	1.00
Incremental Delay, d2	4.1	0.1			0.1		2.4	1.1		2.4	2.9	0.5
Delay (s)	43.6	36.2			49.1		50.1	9.7		51.5	23.5	16.8
Level of Service	D	D			D		D	A		D	C	B
Approach Delay (s)		40.1			49.1			19.9			21.4	
Approach LOS		D			D			B			C	

Intersection Summary			
HCM 2000 Control Delay	24.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.61		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	26.0
Intersection Capacity Utilization	64.4%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Timings
5: Daniel Webster Hwy & CVS Driveway

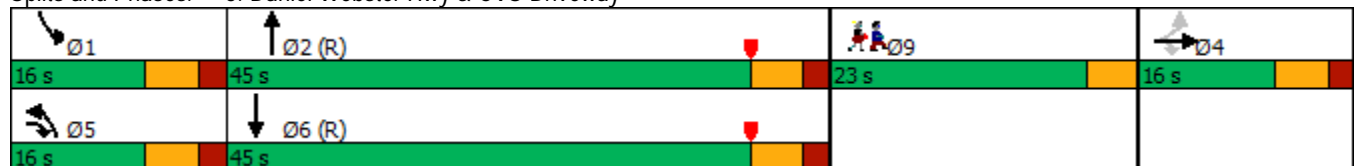


Lane Group	EBT	EBR	NBL	NBT	SBL	SBT	Ø9
Lane Configurations	↖	↗	↖	↗	↖	↗	
Traffic Volume (vph)	1	55	40	510	4	555	
Future Volume (vph)	1	55	40	510	4	555	
Lane Group Flow (vph)	67	66	43	552	4	632	
Turn Type	NA	pm+ov	Prot	NA	Prot	NA	
Protected Phases	4	5	5	2	1	6	9
Permitted Phases		4					
Detector Phase	4	5	5	2	1	6	
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	9.0	5.0	9.0	1.0
Minimum Split (s)	11.0	11.0	11.0	15.0	11.0	15.0	23.0
Total Split (s)	16.0	16.0	16.0	45.0	16.0	45.0	23.0
Total Split (%)	16.0%	16.0%	16.0%	45.0%	16.0%	45.0%	23%
Yellow Time (s)	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	0.0
Lost Time Adjust (s)	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	
Lead/Lag		Lead	Lead	Lag	Lead	Lag	
Lead-Lag Optimize?		Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	C-Min	None	C-Min	None
v/c Ratio	0.41	0.17	0.30	0.37	0.05	0.48	
Control Delay	49.8	6.4	48.4	5.6	33.2	15.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	49.8	6.4	48.4	5.6	33.2	15.4	
Queue Length 50th (ft)	41	0	26	81	2	199	
Queue Length 95th (ft)	75	21	60	244	m5	415	
Internal Link Dist (ft)	206			391		1110	
Turn Bay Length (ft)			95		85		
Base Capacity (vph)	191	426	181	1502	144	1326	
Starvation Cap Reductn	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	
Reduced v/c Ratio	0.35	0.15	0.24	0.37	0.03	0.48	

Intersection Summary

Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 2 (2%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 5: Daniel Webster Hwy & CVS Driveway



HCM Signalized Intersection Capacity Analysis
5: Daniel Webster Hwy & CVS Driveway



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖	↗				↖	↗		↖	↗	
Traffic Volume (vph)	55	1	55	0	0	0	40	510	8	4	555	33
Future Volume (vph)	55	1	55	0	0	0	40	510	8	4	555	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0				6.0	6.0		6.0	6.0	
Lane Util. Factor		1.00	1.00				1.00	1.00		1.00	1.00	
Frt		1.00	0.85				1.00	1.00		1.00	0.99	
Flt Protected		0.95	1.00				0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1811	1615				1805	1877		1444	1867	
Flt Permitted		0.95	1.00				0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1811	1615				1805	1877		1444	1867	
Peak-hour factor, PHF	0.83	0.83	0.83	0.92	0.92	0.92	0.94	0.94	0.94	0.93	0.93	0.93
Adj. Flow (vph)	66	1	66	0	0	0	43	543	9	4	597	35
RTOR Reduction (vph)	0	0	56	0	0	0	0	0	0	0	1	0
Lane Group Flow (vph)	0	67	10	0	0	0	43	552	0	4	631	0
Heavy Vehicles (%)	0%	0%	0%	2%	2%	2%	0%	1%	0%	25%	1%	0%
Turn Type	Perm	NA	pm+ov				Prot	NA		Prot	NA	
Protected Phases		4	5				5	2		1	6	
Permitted Phases	4		4									
Actuated Green, G (s)		7.9	14.6				6.7	72.8		1.3	67.4	
Effective Green, g (s)		7.9	14.6				6.7	72.8		1.3	67.4	
Actuated g/C Ratio		0.08	0.15				0.07	0.73		0.01	0.67	
Clearance Time (s)		6.0	6.0				6.0	6.0		6.0	6.0	
Vehicle Extension (s)		3.0	3.0				3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		143	332				120	1366		18	1258	
v/s Ratio Prot			0.00				c0.02	c0.29		0.00	c0.34	
v/s Ratio Perm		0.04	0.00									
v/c Ratio		0.47	0.03				0.36	0.40		0.22	0.50	
Uniform Delay, d1		44.0	36.6				44.6	5.2		48.8	8.0	
Progression Factor		1.00	1.00				1.00	1.00		0.73	1.51	
Incremental Delay, d2		2.4	0.0				1.8	0.9		5.4	1.3	
Delay (s)		46.5	36.7				46.4	6.1		41.0	13.4	
Level of Service		D	D				D	A		D	B	
Approach Delay (s)		41.6			0.0			9.0			13.5	
Approach LOS		D			A			A			B	
Intersection Summary												
HCM 2000 Control Delay			14.3				HCM 2000 Level of Service			B		
HCM 2000 Volume to Capacity ratio			0.52									
Actuated Cycle Length (s)			100.0				Sum of lost time (s)			22.0		
Intersection Capacity Utilization			47.4%				ICU Level of Service			A		
Analysis Period (min)			15									
c Critical Lane Group												

Timings
1: Daniel Webster Hwy & Front Street/Dwy

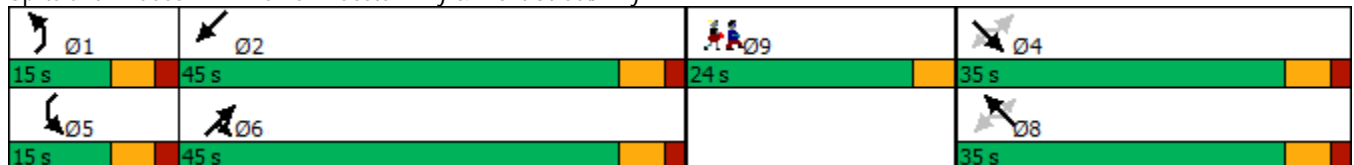


Lane Group	SEL	SET	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	Ø9
Lane Configurations		↕		↕	↕	↕	↕	↕	↕	↕	
Traffic Volume (vph)	36	6	59	13	29	26	354	26	17	445	
Future Volume (vph)	36	6	59	13	29	26	354	26	17	445	
Lane Group Flow (vph)	0	50	0	83	33	29	398	29	19	567	
Turn Type	Perm	NA	Perm	NA	Perm	Prot	NA	Prot	Prot	NA	
Protected Phases		4		8		1	6	6	5	2	9
Permitted Phases	4		8		8						
Detector Phase	4	4	8	8	8	1	6	6	5	2	
Switch Phase											
Minimum Initial (s)	4.0	4.0	8.0	8.0	8.0	4.0	15.0	15.0	4.0	15.0	1.0
Minimum Split (s)	10.0	10.0	14.0	14.0	14.0	10.0	21.0	21.0	10.0	21.0	24.0
Total Split (s)	35.0	35.0	35.0	35.0	35.0	15.0	45.0	45.0	15.0	45.0	24.0
Total Split (%)	29.4%	29.4%	29.4%	29.4%	29.4%	12.6%	37.8%	37.8%	12.6%	37.8%	20%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	0.0
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-Lag Optimize?						Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	None	None	Min	Min	None	Min	None
v/c Ratio		0.18		0.29	0.08	0.14	0.35	0.03	0.10	0.53	
Control Delay		26.4		27.8	0.4	32.3	9.6	0.0	32.8	14.0	
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		26.4		27.8	0.4	32.3	9.6	0.0	32.8	14.0	
Queue Length 50th (ft)		14		24	0	9	68	0	6	109	
Queue Length 95th (ft)		48		74	0	38	197	0	29	316	
Internal Link Dist (ft)		93		485			1792			545	
Turn Bay Length (ft)						185		225	100		
Base Capacity (vph)		658		706	799	285	1257	1055	268	1205	
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		0.08		0.12	0.04	0.10	0.32	0.03	0.07	0.47	
























Intersection Summary

Cycle Length: 119
 Actuated Cycle Length: 61
 Natural Cycle: 80
 Control Type: Actuated-Uncoordinated

Splits and Phases: 1: Daniel Webster Hwy & Front Street/Dwy



HCM Signalized Intersection Capacity Analysis
 1: Daniel Webster Hwy & Front Street/Dwy

													
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR	
Lane Configurations													
Traffic Volume (vph)	36	6	0	59	13	29	26	354	26	17	445	60	
Future Volume (vph)	36	6	0	59	13	29	26	354	26	17	445	60	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)		6.0			6.0	6.0	6.0	6.0	6.0	6.0	6.0		
Lane Util. Factor		1.00			1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Frt		1.00			1.00	0.85	1.00	1.00	0.85	1.00	0.98		
Flt Protected		0.96			0.96	1.00	0.95	1.00	1.00	0.95	1.00		
Satd. Flow (prot)		1776			1825	1455	1805	1759	1429	1703	1758		
Flt Permitted		0.70			0.73	1.00	0.95	1.00	1.00	0.95	1.00		
Satd. Flow (perm)		1293			1388	1455	1805	1759	1429	1703	1758		
Peak-hour factor, PHF	0.84	0.84	0.84	0.87	0.87	0.87	0.89	0.89	0.89	0.89	0.89	0.89	
Adj. Flow (vph)	43	7	0	68	15	33	29	398	29	19	500	67	
RTOR Reduction (vph)	0	0	0	0	0	28	0	0	13	0	3	0	
Lane Group Flow (vph)	0	50	0	0	83	5	29	398	16	19	564	0	
Heavy Vehicles (%)	3%	0%	0%	0%	0%	11%	0%	8%	13%	6%	7%	0%	
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA	Prot	Prot	NA		
Protected Phases		4			8		1	6	6	5	2		
Permitted Phases	4		4	8		8							
Actuated Green, G (s)		10.2			10.2	10.2	2.5	37.8	37.8	1.2	36.5		
Effective Green, g (s)		10.2			10.2	10.2	2.5	37.8	37.8	1.2	36.5		
Actuated g/C Ratio		0.15			0.15	0.15	0.04	0.56	0.56	0.02	0.54		
Clearance Time (s)		6.0			6.0	6.0	6.0	6.0	6.0	6.0	6.0		
Vehicle Extension (s)		8.0			2.0	2.0	3.0	5.0	5.0	3.0	3.0		
Lane Grp Cap (vph)		196			210	220	67	989	803	30	954		
v/s Ratio Prot							c0.02	0.23	0.01	0.01	c0.32		
v/s Ratio Perm		0.04			c0.06	0.00							
v/c Ratio		0.26			0.40	0.02	0.43	0.40	0.02	0.63	0.59		
Uniform Delay, d1		25.1			25.7	24.3	31.7	8.3	6.5	32.8	10.3		
Progression Factor		1.00			1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Incremental Delay, d2		2.9			0.4	0.0	4.4	0.6	0.0	36.3	1.0		
Delay (s)		28.1			26.2	24.3	36.1	8.9	6.5	69.1	11.3		
Level of Service		C			C	C	D	A	A	E	B		
Approach Delay (s)		28.1			25.6			10.5			13.2		
Approach LOS		C			C			B			B		
Intersection Summary													
HCM 2000 Control Delay			14.0									HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio			0.59										
Actuated Cycle Length (s)			67.2									Sum of lost time (s)	22.0
Intersection Capacity Utilization			47.7%									ICU Level of Service	A
Analysis Period (min)			15										
c Critical Lane Group													

Intersection						
Int Delay, s/veh	6.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y		Y	↑	↑	
Traffic Vol, veh/h	3	279	91	381	558	14
Future Vol, veh/h	3	279	91	381	558	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	125	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	86	86	77	77	92	92
Heavy Vehicles, %	33	3	13	8	6	15
Mvmt Flow	3	324	118	495	607	15

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1346	615	622	0	-	0
Stage 1	615	-	-	-	-	-
Stage 2	731	-	-	-	-	-
Critical Hdwy	6.73	6.23	4.23	-	-	-
Critical Hdwy Stg 1	5.73	-	-	-	-	-
Critical Hdwy Stg 2	5.73	-	-	-	-	-
Follow-up Hdwy	3.797	3.327	2.317	-	-	-
Pot Cap-1 Maneuver	143	489	908	-	-	-
Stage 1	484	-	-	-	-	-
Stage 2	425	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	124	489	908	-	-	-
Mov Cap-2 Maneuver	124	-	-	-	-	-
Stage 1	421	-	-	-	-	-
Stage 2	425	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	27.9	1.8	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	908	-	474	-	-
HCM Lane V/C Ratio	0.13	-	0.692	-	-
HCM Control Delay (s)	9.6	-	27.9	-	-
HCM Lane LOS	A	-	D	-	-
HCM 95th %tile Q(veh)	0.4	-	5.2	-	-

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		T			T
Traffic Vol, veh/h	0	0	472	0	0	836
Future Vol, veh/h	0	0	472	0	0	836
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	513	0	0	909

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1422	513	0	0	513
Stage 1	513	-	-	-	-
Stage 2	909	-	-	-	-
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	150	561	-	-	1052
Stage 1	601	-	-	-	-
Stage 2	393	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	150	561	-	-	1052
Mov Cap-2 Maneuver	150	-	-	-	-
Stage 1	601	-	-	-	-
Stage 2	393	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	1052	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	-	-	0	0
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0	0

Timings
4: Daniel Webster Hwy & Baboosic Lake Rd/Dwy

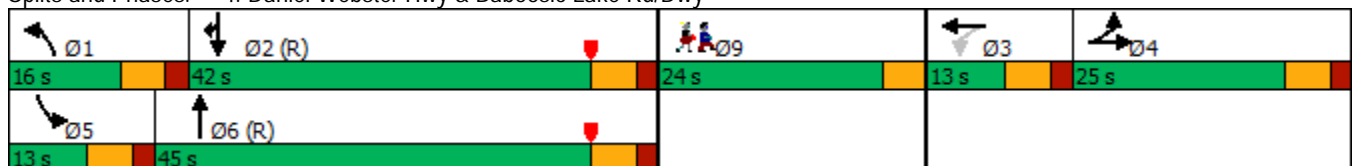


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR	Ø9
Lane Configurations										
Traffic Volume (vph)	231	2	1	1	75	273	6	541	241	
Future Volume (vph)	231	2	1	1	75	273	6	541	241	
Lane Group Flow (vph)	266	230	0	9	82	301	7	636	284	
Turn Type	Split	NA	Perm	NA	Prot	NA	Prot	NA	Prot	
Protected Phases	4	4		3	1	6	5	2	2	9
Permitted Phases			3							
Detector Phase	4	4	3	3	1	6	5	2	2	
Switch Phase										
Minimum Initial (s)	7.0	7.0	5.0	5.0	5.0	10.0	5.0	10.0	10.0	1.0
Minimum Split (s)	13.0	13.0	11.0	11.0	11.0	16.0	11.0	16.0	16.0	24.0
Total Split (s)	25.0	25.0	13.0	13.0	16.0	45.0	13.0	42.0	42.0	24.0
Total Split (%)	20.8%	20.8%	10.8%	10.8%	13.3%	37.5%	10.8%	35.0%	35.0%	20%
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	0.0
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	Lag	Lag	Lead	Lead	Lead	Lag	Lead	Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	None	C-Min	None	C-Min	C-Min	None
v/c Ratio	0.69	0.44		0.12	0.53	0.28	0.10	0.66	0.30	
Control Delay	52.1	7.4		40.0	60.0	19.3	56.5	29.1	4.0	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	52.1	7.4		40.0	60.0	19.3	56.5	29.1	4.0	
Queue Length 50th (ft)	189	1		3	61	86	5	343	0	
Queue Length 95th (ft)	259	55		12	94	337	20	#737	50	
Internal Link Dist (ft)		588		178		1110		590		
Turn Bay Length (ft)	575				600		100		400	
Base Capacity (vph)	387	527		80	163	1084	81	963	946	
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	0.69	0.44		0.11	0.50	0.28	0.09	0.66	0.30	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow, Master Intersection
 Natural Cycle: 110
 Control Type: Actuated-Coordinated
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 4: Daniel Webster Hwy & Baboosic Lake Rd/Dwy



HCM Signalized Intersection Capacity Analysis
4: Daniel Webster Hwy & Baboosic Lake Rd/Dwy



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	231	2	198	1	1	3	75	273	4	6	541	241
Future Volume (vph)	231	2	198	1	1	3	75	273	4	6	541	241
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0			6.0		6.0	6.0		6.0	6.0	6.0
Lane Util. Factor	1.00	1.00			1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.85			0.93		1.00	1.00		1.00	1.00	0.85
Flt Protected	0.95	1.00			0.99		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1736	1571			1090		1641	1742		1357	1845	1553
Flt Permitted	0.95	1.00			0.94		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1736	1571			1036		1641	1742		1357	1845	1553
Peak-hour factor, PHF	0.87	0.87	0.87	0.60	0.60	0.60	0.92	0.92	0.92	0.85	0.85	0.85
Adj. Flow (vph)	266	2	228	2	2	5	82	297	4	7	636	284
RTOR Reduction (vph)	0	177	0	0	5	0	0	0	0	0	0	150
Lane Group Flow (vph)	266	53	0	0	4	0	82	301	0	7	636	134
Heavy Vehicles (%)	4%	0%	3%	100%	0%	67%	10%	9%	0%	33%	3%	4%
Turn Type	Split	NA		Perm	NA		Prot	NA		Prot	NA	Prot
Protected Phases	4	4			3		1	6		5	2	2
Permitted Phases				3								
Actuated Green, G (s)	26.8	26.8			2.6		9.9	65.1		1.5	56.7	56.7
Effective Green, g (s)	26.8	26.8			2.6		9.9	65.1		1.5	56.7	56.7
Actuated g/C Ratio	0.22	0.22			0.02		0.08	0.54		0.01	0.47	0.47
Clearance Time (s)	6.0	6.0			6.0		6.0	6.0		6.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	387	350			22		135	945		16	871	733
v/s Ratio Prot	c0.15	0.03					c0.05	0.17		0.01	c0.34	0.09
v/s Ratio Perm					c0.00							
v/c Ratio	0.69	0.15			0.19		0.61	0.32		0.44	0.73	0.18
Uniform Delay, d1	42.8	37.5			57.7		53.2	15.2		58.8	25.5	18.3
Progression Factor	1.00	1.00			1.00		0.93	1.31		1.00	1.00	1.00
Incremental Delay, d2	5.0	0.2			4.1		7.5	0.9		18.0	5.4	0.5
Delay (s)	47.8	37.7			61.7		56.9	20.7		76.8	30.8	18.8
Level of Service	D	D			E		E	C		E	C	B
Approach Delay (s)		43.1			61.7			28.5			27.5	
Approach LOS		D			E			C			C	

Intersection Summary

HCM 2000 Control Delay	32.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.72		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	28.0
Intersection Capacity Utilization	67.1%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Timings
5: Daniel Webster Hwy & CVS Driveway

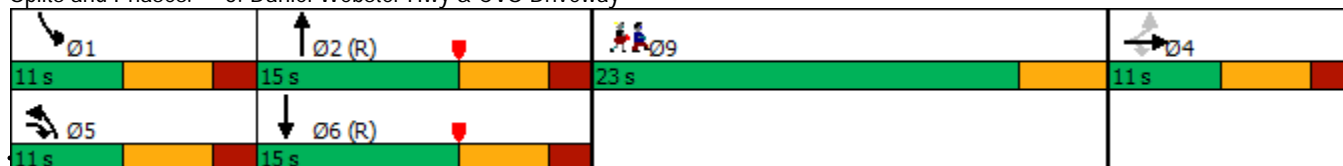


Lane Group	EBT	EBR	NBL	NBT	SBL	SBT	Ø9
Lane Configurations	↖	↗	↙	↘	↙	↘	
Traffic Volume (vph)	1	2	5	316	1	713	
Future Volume (vph)	1	2	5	316	1	713	
Lane Group Flow (vph)	17	4	5	338	1	795	
Turn Type	NA	pm+ov	Prot	NA	Prot	NA	
Protected Phases	4	5	5	2	1	6	9
Permitted Phases		4					
Detector Phase	4	5	5	2	1	6	
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	9.0	5.0	9.0	1.0
Minimum Split (s)	11.0	11.0	11.0	15.0	11.0	15.0	23.0
Total Split (s)	11.0	11.0	11.0	15.0	11.0	15.0	23.0
Total Split (%)	18.3%	18.3%	18.3%	25.0%	18.3%	25.0%	38%
Yellow Time (s)	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	0.0
Lost Time Adjust (s)	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	
Lead/Lag		Lead	Lead	Lag	Lead	Lag	
Lead-Lag Optimize?		Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	C-Min	None	C-Min	None
v/c Ratio	0.09	0.02	0.03	0.22	0.01	0.48	
Control Delay	25.1	0.0	24.8	3.9	22.0	10.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	25.1	0.0	24.8	3.9	22.0	10.2	
Queue Length 50th (ft)	6	0	2	0	1	11	
Queue Length 95th (ft)	12	0	10	127	m1	#617	
Internal Link Dist (ft)	206			391		1110	
Turn Bay Length (ft)			95		85		
Base Capacity (vph)	186	261	145	1557	167	1648	
Starvation Cap Reductn	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	
Reduced v/c Ratio	0.09	0.02	0.03	0.22	0.01	0.48	

Intersection Summary

Cycle Length: 60
 Actuated Cycle Length: 60
 Offset: 2 (3%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 5: Daniel Webster Hwy & CVS Driveway



HCM Signalized Intersection Capacity Analysis

5: Daniel Webster Hwy & CVS Driveway

Synchro 11 Report

11/14/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖	↗				↖	↗		↖	↗	
Traffic Volume (vph)	8	1	2	0	0	0	5	316	5	1	713	3
Future Volume (vph)	8	1	2	0	0	0	5	316	5	1	713	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0				6.0	6.0		6.0	6.0	
Lane Util. Factor		1.00	1.00				1.00	1.00		1.00	1.00	
Frt		1.00	0.85				1.00	1.00		1.00	1.00	
Flt Protected		0.96	1.00				0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1820	1077				1504	1737		1805	1844	
Flt Permitted		0.96	1.00				0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1820	1077				1504	1737		1805	1844	
Peak-hour factor, PHF	0.53	0.53	0.53	0.92	0.92	0.92	0.95	0.95	0.95	0.90	0.90	0.90
Adj. Flow (vph)	15	2	4	0	0	0	5	333	5	1	792	3
RTOR Reduction (vph)	0	0	4	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	17	0	0	0	0	5	338	0	1	795	0
Heavy Vehicles (%)	0%	0%	50%	2%	2%	2%	20%	9%	20%	0%	3%	0%
Turn Type	Perm	NA	pm+ov				Prot	NA		Prot	NA	
Protected Phases		4	5				5	2		1	6	
Permitted Phases	4		4									
Actuated Green, G (s)		1.5	2.8				1.3	39.3		1.2	39.2	
Effective Green, g (s)		1.5	2.8				1.3	39.3		1.2	39.2	
Actuated g/C Ratio		0.02	0.05				0.02	0.65		0.02	0.65	
Clearance Time (s)		6.0	6.0				6.0	6.0		6.0	6.0	
Vehicle Extension (s)		3.0	3.0				3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		45	157				32	1137		36	1204	
v/s Ratio Prot			0.00				c0.00	0.19		0.00	c0.43	
v/s Ratio Perm		0.01	0.00									
v/c Ratio		0.38	0.00				0.16	0.30		0.03	0.66	
Uniform Delay, d1		28.8	27.3				28.8	4.4		28.8	6.3	
Progression Factor		1.00	1.00				1.00	1.00		0.88	2.17	
Incremental Delay, d2		5.2	0.0				2.3	0.7		0.3	2.3	
Delay (s)		34.0	27.3				31.1	5.1		25.7	16.1	
Level of Service		C	C				C	A		C	B	
Approach Delay (s)		32.7			0.0			5.5			16.1	
Approach LOS		C			A			A			B	

Intersection Summary

HCM 2000 Control Delay	13.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	22.0
Intersection Capacity Utilization	51.9%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Timings
1: Daniel Webster Hwy & Front Street/Dwy



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	Ø9
Lane Configurations		↕	↕		↕	↕	↕	↕	↕	↕	↕	↕
Traffic Volume (vph)	11	1	1	102	0	59	7	708	123	54	493	
Future Volume (vph)	11	1	1	102	0	59	7	708	123	54	493	
Lane Group Flow (vph)	0	26	2	0	111	64	7	738	128	58	545	
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA	Perm	Prot	NA	
Protected Phases		4			8		1	6		5	2	9
Permitted Phases	4		4	8		8			6			
Detector Phase	4	4	4	8	8	8	1	6	6	5	2	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	8.0	8.0	8.0	4.0	15.0	15.0	4.0	15.0	1.0
Minimum Split (s)	10.0	10.0	10.0	14.0	14.0	14.0	10.0	21.0	21.0	10.0	21.0	24.0
Total Split (s)	35.0	35.0	35.0	35.0	35.0	35.0	15.0	45.0	45.0	15.0	45.0	24.0
Total Split (%)	29.4%	29.4%	29.4%	29.4%	29.4%	29.4%	12.6%	37.8%	37.8%	12.6%	37.8%	20%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	0.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0	6.0	
Lead/Lag							Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	None	None	None	Min	Min	None	Min	None
v/c Ratio		0.14	0.01		0.51	0.18	0.05	0.69	0.13	0.31	0.45	
Control Delay		29.7	0.0		38.0	2.2	35.1	18.9	3.2	36.9	9.4	
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		29.7	0.0		38.0	2.2	35.1	18.9	3.2	36.9	9.4	
Queue Length 50th (ft)		11	0		49	0	3	265	2	26	92	
Queue Length 95th (ft)		16	0		99	7	16	#526	29	63	279	
Internal Link Dist (ft)		93			485			1792			545	
Turn Bay Length (ft)							185		225	100		
Base Capacity (vph)		468	709		554	709	221	1063	973	221	1220	
Starvation Cap Reductn		0	0		0	0	0	0	0	0	0	
Spillback Cap Reductn		0	0		0	0	0	0	0	0	0	
Storage Cap Reductn		0	0		0	0	0	0	0	0	0	
Reduced v/c Ratio		0.06	0.00		0.20	0.09	0.03	0.69	0.13	0.26	0.45	

Intersection Summary

Cycle Length: 119

Actuated Cycle Length: 74.3

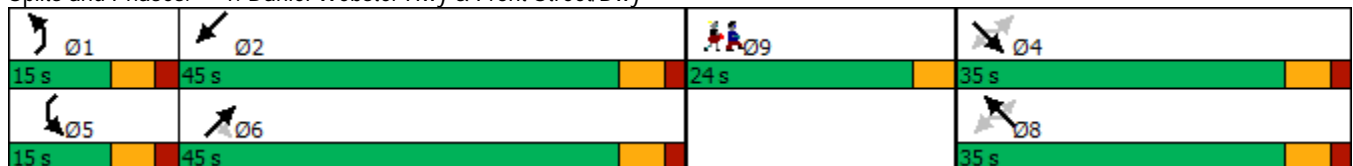
Natural Cycle: 90

Control Type: Actuated-Uncoordinated























95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 1: Daniel Webster Hwy & Front Street/Dwy



HCM Signalized Intersection Capacity Analysis
 1: Daniel Webster Hwy & Front Street/Dwy

													
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR	
Lane Configurations													
Traffic Volume (vph)	11	1	1	102	0	59	7	708	123	54	493	14	
Future Volume (vph)	11	1	1	102	0	59	7	708	123	54	493	14	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)		6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0	6.0		
Lane Util. Factor		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Frt		1.00	0.85		1.00	0.85	1.00	1.00	0.85	1.00	1.00		
Flt Protected		0.96	1.00		0.95	1.00	0.95	1.00	1.00	0.95	1.00		
Satd. Flow (prot)		1677	1615		1805	1615	1805	1863	1615	1805	1874		
Flt Permitted		0.68	1.00		0.74	1.00	0.95	1.00	1.00	0.95	1.00		
Satd. Flow (perm)		1189	1615		1407	1615	1805	1863	1615	1805	1874		
Peak-hour factor, PHF	0.45	0.45	0.45	0.92	0.92	0.92	0.96	0.96	0.96	0.93	0.93	0.93	
Adj. Flow (vph)	24	2	2	111	0	64	7	738	128	58	530	15	
RTOR Reduction (vph)	0	0	2	0	0	55	0	0	52	0	0	0	
Lane Group Flow (vph)	0	26	0	0	111	9	7	738	76	58	545	0	
Heavy Vehicles (%)	9%	0%	0%	0%	0%	0%	0%	2%	0%	0%	1%	0%	
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA	Perm	Prot	NA		
Protected Phases		4			8		1	6		5	2		
Permitted Phases	4		4	8		8			6				
Actuated Green, G (s)		11.5	11.5		11.5	11.5	1.2	44.7	44.7	4.9	48.4		
Effective Green, g (s)		11.5	11.5		11.5	11.5	1.2	44.7	44.7	4.9	48.4		
Actuated g/C Ratio		0.15	0.15		0.15	0.15	0.02	0.57	0.57	0.06	0.61		
Clearance Time (s)		6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0	6.0		
Vehicle Extension (s)		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0		
Lane Grp Cap (vph)		172	234		204	234	27	1052	912	111	1146		
v/s Ratio Prot							0.00	c0.40		c0.03	c0.29		
v/s Ratio Perm		0.02	0.00		c0.08	0.01			0.05				
v/c Ratio		0.15	0.00		0.54	0.04	0.26	0.70	0.08	0.52	0.48		
Uniform Delay, d1		29.5	28.9		31.4	29.1	38.5	12.4	7.9	36.0	8.4		
Progression Factor		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Incremental Delay, d2		0.4	0.0		2.9	0.1	5.1	2.1	0.0	4.4	0.3		
Delay (s)		29.9	28.9		34.3	29.1	43.6	14.5	7.9	40.3	8.7		
Level of Service		C	C		C	C	D	B	A	D	A		
Approach Delay (s)		29.9			32.4			13.8			11.8		
Approach LOS		C			C			B			B		
Intersection Summary													
HCM 2000 Control Delay			15.3									HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio			0.71										
Actuated Cycle Length (s)			79.1									Sum of lost time (s)	22.0
Intersection Capacity Utilization			67.2%									ICU Level of Service	C
Analysis Period (min)			15										
c Critical Lane Group													

Intersection						
Int Delay, s/veh	3.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔		↔	↑	↑	
Traffic Vol, veh/h	6	145	220	616	633	23
Future Vol, veh/h	6	145	220	616	633	23
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	125	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	94	94	88	88
Heavy Vehicles, %	0	5	2	3	1	0
Mvmt Flow	7	167	234	655	719	26

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1855	732	745	0	-	0
Stage 1	732	-	-	-	-	-
Stage 2	1123	-	-	-	-	-
Critical Hdwy	6.4	6.25	4.12	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.345	2.218	-	-	-
Pot Cap-1 Maneuver	82	416	863	-	-	-
Stage 1	480	-	-	-	-	-
Stage 2	314	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	60	416	863	-	-	-
Mov Cap-2 Maneuver	60	-	-	-	-	-
Stage 1	350	-	-	-	-	-
Stage 2	314	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	26.5	2.8	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	863	-	337	-	-
HCM Lane V/C Ratio	0.271	-	0.515	-	-
HCM Control Delay (s)	10.7	-	26.5	-	-
HCM Lane LOS	B	-	D	-	-
HCM 95th %tile Q(veh)	1.1	-	2.8	-	-

Intersection						
Int Delay, s/veh	0.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	R	T	R	L	T
Traffic Vol, veh/h	3	2	847	3	1	708
Future Vol, veh/h	3	2	847	3	1	708
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	42	42	90	90	95	95
Heavy Vehicles, %	0	0	1	0	0	1
Mvmt Flow	7	5	941	3	1	745

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1690	943	0	0	944
Stage 1	943	-	-	-	-
Stage 2	747	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2
Pot Cap-1 Maneuver	104	321	-	-	735
Stage 1	382	-	-	-	-
Stage 2	472	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	104	321	-	-	735
Mov Cap-2 Maneuver	104	-	-	-	-
Stage 1	382	-	-	-	-
Stage 2	471	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	32.4	0	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	143	735
HCM Lane V/C Ratio	-	-	0.083	0.001
HCM Control Delay (s)	-	-	32.4	9.9
HCM Lane LOS	-	-	D	A
HCM 95th %tile Q(veh)	-	-	0.3	0

Timings
4: Daniel Webster Hwy & Baboosic Lake Rd/Dwy

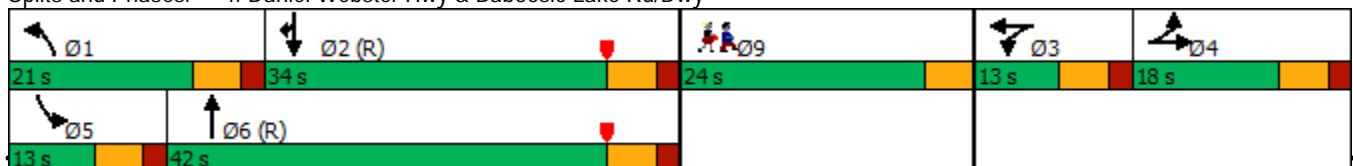


Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT	SBR	Ø9
Lane Configurations									
Traffic Volume (vph)	252	0	3	188	933	2	472	273	
Future Volume (vph)	252	0	3	188	933	2	472	273	
Lane Group Flow (vph)	268	194	12	200	996	2	497	287	
Turn Type	Split	NA	NA	Prot	NA	Prot	NA	Prot	
Protected Phases	4	4	3	1	6	5	2	2	9
Permitted Phases									
Detector Phase	4	4	3	1	6	5	2	2	
Switch Phase									
Minimum Initial (s)	7.0	7.0	5.0	5.0	10.0	5.0	10.0	10.0	1.0
Minimum Split (s)	13.0	13.0	11.0	11.0	16.0	11.0	16.0	16.0	24.0
Total Split (s)	18.0	18.0	13.0	21.0	42.0	13.0	34.0	34.0	24.0
Total Split (%)	16.4%	16.4%	11.8%	19.1%	38.2%	11.8%	30.9%	30.9%	22%
Yellow Time (s)	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	0.0
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	Lag	Lag	Lead	Lead	Lag	Lead	Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	C-Min	None	C-Min	C-Min	None
v/c Ratio	0.54	0.21	0.11	0.69	0.94	0.04	0.72	0.37	
Control Delay	39.4	0.5	51.0	61.1	34.7	50.5	37.9	5.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	39.4	0.5	51.0	61.1	34.7	50.5	37.9	5.0	
Queue Length 50th (ft)	168	0	8	140	323	1	272	0	
Queue Length 95th (ft)	252	0	15	m197	#1178	10	#584	65	
Internal Link Dist (ft)		588	178		1110		590		
Turn Bay Length (ft)	575			600		100		400	
Base Capacity (vph)	499	904	119	298	1059	57	695	777	
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	0.54	0.21	0.10	0.67	0.94	0.04	0.72	0.37	

Intersection Summary

Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 0 (0%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow, Master Intersection
 Natural Cycle: 150
 Control Type: Actuated-Coordinated
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 4: Daniel Webster Hwy & Baboosic Lake Rd/Dwy



HCM Signalized Intersection Capacity Analysis
4: Daniel Webster Hwy & Baboosic Lake Rd/Dwy

Synchro 11 Report
11/14/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	252	0	182	3	3	0	188	933	3	2	472	273
Future Volume (vph)	252	0	182	3	3	0	188	933	3	2	472	273
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0			6.0		6.0	6.0		6.0	6.0	6.0
Lane Util. Factor	1.00	1.00			1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.85			1.00		1.00	1.00		1.00	1.00	0.85
Flt Protected	0.95	1.00			0.98		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1787	1599			1854		1787	1880		902	1881	1615
Flt Permitted	0.95	1.00			0.98		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1787	1599			1854		1787	1880		902	1881	1615
Peak-hour factor, PHF	0.94	0.94	0.94	0.48	0.48	0.48	0.94	0.94	0.94	0.95	0.95	0.95
Adj. Flow (vph)	268	0	194	6	6	0	200	993	3	2	497	287
RTOR Reduction (vph)	0	140	0	0	0	0	0	0	0	0	0	194
Lane Group Flow (vph)	268	54	0	0	12	0	200	996	0	2	497	93
Heavy Vehicles (%)	1%	0%	1%	0%	0%	0%	1%	1%	0%	100%	1%	0%
Turn Type	Split	NA		Split	NA		Prot	NA		Prot	NA	Prot
Protected Phases	4	4		3	3		1	6		5	2	2
Permitted Phases												
Actuated Green, G (s)	30.8	30.8			1.5		17.9	52.3		1.4	35.8	35.8
Effective Green, g (s)	30.8	30.8			1.5		17.9	52.3		1.4	35.8	35.8
Actuated g/C Ratio	0.28	0.28			0.01		0.16	0.48		0.01	0.33	0.33
Clearance Time (s)	6.0	6.0			6.0		6.0	6.0		6.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	500	447			25		290	893		11	612	525
v/s Ratio Prot	c0.15	0.03			c0.01		c0.11	c0.53		0.00	0.26	0.06
v/s Ratio Perm												
v/c Ratio	0.54	0.12			0.48		0.69	1.12		0.18	0.81	0.18
Uniform Delay, d1	33.5	29.5			53.9		43.4	28.9		53.7	34.0	26.6
Progression Factor	1.00	1.00			1.00		1.19	0.85		1.00	1.00	1.00
Incremental Delay, d2	1.1	0.1			13.8		5.2	64.0		7.8	11.2	0.7
Delay (s)	34.7	29.6			67.7		56.8	88.6		61.6	45.2	27.3
Level of Service	C	C			E		E	F		E	D	C
Approach Delay (s)		32.5			67.7			83.3			38.7	
Approach LOS		C			E			F			D	

Intersection Summary

HCM 2000 Control Delay	59.4	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.96		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	28.0
Intersection Capacity Utilization	89.1%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Timings

5: Daniel Webster Hwy & CVS Driveway

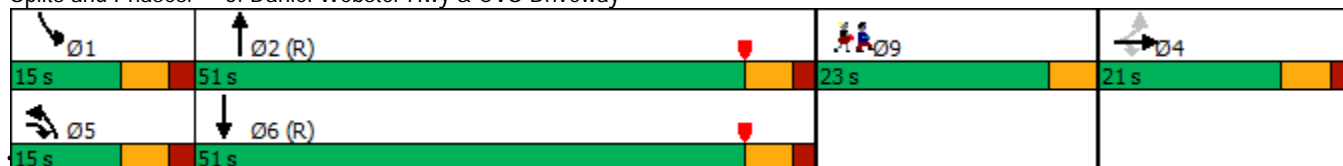


Lane Group	EBT	EBR	NBL	NBT	SBL	SBT	Ø9
Lane Configurations	↔	↔	↔	↔	↔	↔	
Traffic Volume (vph)	1	60	70	949	3	531	
Future Volume (vph)	1	60	70	949	3	531	
Lane Group Flow (vph)	105	66	74	1027	3	583	
Turn Type	NA	pm+ov	Prot	NA	Prot	NA	
Protected Phases	4	5	5	2	1	6	9
Permitted Phases		4					
Detector Phase	4	5	5	2	1	6	
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	9.0	5.0	9.0	1.0
Minimum Split (s)	11.0	11.0	11.0	15.0	11.0	15.0	23.0
Total Split (s)	21.0	15.0	15.0	51.0	15.0	51.0	23.0
Total Split (%)	19.1%	13.6%	13.6%	46.4%	13.6%	46.4%	21%
Yellow Time (s)	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	0.0
Lost Time Adjust (s)	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	
Lead/Lag		Lead	Lead	Lag	Lead	Lag	
Lead-Lag Optimize?		Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	C-Min	None	C-Min	None
v/c Ratio	0.55	0.15	0.46	0.72	0.03	0.47	
Control Delay	56.7	7.0	56.0	12.6	31.0	19.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	56.7	7.0	56.0	12.6	31.0	19.0	
Queue Length 50th (ft)	71	0	50	278	2	140	
Queue Length 95th (ft)	123	29	95	#808	m5	476	
Internal Link Dist (ft)	206			391		1110	
Turn Bay Length (ft)			95		85		
Base Capacity (vph)	250	465	172	1431	147	1241	
Starvation Cap Reductn	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	
Reduced v/c Ratio	0.42	0.14	0.43	0.72	0.02	0.47	

Intersection Summary

Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 2 (2%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 110
 Control Type: Actuated-Coordinated
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 5: Daniel Webster Hwy & CVS Driveway



HCM Signalized Intersection Capacity Analysis

5: Daniel Webster Hwy & CVS Driveway

Synchro 11 Report

11/14/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖	↗				↖	↗		↖	↗	
Traffic Volume (vph)	95	1	60	0	0	0	70	949	16	3	531	23
Future Volume (vph)	95	1	60	0	0	0	70	949	16	3	531	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0				6.0	6.0		6.0	6.0	
Lane Util. Factor		1.00	1.00				1.00	1.00		1.00	1.00	
Frt		1.00	0.85				1.00	1.00		1.00	0.99	
Flt Protected		0.95	1.00				0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1810	1615				1805	1877		1805	1870	
Flt Permitted		0.95	1.00				0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1810	1615				1805	1877		1805	1870	
Peak-hour factor, PHF	0.91	0.91	0.91	0.92	0.92	0.92	0.94	0.94	0.94	0.95	0.95	0.95
Adj. Flow (vph)	104	1	66	0	0	0	74	1010	17	3	559	24
RTOR Reduction (vph)	0	0	54	0	0	0	0	0	0	0	1	0
Lane Group Flow (vph)	0	105	12	0	0	0	74	1027	0	3	582	0
Heavy Vehicles (%)	0%	0%	0%	2%	2%	2%	0%	1%	0%	0%	1%	0%
Turn Type	Perm	NA	pm+ov				Prot	NA		Prot	NA	
Protected Phases		4	5				5	2		1	6	
Permitted Phases	4		4									
Actuated Green, G (s)		11.7	20.3				8.6	79.0		1.3	71.7	
Effective Green, g (s)		11.7	20.3				8.6	79.0		1.3	71.7	
Actuated g/C Ratio		0.11	0.18				0.08	0.72		0.01	0.65	
Clearance Time (s)		6.0	6.0				6.0	6.0		6.0	6.0	
Vehicle Extension (s)		3.0	3.0				3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		192	386				141	1348		21	1218	
v/s Ratio Prot			0.00				c0.04	c0.55		0.00	0.31	
v/s Ratio Perm		0.06	0.01									
v/c Ratio		0.55	0.03				0.52	0.76		0.14	0.48	
Uniform Delay, d1		46.6	36.8				48.7	9.6		53.8	9.7	
Progression Factor		1.00	1.00				1.00	1.00		0.62	1.61	
Incremental Delay, d2		3.2	0.0				3.5	4.1		2.6	1.1	
Delay (s)		49.8	36.8				52.2	13.8		35.8	16.7	
Level of Service		D	D				D	B		D	B	
Approach Delay (s)		44.8			0.0			16.3			16.8	
Approach LOS		D			A			B			B	

Intersection Summary

HCM 2000 Control Delay	19.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.78		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	22.0
Intersection Capacity Utilization	73.5%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

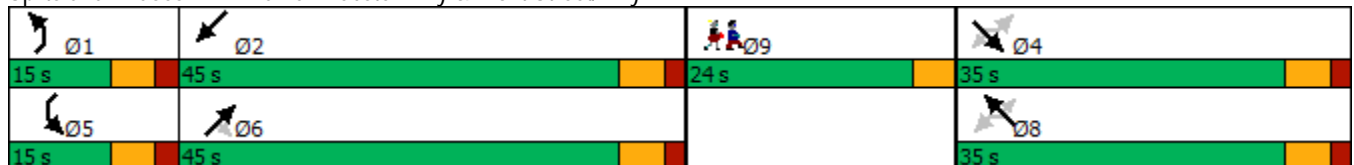
Timings
1: Daniel Webster Hwy & Front Street/Dwy

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	Ø9
Lane Configurations												
Traffic Volume (vph)	18	6	1	96	10	86	17	418	86	64	418	
Future Volume (vph)	18	6	1	96	10	86	17	418	86	64	418	
Lane Group Flow (vph)	0	36	1	0	128	104	19	470	97	67	465	
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA	Perm	Prot	NA	
Protected Phases		4			8		1	6		5	2	9
Permitted Phases	4		4	8		8			6			
Detector Phase	4	4	4	8	8	8	1	6	6	5	2	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	8.0	8.0	8.0	4.0	15.0	15.0	4.0	15.0	1.0
Minimum Split (s)	10.0	10.0	10.0	14.0	14.0	14.0	10.0	21.0	21.0	10.0	21.0	24.0
Total Split (s)	35.0	35.0	35.0	35.0	35.0	35.0	15.0	45.0	45.0	15.0	45.0	24.0
Total Split (%)	29.4%	29.4%	29.4%	29.4%	29.4%	29.4%	12.6%	37.8%	37.8%	12.6%	37.8%	20%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	0.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0	6.0	
Lead/Lag							Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	None	None	None	Min	Min	None	Min	None
v/c Ratio		0.13	0.00		0.46	0.25	0.10	0.62	0.13	0.29	0.45	
Control Delay		23.6	0.0		29.8	6.0	31.1	20.1	2.6	31.6	11.4	
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		23.6	0.0		29.8	6.0	31.1	20.1	2.6	31.6	11.4	
Queue Length 50th (ft)		11	0		41	0	6	141	0	22	78	
Queue Length 95th (ft)		28	0		95	24	28	258	18	69	251	
Internal Link Dist (ft)		93			485			1792			545	
Turn Bay Length (ft)							185		225	100		
Base Capacity (vph)		699	876		679	868	283	1280	1137	278	1283	
Starvation Cap Reductn		0	0		0	0	0	0	0	0	0	
Spillback Cap Reductn		0	0		0	0	0	0	0	0	0	
Storage Cap Reductn		0	0		0	0	0	0	0	0	0	
Reduced v/c Ratio		0.05	0.00		0.19	0.12	0.07	0.37	0.09	0.24	0.36	























Intersection Summary

Cycle Length: 119
 Actuated Cycle Length: 60.2
 Natural Cycle: 75
 Control Type: Actuated-Uncoordinated

Splits and Phases: 1: Daniel Webster Hwy & Front Street/Dwy



HCM Signalized Intersection Capacity Analysis
 1: Daniel Webster Hwy & Front Street/Dwy

													
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR	
Lane Configurations													
Traffic Volume (vph)	18	6	1	96	10	86	17	418	86	64	418	29	
Future Volume (vph)	18	6	1	96	10	86	17	418	86	64	418	29	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)		6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0	6.0		
Lane Util. Factor		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Frt		1.00	0.85		1.00	0.85	1.00	1.00	0.85	1.00	0.99		
Flt Protected		0.96	1.00		0.96	1.00	0.95	1.00	1.00	0.95	1.00		
Satd. Flow (prot)		1831	1615		1783	1599	1805	1881	1615	1770	1864		
Flt Permitted		0.73	1.00		0.72	1.00	0.95	1.00	1.00	0.95	1.00		
Satd. Flow (perm)		1382	1615		1342	1599	1805	1881	1615	1770	1864		
Peak-hour factor, PHF	0.67	0.67	0.67	0.83	0.83	0.83	0.89	0.89	0.89	0.96	0.96	0.96	
Adj. Flow (vph)	27	9	1	116	12	104	19	470	97	67	435	30	
RTOR Reduction (vph)	0	0	1	0	0	84	0	0	55	0	1	0	
Lane Group Flow (vph)	0	36	0	0	128	20	19	470	42	67	464	0	
Heavy Vehicles (%)	0%	0%	0%	1%	11%	1%	0%	1%	0%	2%	1%	0%	
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA	Perm	Prot	NA		
Protected Phases		4			8		1	6		5	2		
Permitted Phases	4		4	8		8			6				
Actuated Green, G (s)		12.4	12.4		12.4	12.4	1.2	28.1	28.1	6.2	33.1		
Effective Green, g (s)		12.4	12.4		12.4	12.4	1.2	28.1	28.1	6.2	33.1		
Actuated g/C Ratio		0.19	0.19		0.19	0.19	0.02	0.43	0.43	0.10	0.51		
Clearance Time (s)		6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0	6.0		
Vehicle Extension (s)		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0		
Lane Grp Cap (vph)		264	309		257	306	33	816	701	169	953		
v/s Ratio Prot							0.01	c0.25		c0.04	c0.25		
v/s Ratio Perm		0.03	0.00		c0.10	0.01			0.03				
v/c Ratio		0.14	0.00		0.50	0.07	0.58	0.58	0.06	0.40	0.49		
Uniform Delay, d1		21.7	21.1		23.4	21.4	31.5	13.8	10.6	27.5	10.3		
Progression Factor		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Incremental Delay, d2		0.2	0.0		1.5	0.1	22.0	1.0	0.0	1.5	0.4		
Delay (s)		21.9	21.1		24.9	21.5	53.5	14.8	10.7	29.0	10.7		
Level of Service		C	C		C	C	D	B	B	C	B		
Approach Delay (s)		21.9			23.4			15.4			13.0		
Approach LOS		C			C			B			B		
Intersection Summary													
HCM 2000 Control Delay			16.0									HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio			0.60										
Actuated Cycle Length (s)			64.7									Sum of lost time (s)	22.0
Intersection Capacity Utilization			54.6%									ICU Level of Service	A
Analysis Period (min)			15										
c Critical Lane Group													

Intersection						
Int Delay, s/veh	3.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y		Y	↑	↑	
Traffic Vol, veh/h	8	139	139	515	525	24
Future Vol, veh/h	8	139	139	515	525	24
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	125	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	90	90	88	88
Heavy Vehicles, %	14	6	10	3	2	0
Mvmt Flow	9	151	154	572	597	27

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1491	611	624	0	-	0
Stage 1	611	-	-	-	-	-
Stage 2	880	-	-	-	-	-
Critical Hdwy	6.54	6.26	4.2	-	-	-
Critical Hdwy Stg 1	5.54	-	-	-	-	-
Critical Hdwy Stg 2	5.54	-	-	-	-	-
Follow-up Hdwy	3.626	3.354	2.29	-	-	-
Pot Cap-1 Maneuver	128	486	920	-	-	-
Stage 1	519	-	-	-	-	-
Stage 2	386	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	107	486	920	-	-	-
Mov Cap-2 Maneuver	107	-	-	-	-	-
Stage 1	432	-	-	-	-	-
Stage 2	386	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	19.4	2.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	920	-	407	-	-
HCM Lane V/C Ratio	0.168	-	0.393	-	-
HCM Control Delay (s)	9.7	-	19.4	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0.6	-	1.8	-	-

Intersection						
Int Delay, s/veh	5.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	R	T	R	L	T
Traffic Vol, veh/h	47	31	606	38	20	675
Future Vol, veh/h	47	31	606	38	20	675
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	54	54	95	95	91	91
Heavy Vehicles, %	0	0	3	0	0	2
Mvmt Flow	87	57	638	40	22	742

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1444	658	0	0	678
Stage 1	658	-	-	-	-
Stage 2	786	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2
Pot Cap-1 Maneuver	147	468	-	-	923
Stage 1	519	-	-	-	-
Stage 2	453	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	141	468	-	-	923
Mov Cap-2 Maneuver	141	-	-	-	-
Stage 1	519	-	-	-	-
Stage 2	434	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	62.9	0	0.3
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	195	923
HCM Lane V/C Ratio	-	-	0.741	0.024
HCM Control Delay (s)	-	-	62.9	9
HCM Lane LOS	-	-	F	A
HCM 95th %tile Q(veh)	-	-	4.8	0.1

Timings
4: Daniel Webster Hwy & Baboosic Lake Rd/Dwy

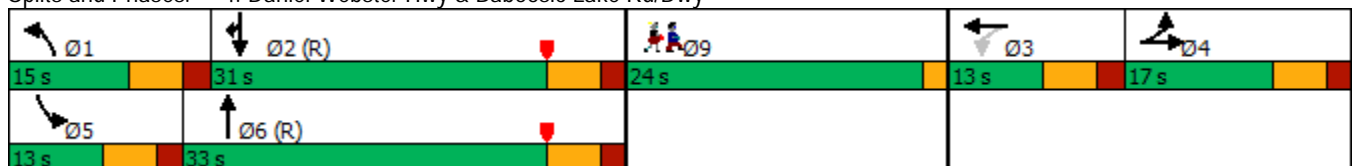


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR	Ø9
Lane Configurations										
Traffic Volume (vph)	188	1	3	0	161	488	2	504	247	
Future Volume (vph)	188	1	3	0	161	488	2	504	247	
Lane Group Flow (vph)	196	180	0	12	163	497	2	536	263	
Turn Type	Split	NA	Perm	NA	Prot	NA	Prot	NA	Prot	
Protected Phases	4	4		3	1	6	5	2	2	9
Permitted Phases			3							
Detector Phase	4	4	3	3	1	6	5	2	2	
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	1.0
Minimum Split (s)	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	24.0
Total Split (s)	17.0	17.0	13.0	13.0	15.0	33.0	13.0	31.0	31.0	24.0
Total Split (%)	17.0%	17.0%	13.0%	13.0%	15.0%	33.0%	13.0%	31.0%	31.0%	24%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	2.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	0.0
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	Lag	Lag	Lead	Lead	Lead	Lag	Lead	Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	None	C-Min	None	C-Min	C-Min	None
v/c Ratio	0.63	0.42		0.04	0.58	0.40	0.03	0.61	0.30	
Control Delay	47.4	8.7		0.3	56.2	8.7	46.5	26.0	3.8	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	47.4	8.7		0.3	56.2	8.7	46.5	26.0	3.8	
Queue Length 50th (ft)	117	1		0	109	73	1	234	0	
Queue Length 95th (ft)	185	56		0	181	165	9	#512	55	
Internal Link Dist (ft)		588		178		1110		590		
Turn Bay Length (ft)	575				600		100		400	
Base Capacity (vph)	312	425		293	280	1235	84	882	883	
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	0.63	0.42		0.04	0.58	0.40	0.02	0.61	0.30	

Intersection Summary

Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 0 (0%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow, Master Intersection
 Natural Cycle: 100
 Control Type: Actuated-Coordinated
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 4: Daniel Webster Hwy & Baboosic Lake Rd/Dwy



HCM Signalized Intersection Capacity Analysis
4: Daniel Webster Hwy & Baboosic Lake Rd/Dwy

Synchro 11 Report
11/14/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	188	1	172	3	0	6	161	488	4	2	504	247
Future Volume (vph)	188	1	172	3	0	6	161	488	4	2	504	247
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0			6.0		6.0	6.0		6.0	6.0	6.0
Lane Util. Factor	1.00	1.00			1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.85			0.91		1.00	1.00		1.00	1.00	0.85
Flt Protected	0.95	1.00			0.98		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1787	1585			1701		1787	1872		1203	1900	1599
Flt Permitted	0.95	1.00			1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1787	1585			1729		1787	1872		1203	1900	1599
Peak-hour factor, PHF	0.96	0.96	0.96	0.72	0.72	0.72	0.99	0.99	0.99	0.94	0.94	0.94
Adj. Flow (vph)	196	1	179	4	0	8	163	493	4	2	536	263
RTOR Reduction (vph)	0	148	0	0	12	0	0	0	0	0	0	153
Lane Group Flow (vph)	196	32	0	0	0	0	163	497	0	2	536	110
Heavy Vehicles (%)	1%	0%	2%	0%	0%	0%	1%	1%	50%	50%	0%	1%
Turn Type	Split	NA		Perm	NA		Prot	NA		Prot	NA	Prot
Protected Phases	4	4			3		1	6		5	2	2
Permitted Phases				3								
Actuated Green, G (s)	17.5	17.5			1.1		15.7	56.4		1.0	41.7	41.7
Effective Green, g (s)	17.5	17.5			1.1		15.7	56.4		1.0	41.7	41.7
Actuated g/C Ratio	0.18	0.18			0.01		0.16	0.56		0.01	0.42	0.42
Clearance Time (s)	6.0	6.0			6.0		6.0	6.0		6.0	6.0	6.0
Vehicle Extension (s)	1.5	1.5			3.0		1.5	1.5		1.5	1.5	1.5
Lane Grp Cap (vph)	312	277			19		280	1055		12	792	666
v/s Ratio Prot	c0.11	0.02					c0.09	0.27		0.00	c0.28	0.07
v/s Ratio Perm					c0.00							
v/c Ratio	0.63	0.12			0.01		0.58	0.47		0.17	0.68	0.16
Uniform Delay, d1	38.2	34.7			48.9		39.1	12.9		49.1	23.7	18.2
Progression Factor	1.00	1.00			1.00		1.23	0.74		1.00	1.00	1.00
Incremental Delay, d2	2.8	0.1			0.1		1.9	1.4		2.4	4.6	0.5
Delay (s)	41.1	34.8			49.1		49.9	11.1		51.5	28.3	18.8
Level of Service	D	C			D		D	B		D	C	B
Approach Delay (s)		38.1			49.1		20.7			25.2		
Approach LOS		D			D		C			C		

Intersection Summary

HCM 2000 Control Delay	26.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.65		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	26.0
Intersection Capacity Utilization	67.5%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Timings
5: Daniel Webster Hwy & CVS Driveway

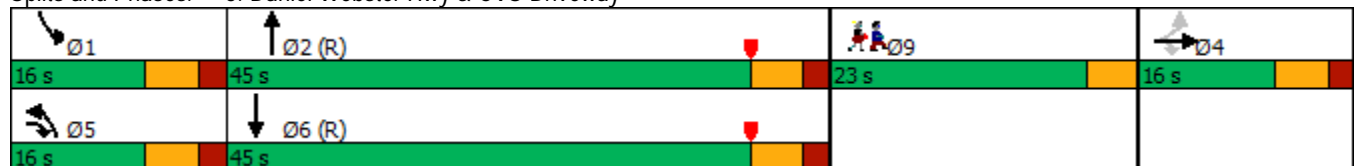


Lane Group	EBT	EBR	NBL	NBT	SBL	SBT	Ø9
Lane Configurations	↖	↗	↖	↗	↖	↗	
Traffic Volume (vph)	1	55	40	547	4	595	
Future Volume (vph)	1	55	40	547	4	595	
Lane Group Flow (vph)	67	66	43	591	4	675	
Turn Type	NA	pm+ov	Prot	NA	Prot	NA	
Protected Phases	4	5	5	2	1	6	9
Permitted Phases		4					
Detector Phase	4	5	5	2	1	6	
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	9.0	5.0	9.0	1.0
Minimum Split (s)	11.0	11.0	11.0	15.0	11.0	15.0	23.0
Total Split (s)	16.0	16.0	16.0	45.0	16.0	45.0	23.0
Total Split (%)	16.0%	16.0%	16.0%	45.0%	16.0%	45.0%	23%
Yellow Time (s)	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	0.0
Lost Time Adjust (s)	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	
Lead/Lag		Lead	Lead	Lag	Lead	Lag	
Lead-Lag Optimize?		Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	C-Min	None	C-Min	None
v/c Ratio	0.41	0.17	0.30	0.39	0.05	0.51	
Control Delay	49.8	6.4	48.4	5.8	31.5	16.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	49.8	6.4	48.4	5.8	31.5	16.7	
Queue Length 50th (ft)	41	0	26	90	3	187	
Queue Length 95th (ft)	75	21	60	269	m4	470	
Internal Link Dist (ft)	206			391		1110	
Turn Bay Length (ft)			95		85		
Base Capacity (vph)	191	426	181	1502	144	1326	
Starvation Cap Reductn	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	
Reduced v/c Ratio	0.35	0.15	0.24	0.39	0.03	0.51	

Intersection Summary

Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 2 (2%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 5: Daniel Webster Hwy & CVS Driveway



HCM Signalized Intersection Capacity Analysis
5: Daniel Webster Hwy & CVS Driveway



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖	↗				↖	↗		↖	↗	
Traffic Volume (vph)	55	1	55	0	0	0	40	547	8	4	595	33
Future Volume (vph)	55	1	55	0	0	0	40	547	8	4	595	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0				6.0	6.0		6.0	6.0	
Lane Util. Factor		1.00	1.00				1.00	1.00		1.00	1.00	
Frt		1.00	0.85				1.00	1.00		1.00	0.99	
Flt Protected		0.95	1.00				0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1811	1615				1805	1877		1444	1868	
Flt Permitted		0.95	1.00				0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1811	1615				1805	1877		1444	1868	
Peak-hour factor, PHF	0.83	0.83	0.83	0.92	0.92	0.92	0.94	0.94	0.94	0.93	0.93	0.93
Adj. Flow (vph)	66	1	66	0	0	0	43	582	9	4	640	35
RTOR Reduction (vph)	0	0	56	0	0	0	0	0	0	0	1	0
Lane Group Flow (vph)	0	67	10	0	0	0	43	591	0	4	674	0
Heavy Vehicles (%)	0%	0%	0%	2%	2%	2%	0%	1%	0%	25%	1%	0%
Turn Type	Perm	NA	pm+ov				Prot	NA		Prot	NA	
Protected Phases		4	5				5	2		1	6	
Permitted Phases	4		4									
Actuated Green, G (s)		7.9	14.6				6.7	72.8		1.3	67.4	
Effective Green, g (s)		7.9	14.6				6.7	72.8		1.3	67.4	
Actuated g/C Ratio		0.08	0.15				0.07	0.73		0.01	0.67	
Clearance Time (s)		6.0	6.0				6.0	6.0		6.0	6.0	
Vehicle Extension (s)		3.0	3.0				3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		143	332				120	1366		18	1259	
v/s Ratio Prot			0.00				c0.02	c0.31		0.00	c0.36	
v/s Ratio Perm		0.04	0.00									
v/c Ratio		0.47	0.03				0.36	0.43		0.22	0.54	
Uniform Delay, d1		44.0	36.6				44.6	5.4		48.8	8.3	
Progression Factor		1.00	1.00				1.00	1.00		0.69	1.57	
Incremental Delay, d2		2.4	0.0				1.8	1.0		5.2	1.4	
Delay (s)		46.5	36.7				46.4	6.4		39.1	14.5	
Level of Service		D	D				D	A		D	B	
Approach Delay (s)		41.6			0.0			9.1			14.6	
Approach LOS		D			A			A			B	

Intersection Summary

HCM 2000 Control Delay	14.7	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.55		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	22.0
Intersection Capacity Utilization	47.5%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Timings
1: Daniel Webster Hwy & Front Street/Dwy

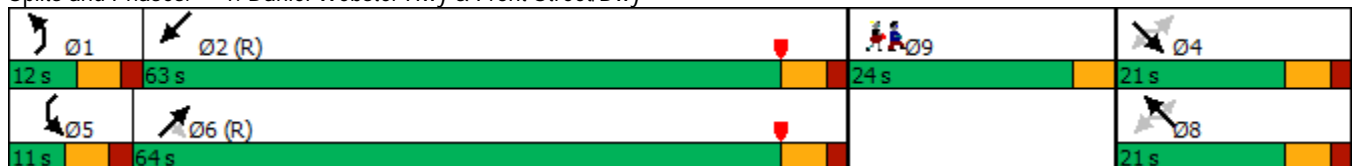


Lane Group	SEL	SET	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	Ø9
Lane Configurations		↕		↕	↕	↕	↕	↕	↕	↕	
Traffic Volume (vph)	36	6	59	13	29	26	354	26	17	445	
Future Volume (vph)	36	6	59	13	29	26	354	26	17	445	
Lane Group Flow (vph)	0	47	0	80	32	29	393	29	19	561	
Turn Type	Perm	NA	Perm	NA	Perm	Prot	NA	Perm	Prot	NA	
Protected Phases		4		8		1	6		5	2	9
Permitted Phases	4		8		8			6			
Detector Phase	4	4	8	8	8	1	6	6	5	2	
Switch Phase											
Minimum Initial (s)	4.0	4.0	8.0	8.0	8.0	4.0	15.0	15.0	4.0	15.0	1.0
Minimum Split (s)	10.0	10.0	14.0	14.0	14.0	10.0	21.0	21.0	10.0	21.0	24.0
Total Split (s)	21.0	21.0	21.0	21.0	21.0	12.0	64.0	64.0	11.0	63.0	24.0
Total Split (%)	17.5%	17.5%	17.5%	17.5%	17.5%	10.0%	53.3%	53.3%	9.2%	52.5%	20%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	0.0
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-Lag Optimize?						Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	None	None	C-Min	C-Min	None	C-Min	None
v/c Ratio		0.36		0.56	0.12	0.26	0.29	0.03	0.19	0.42	
Control Delay		56.6		65.2	1.0	52.5	7.0	0.2	57.8	9.2	
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		56.6		65.2	1.0	52.5	7.0	0.2	57.8	9.2	
Queue Length 50th (ft)		35		60	0	20	80	0	14	177	
Queue Length 95th (ft)		71		109	0	52	244	1	39	311	
Internal Link Dist (ft)		93		485			1763			545	
Turn Bay Length (ft)						185		225	100		
Base Capacity (vph)		167		179	290	113	1376	1143	98	1332	
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		0.28		0.45	0.11	0.26	0.29	0.03	0.19	0.42	























Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 13 (11%), Referenced to phase 2:SWT and 6:NET, Start of Yellow
 Natural Cycle: 80
 Control Type: Actuated-Coordinated

Splits and Phases: 1: Daniel Webster Hwy & Front Street/Dwy



HCM Signalized Intersection Capacity Analysis
 1: Daniel Webster Hwy & Front Street/Dwy

													
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR	
Lane Configurations													
Traffic Volume (vph)	36	6	0	59	13	29	26	354	26	17	445	60	
Future Volume (vph)	36	6	0	59	13	29	26	354	26	17	445	60	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)		6.0			6.0	6.0	6.0	6.0	6.0	6.0	6.0		
Lane Util. Factor		1.00			1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Frt		1.00			1.00	0.85	1.00	1.00	0.85	1.00	0.98		
Flt Protected		0.96			0.96	1.00	0.95	1.00	1.00	0.95	1.00		
Satd. Flow (prot)		1777			1825	1455	1805	1759	1429	1703	1758		
Flt Permitted		0.70			0.73	1.00	0.95	1.00	1.00	0.95	1.00		
Satd. Flow (perm)		1301			1389	1455	1805	1759	1429	1703	1758		
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	
Adj. Flow (vph)	40	7	0	66	14	32	29	393	29	19	494	67	
RTOR Reduction (vph)	0	0	0	0	0	29	0	0	8	0	2	0	
Lane Group Flow (vph)	0	47	0	0	80	3	29	393	21	19	559	0	
Heavy Vehicles (%)	3%	0%	0%	0%	0%	11%	0%	8%	13%	6%	7%	0%	
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA	Perm	Prot	NA		
Protected Phases		4			8		1	6		5	2		
Permitted Phases	4		4	8		8			6				
Actuated Green, G (s)		10.8			10.8	10.8	5.1	87.9	87.9	3.3	86.1		
Effective Green, g (s)		10.8			10.8	10.8	5.1	87.9	87.9	3.3	86.1		
Actuated g/C Ratio		0.09			0.09	0.09	0.04	0.73	0.73	0.03	0.72		
Clearance Time (s)		6.0			6.0	6.0	6.0	6.0	6.0	6.0	6.0		
Vehicle Extension (s)		3.0			3.0	3.0	3.0	3.0	3.0	3.0	3.0		
Lane Grp Cap (vph)		117			125	130	76	1288	1046	46	1261		
v/s Ratio Prot							c0.02	0.22		0.01	c0.32		
v/s Ratio Perm		0.04			c0.06	0.00			0.01				
v/c Ratio		0.40			0.64	0.02	0.38	0.31	0.02	0.41	0.44		
Uniform Delay, d1		51.5			52.7	49.8	55.9	5.5	4.4	57.4	7.0		
Progression Factor		1.00			1.00	1.00	0.89	1.04	1.00	1.00	1.00		
Incremental Delay, d2		2.3			10.7	0.1	3.1	0.6	0.0	5.9	1.1		
Delay (s)		53.8			63.4	49.9	52.7	6.3	4.4	63.3	8.2		
Level of Service		D			E	D	D	A	A	E	A		
Approach Delay (s)		53.8			59.5			9.2			10.0		
Approach LOS		D			E			A			A		
Intersection Summary													
HCM 2000 Control Delay			16.1									HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio			0.48										
Actuated Cycle Length (s)			120.0									Sum of lost time (s)	22.0
Intersection Capacity Utilization			47.7%									ICU Level of Service	A
Analysis Period (min)			15										
c Critical Lane Group													

Timings
2: Daniel Webster Hwy & Wire Rd/MYA Driveway

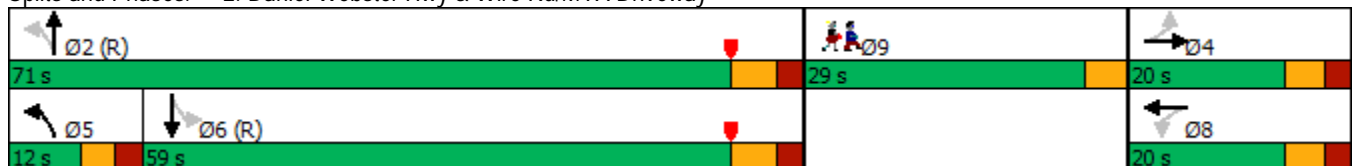


Lane Group	EBL	EBT	NBL	NBT	SBT	Ø8	Ø9
Lane Configurations		↔	↗	↖	↔		
Traffic Volume (vph)	3	0	91	381	558		
Future Volume (vph)	3	0	91	381	558		
Lane Group Flow (vph)	0	313	101	423	636		
Turn Type	Perm	NA	pm+pt	NA	NA		
Protected Phases		4	5	2	6	8	9
Permitted Phases	4		2				
Detector Phase	4	4	5	2	6		
Switch Phase							
Minimum Initial (s)	8.0	8.0	5.0	10.0	10.0	8.0	1.0
Minimum Split (s)	14.0	14.0	10.5	16.5	16.5	14.0	29.0
Total Split (s)	20.0	20.0	12.0	71.0	59.0	20.0	29.0
Total Split (%)	16.7%	16.7%	10.0%	59.2%	49.2%	17%	24%
Yellow Time (s)	3.5	3.5	3.0	4.0	4.0	3.5	4.0
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.5	0.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0		
Total Lost Time (s)		6.0	5.5	6.5	6.5		
Lead/Lag			Lead		Lag		
Lead-Lag Optimize?			Yes		Yes		
Recall Mode	None	None	None	C-Min	C-Min	None	None
v/c Ratio		0.75	0.19	0.30	0.51		
Control Delay		17.4	2.0	1.9	8.3		
Queue Delay		0.0	0.0	0.0	0.0		
Total Delay		17.4	2.0	1.9	8.3		
Queue Length 50th (ft)		2	5	26	131		
Queue Length 95th (ft)		88	m14	54	217		
Internal Link Dist (ft)		886		378	1763		
Turn Bay Length (ft)			125				
Base Capacity (vph)		465	526	1425	1258		
Starvation Cap Reductn		0	0	0	0		
Spillback Cap Reductn		0	0	0	0		
Storage Cap Reductn		0	0	0	0		
Reduced v/c Ratio		0.67	0.19	0.30	0.51		

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 17 (14%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: Daniel Webster Hwy & Wire Rd/MYA Driveway



HCM Signalized Intersection Capacity Analysis

2: Daniel Webster Hwy & Wire Rd/MYA Driveway

Synchro 11 Report

11/15/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↘			↕	
Traffic Volume (vph)	3	0	279	0	0	0	91	381	0	0	558	14
Future Volume (vph)	3	0	279	0	0	0	91	381	0	0	558	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0					5.5	6.5			6.5	
Lane Util. Factor		1.00					1.00	1.00			1.00	
Frt		0.87					1.00	1.00			1.00	
Flt Protected		1.00					0.95	1.00			1.00	
Satd. Flow (prot)		1593					1597	1759			1783	
Flt Permitted		1.00					0.34	1.00			1.00	
Satd. Flow (perm)		1589					567	1759			1783	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	3	0	310	0	0	0	101	423	0	0	620	16
RTOR Reduction (vph)	0	283	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	30	0	0	0	0	101	423	0	0	636	0
Heavy Vehicles (%)	33%	2%	3%	2%	2%	2%	13%	8%	2%	2%	6%	15%
Turn Type	Perm	NA					pm+pt	NA			NA	
Protected Phases		4			8		5	2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		10.3					97.2	97.2			84.6	
Effective Green, g (s)		10.3					97.2	97.2			84.6	
Actuated g/C Ratio		0.09					0.81	0.81			0.70	
Clearance Time (s)		6.0					5.5	6.5			6.5	
Vehicle Extension (s)		3.0					3.0	3.0			3.0	
Lane Grp Cap (vph)		136					520	1424			1257	
v/s Ratio Prot							0.01	c0.24			c0.36	
v/s Ratio Perm		c0.02					0.15					
v/c Ratio		0.22					0.19	0.30			0.51	
Uniform Delay, d1		51.1					3.9	2.9			8.1	
Progression Factor		1.00					0.51	0.44			0.77	
Incremental Delay, d2		0.8					0.2	0.5			1.4	
Delay (s)		51.9					2.2	1.7			7.6	
Level of Service		D					A	A			A	
Approach Delay (s)		51.9			0.0			1.8			7.6	
Approach LOS		D			A			A			A	

Intersection Summary

HCM 2000 Control Delay	15.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.49		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	22.0
Intersection Capacity Utilization	83.5%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↘			↑
Traffic Vol, veh/h	0	0	472	0	0	836
Future Vol, veh/h	0	0	472	0	0	836
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	524	0	0	929

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	-	524	0	0	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	-
Pot Cap-1 Maneuver	0	553	-	-	0
Stage 1	0	-	-	-	0
Stage 2	0	-	-	-	0
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	-	553	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

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

Timings
4: Daniel Webster Hwy & Baboosic Lake Rd/Dwy

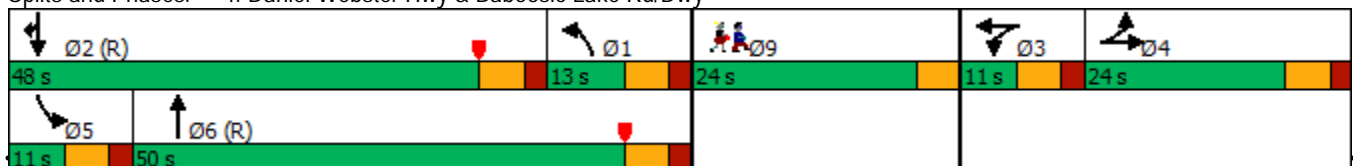


Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT	SBR	Ø9
Lane Configurations	↶	↷	↻	↶	↷	↶	↷	↷	
Traffic Volume (vph)	231	2	1	75	273	6	541	241	
Future Volume (vph)	231	2	1	75	273	6	541	241	
Lane Group Flow (vph)	257	222	5	83	307	7	601	268	
Turn Type	Split	NA	NA	Prot	NA	Prot	NA	Prot	
Protected Phases	4	4	3	1	6	5	2	2	9
Permitted Phases									
Detector Phase	4	4	3	1	6	5	2	2	
Switch Phase									
Minimum Initial (s)	7.0	7.0	5.0	5.0	10.0	5.0	10.0	10.0	1.0
Minimum Split (s)	13.0	13.0	11.0	11.0	16.0	11.0	16.0	16.0	24.0
Total Split (s)	24.0	24.0	11.0	13.0	50.0	11.0	48.0	48.0	24.0
Total Split (%)	20.0%	20.0%	9.2%	10.8%	41.7%	9.2%	40.0%	40.0%	20%
Yellow Time (s)	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	0.0
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	Lag	Lag	Lead	Lag	Lag	Lead	Lead	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	C-Min	None	C-Min	C-Min	None
v/c Ratio	0.67	0.43	0.09	0.71	0.28	0.10	0.61	0.28	
Control Delay	51.5	7.6	43.8	84.3	10.7	68.7	20.2	3.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	51.5	7.6	43.8	84.3	10.7	68.7	20.2	3.6	
Queue Length 50th (ft)	183	1	2	64	90	5	260	0	
Queue Length 95th (ft)	263	62	15	#162	248	m10	526	54	
Internal Link Dist (ft)		588	178		1110		590		
Turn Bay Length (ft)	575			600		100		400	
Base Capacity (vph)	384	518	57	117	1104	71	987	955	
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	0.67	0.43	0.09	0.71	0.28	0.10	0.61	0.28	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow, Master Intersection
 Natural Cycle: 100
 Control Type: Actuated-Coordinated
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 4: Daniel Webster Hwy & Baboosic Lake Rd/Dwy



HCM Signalized Intersection Capacity Analysis
4: Daniel Webster Hwy & Baboosic Lake Rd/Dwy



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	231	2	198	1	1	3	75	273	4	6	541	241
Future Volume (vph)	231	2	198	1	1	3	75	273	4	6	541	241
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0			6.0		6.0	6.0		6.0	6.0	6.0
Lane Util. Factor	1.00	1.00			1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.85			0.92		1.00	1.00		1.00	1.00	0.85
Flt Protected	0.95	1.00			0.99		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1736	1571			1079		1641	1742		1357	1845	1553
Flt Permitted	0.95	1.00			0.99		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1736	1571			1079		1641	1742		1357	1845	1553
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	257	2	220	1	1	3	83	303	4	7	601	268
RTOR Reduction (vph)	0	171	0	0	3	0	0	0	0	0	0	146
Lane Group Flow (vph)	257	51	0	0	2	0	83	307	0	7	601	122
Heavy Vehicles (%)	4%	0%	3%	100%	0%	67%	10%	9%	0%	33%	3%	4%
Turn Type	Split	NA		Split	NA		Prot	NA		Prot	NA	Prot
Protected Phases	4	4		3	3		1	6		5	2	2
Permitted Phases												
Actuated Green, G (s)	26.5	26.5			1.5		13.3	66.5		1.5	54.7	54.7
Effective Green, g (s)	26.5	26.5			1.5		13.3	66.5		1.5	54.7	54.7
Actuated g/C Ratio	0.22	0.22			0.01		0.11	0.55		0.01	0.46	0.46
Clearance Time (s)	6.0	6.0			6.0		6.0	6.0		6.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	383	346			13		181	965		16	841	707
v/s Ratio Prot	c0.15	0.03			c0.00		c0.05	0.18		0.01	c0.33	0.08
v/s Ratio Perm												
v/c Ratio	0.67	0.15			0.16		0.46	0.32		0.44	0.71	0.17
Uniform Delay, d1	42.8	37.6			58.6		50.0	14.5		58.8	26.4	19.3
Progression Factor	1.00	1.00			1.00		0.96	0.79		1.23	0.83	1.28
Incremental Delay, d2	4.6	0.2			5.6		1.8	0.9		15.2	4.3	0.4
Delay (s)	47.3	37.8			64.2		49.8	12.3		87.8	26.3	25.0
Level of Service	D	D			E		D	B		F	C	C
Approach Delay (s)		42.9			64.2			20.3			26.4	
Approach LOS		D			E			C			C	

Intersection Summary

HCM 2000 Control Delay	29.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.69		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	28.0
Intersection Capacity Utilization	67.1%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Timings
5: Daniel Webster Hwy & CVS Driveway

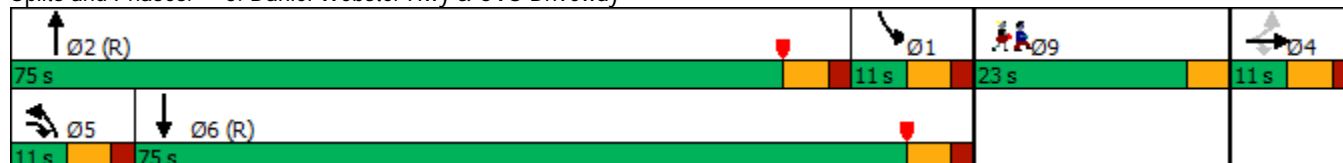


Lane Group	EBT	EBR	NBL	NBT	SBL	SBT	Ø9
Lane Configurations	↔	↗	↖	↑	↘	↙	
Traffic Volume (vph)	1	2	5	316	1	713	
Future Volume (vph)	1	2	5	316	1	713	
Lane Group Flow (vph)	10	2	6	357	1	795	
Turn Type	NA	pm+ov	Prot	NA	Prot	NA	
Protected Phases	4	5	5	2	1	6	9
Permitted Phases		4					
Detector Phase	4	5	5	2	1	6	
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	9.0	5.0	9.0	1.0
Minimum Split (s)	11.0	11.0	11.0	15.0	11.0	15.0	23.0
Total Split (s)	11.0	11.0	11.0	75.0	11.0	75.0	23.0
Total Split (%)	9.2%	9.2%	9.2%	62.5%	9.2%	62.5%	19%
Yellow Time (s)	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	0.0
Lost Time Adjust (s)	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	
Lead/Lag		Lead	Lead	Lead	Lag	Lag	
Lead-Lag Optimize?		Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	C-Min	None	C-Min	None
v/c Ratio	0.11	0.01	0.08	0.22	0.01	0.46	
Control Delay	56.1	0.0	56.0	3.6	36.0	1.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	56.1	0.0	56.0	3.6	36.0	1.5	
Queue Length 50th (ft)	8	0	5	0	0	18	
Queue Length 95th (ft)	26	0	19	179	m1	35	
Internal Link Dist (ft)	206			391		1110	
Turn Bay Length (ft)			95		85		
Base Capacity (vph)	94	188	76	1603	126	1742	
Starvation Cap Reductn	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	
Reduced v/c Ratio	0.11	0.01	0.08	0.22	0.01	0.46	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 36 (30%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 5: Daniel Webster Hwy & CVS Driveway



HCM Signalized Intersection Capacity Analysis

5: Daniel Webster Hwy & CVS Driveway

Synchro 11 Report

11/15/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖	↗				↖	↗		↖	↗	
Traffic Volume (vph)	8	1	2	0	0	0	5	316	5	1	713	3
Future Volume (vph)	8	1	2	0	0	0	5	316	5	1	713	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0				6.0	6.0		6.0	6.0	
Lane Util. Factor		1.00	1.00				1.00	1.00		1.00	1.00	
Frt		1.00	0.85				1.00	1.00		1.00	1.00	
Flt Protected		0.96	1.00				0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1818	1077				1504	1736		1805	1844	
Flt Permitted		0.96	1.00				0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1818	1077				1504	1736		1805	1844	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	9	1	2	0	0	0	6	351	6	1	792	3
RTOR Reduction (vph)	0	0	2	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	10	0	0	0	0	6	357	0	1	795	0
Heavy Vehicles (%)	0%	0%	50%	2%	2%	2%	20%	9%	20%	0%	3%	0%
Turn Type	Perm	NA	pm+ov				Prot	NA		Prot	NA	
Protected Phases		4	5				5	2		1	6	
Permitted Phases	4		4									
Actuated Green, G (s)		1.5	2.9				1.4	96.5		4.0	99.1	
Effective Green, g (s)		1.5	2.9				1.4	96.5		4.0	99.1	
Actuated g/C Ratio		0.01	0.02				0.01	0.80		0.03	0.83	
Clearance Time (s)		6.0	6.0				6.0	6.0		6.0	6.0	
Vehicle Extension (s)		3.0	3.0				3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		22	79				17	1396		60	1522	
v/s Ratio Prot			0.00				0.00	c0.21		0.00	c0.43	
v/s Ratio Perm		0.01	0.00									
v/c Ratio		0.45	0.00				0.35	0.26		0.02	0.52	
Uniform Delay, d1		58.8	57.1				58.9	2.9		56.1	3.2	
Progression Factor		1.00	1.00				1.00	1.00		0.77	0.33	
Incremental Delay, d2		14.2	0.0				12.2	0.4		0.1	1.1	
Delay (s)		73.0	57.1				71.0	3.3		43.4	2.1	
Level of Service		E	E				E	A		D	A	
Approach Delay (s)		70.4			0.0			4.5			2.2	
Approach LOS		E			A			A			A	

Intersection Summary

HCM 2000 Control Delay	3.6	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.55		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	22.0
Intersection Capacity Utilization	51.9%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Timings
1: Daniel Webster Hwy & Front Street/Dwy

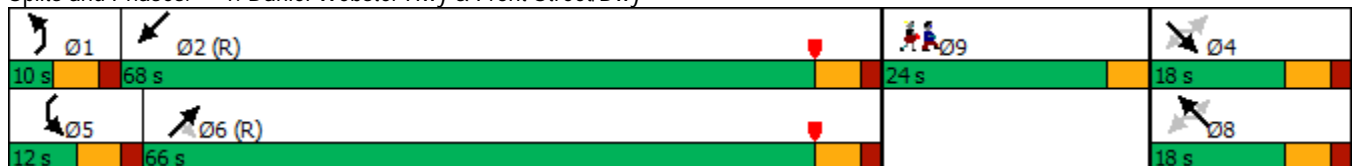


Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	Ø9
Lane Configurations		↕	↕		↕	↕	↕	↕	↕	↕	↕	↕
Traffic Volume (vph)	11	1	1	102	0	59	7	708	123	54	493	
Future Volume (vph)	11	1	1	102	0	59	7	708	123	54	493	
Lane Group Flow (vph)	0	13	1	0	113	66	8	787	137	60	564	
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA	Perm	Prot	NA	
Protected Phases		4			8		1	6		5	2	9
Permitted Phases	4		4	8		8			6			
Detector Phase	4	4	4	8	8	8	1	6	6	5	2	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	8.0	8.0	8.0	4.0	15.0	15.0	4.0	15.0	1.0
Minimum Split (s)	10.0	10.0	10.0	14.0	14.0	14.0	10.0	21.0	21.0	10.0	21.0	24.0
Total Split (s)	18.0	18.0	18.0	18.0	18.0	18.0	10.0	66.0	66.0	12.0	68.0	24.0
Total Split (%)	15.0%	15.0%	15.0%	15.0%	15.0%	15.0%	8.3%	55.0%	55.0%	10.0%	56.7%	20%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	0.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0	6.0	
Lead/Lag							Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	None	None	None	C-Min	C-Min	None	C-Min	None
v/c Ratio		0.08	0.00		0.61	0.21	0.09	0.64	0.12	0.42	0.40	
Control Delay		44.4	0.0		62.6	2.2	56.7	12.2	1.5	60.4	7.8	
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		44.4	0.0		62.6	2.2	56.7	12.2	1.5	60.4	7.8	
Queue Length 50th (ft)		9	0		84	0	6	243	2	45	123	
Queue Length 95th (ft)		27	0		140	5	m17	232	13	88	310	
Internal Link Dist (ft)		93			485			1763			545	
Turn Bay Length (ft)							185		225	100		
Base Capacity (vph)		174	318		190	318	92	1228	1104	144	1400	
Starvation Cap Reductn		0	0		0	0	0	0	0	0	0	
Spillback Cap Reductn		0	0		0	0	0	0	0	0	0	
Storage Cap Reductn		0	0		0	0	0	0	0	0	0	
Reduced v/c Ratio		0.07	0.00		0.59	0.21	0.09	0.64	0.12	0.42	0.40	






















Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 68 (57%), Referenced to phase 2:SWT and 6:NET, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: Daniel Webster Hwy & Front Street/Dwy

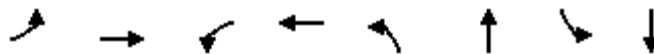


HCM Signalized Intersection Capacity Analysis
 1: Daniel Webster Hwy & Front Street/Dwy

														
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR		
Lane Configurations														
Traffic Volume (vph)	11	1	1	102	0	59	7	708	123	54	493	14		
Future Volume (vph)	11	1	1	102	0	59	7	708	123	54	493	14		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900		
Total Lost time (s)		6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0	6.0			
Lane Util. Factor		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Frt		1.00	0.85		1.00	0.85	1.00	1.00	0.85	1.00	1.00			
Flt Protected		0.96	1.00		0.95	1.00	0.95	1.00	1.00	0.95	1.00			
Satd. Flow (prot)		1677	1615		1805	1615	1805	1863	1615	1805	1874			
Flt Permitted		0.74	1.00		0.75	1.00	0.95	1.00	1.00	0.95	1.00			
Satd. Flow (perm)		1302	1615		1423	1615	1805	1863	1615	1805	1874			
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90		
Adj. Flow (vph)	12	1	1	113	0	66	8	787	137	60	548	16		
RTOR Reduction (vph)	0	0	1	0	0	57	0	0	41	0	1	0		
Lane Group Flow (vph)	0	13	0	0	113	9	8	787	96	60	563	0		
Heavy Vehicles (%)	9%	0%	0%	0%	0%	0%	0%	2%	0%	0%	1%	0%		
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA	Perm	Prot	NA			
Protected Phases		4			8		1	6		5	2			
Permitted Phases	4		4	8		8			6					
Actuated Green, G (s)		15.7	15.7		15.7	15.7	1.5	77.9	77.9	8.4	84.8			
Effective Green, g (s)		15.7	15.7		15.7	15.7	1.5	77.9	77.9	8.4	84.8			
Actuated g/C Ratio		0.13	0.13		0.13	0.13	0.01	0.65	0.65	0.07	0.71			
Clearance Time (s)		6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0	6.0			
Vehicle Extension (s)		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0			
Lane Grp Cap (vph)		170	211		186	211	22	1209	1048	126	1324			
v/s Ratio Prot							0.00	c0.42		c0.03	c0.30			
v/s Ratio Perm		0.01	0.00		c0.08	0.01			0.06					
v/c Ratio		0.08	0.00		0.61	0.04	0.36	0.65	0.09	0.48	0.43			
Uniform Delay, d1		45.8	45.3		49.2	45.6	58.8	12.8	7.8	53.7	7.4			
Progression Factor		1.00	1.00		1.00	1.00	1.02	0.66	0.49	1.00	1.00			
Incremental Delay, d2		0.2	0.0		5.5	0.1	9.5	2.6	0.2	2.8	1.0			
Delay (s)		46.0	45.3		54.8	45.7	69.5	11.0	4.0	56.5	8.4			
Level of Service		D	D		D	D	E	B	A	E	A			
Approach Delay (s)		45.9			51.4			10.5			13.0			
Approach LOS		D			D			B			B			
Intersection Summary														
HCM 2000 Control Delay			15.9									HCM 2000 Level of Service	B	
HCM 2000 Volume to Capacity ratio			0.66											
Actuated Cycle Length (s)			120.0								22.0			
Intersection Capacity Utilization			67.2%										ICU Level of Service	C
Analysis Period (min)			15											
c Critical Lane Group														

Timings

2: Daniel Webster Hwy & Wire Rd/MYA Driveway

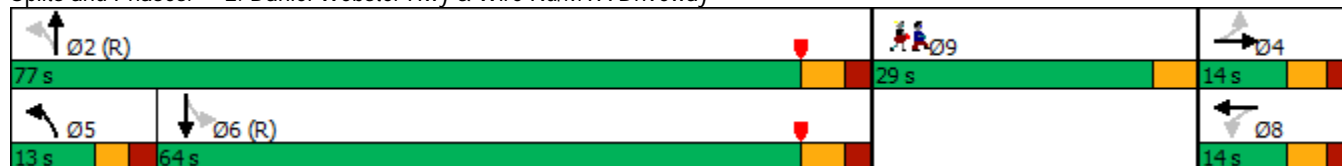


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	Ø9
Lane Configurations		↕		↕	↗	↖		↕	
Traffic Volume (vph)	6	0	3	0	220	616	1	633	
Future Volume (vph)	6	0	3	0	220	616	1	633	
Lane Group Flow (vph)	0	168	0	3	244	684	0	730	
Turn Type	Perm	NA	Perm	NA	pm+pt	NA	Perm	NA	
Protected Phases		4		8	5	2		6	9
Permitted Phases	4		8		2		6		
Detector Phase	4	4	8	8	5	2	6	6	
Switch Phase									
Minimum Initial (s)	8.0	8.0	8.0	8.0	5.0	10.0	10.0	10.0	1.0
Minimum Split (s)	14.0	14.0	14.0	14.0	10.5	16.5	16.5	16.5	29.0
Total Split (s)	14.0	14.0	14.0	14.0	13.0	77.0	64.0	64.0	29.0
Total Split (%)	11.7%	11.7%	11.7%	11.7%	10.8%	64.2%	53.3%	53.3%	24%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	0.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0		0.0	
Total Lost Time (s)		6.0		6.0	5.5	6.5		6.5	
Lead/Lag					Lead		Lag	Lag	
Lead-Lag Optimize?					Yes		Yes	Yes	
Recall Mode	None	None	None	None	None	C-Min	C-Min	C-Min	None
v/c Ratio		0.62		0.05	0.40	0.45		0.56	
Control Delay		19.4		51.0	1.9	1.8		9.1	
Queue Delay		0.0		0.0	0.0	0.0		0.0	
Total Delay		19.4		51.0	1.9	1.8		9.1	
Queue Length 50th (ft)		5		2	15	50		183	
Queue Length 95th (ft)		72		12	m0	m0		328	
Internal Link Dist (ft)		886		39		378		1763	
Turn Bay Length (ft)					125				
Base Capacity (vph)		270		61	617	1508		1305	
Starvation Cap Reductn		0		0	0	0		0	
Spillback Cap Reductn		0		0	0	0		0	
Storage Cap Reductn		0		0	0	0		0	
Reduced v/c Ratio		0.62		0.05	0.40	0.45		0.56	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 69 (58%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
 Natural Cycle: 100
 Control Type: Actuated-Coordinated
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: Daniel Webster Hwy & Wire Rd/MYA Driveway



HCM Signalized Intersection Capacity Analysis

2: Daniel Webster Hwy & Wire Rd/MYA Driveway

Synchro 11 Report

11/15/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↘			↕	
Traffic Volume (vph)	6	0	145	3	0	0	220	616	0	1	633	23
Future Volume (vph)	6	0	145	3	0	0	220	616	0	1	633	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0		5.5	6.5			6.5	
Lane Util. Factor		1.00			1.00		1.00	1.00			1.00	
Frt		0.87			1.00		1.00	1.00			1.00	
Flt Protected		1.00			0.95		0.95	1.00			1.00	
Satd. Flow (prot)		1575			1770		1770	1845			1873	
Flt Permitted		0.99			0.43		0.35	1.00			1.00	
Satd. Flow (perm)		1556			793		644	1845			1872	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	7	0	161	3	0	0	244	684	0	1	703	26
RTOR Reduction (vph)	0	148	0	0	0	0	0	0	0	0	1	0
Lane Group Flow (vph)	0	20	0	0	3	0	244	684	0	0	729	0
Heavy Vehicles (%)	0%	2%	5%	2%	2%	2%	2%	3%	2%	2%	1%	0%
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		Perm	NA	
Protected Phases		4			8		5	2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		9.4			9.4		98.1	98.1			83.6	
Effective Green, g (s)		9.4			9.4		98.1	98.1			83.6	
Actuated g/C Ratio		0.08			0.08		0.82	0.82			0.70	
Clearance Time (s)		6.0			6.0		5.5	6.5			6.5	
Vehicle Extension (s)		3.0			3.0		3.0	3.0			3.0	
Lane Grp Cap (vph)		121			62		610	1508			1304	
v/s Ratio Prot							0.03	c0.37				
v/s Ratio Perm		c0.01			0.00		0.30				c0.39	
v/c Ratio		0.16			0.05		0.40	0.45			0.56	
Uniform Delay, d1		51.6			51.2		3.7	3.2			9.0	
Progression Factor		1.00			1.00		0.42	0.39			0.75	
Incremental Delay, d2		0.6			0.3		0.2	0.5			1.6	
Delay (s)		52.3			51.5		1.8	1.7			8.4	
Level of Service		D			D		A	A			A	
Approach Delay (s)		52.3			51.5			1.7			8.4	
Approach LOS		D			D			A			A	

Intersection Summary

HCM 2000 Control Delay	9.1	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.55		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	22.0
Intersection Capacity Utilization	92.1%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↘			↑
Traffic Vol, veh/h	0	2	847	3	0	708
Future Vol, veh/h	0	2	847	3	0	708
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	1	0	0	1
Mvmt Flow	0	2	941	3	0	787

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	-	943	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.2	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	-	-	-	-
Pot Cap-1 Maneuver	0	321	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	321	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	16.3	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT
Capacity (veh/h)	-	-	321
HCM Lane V/C Ratio	-	-	0.007
HCM Control Delay (s)	-	-	16.3
HCM Lane LOS	-	-	C
HCM 95th %tile Q(veh)	-	-	0

Timings
4: Daniel Webster Hwy & Baboosic Lake Rd/Dwy

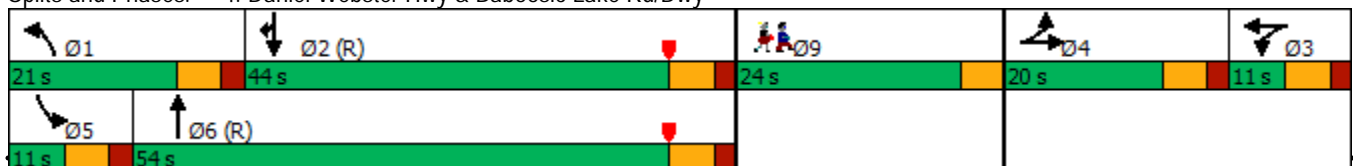


Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT	SBR	Ø9
Lane Configurations									
Traffic Volume (vph)	252	0	3	188	933	2	472	273	
Future Volume (vph)	252	0	3	188	933	2	472	273	
Lane Group Flow (vph)	280	202	6	209	1040	2	524	303	
Turn Type	Split	NA	NA	Prot	NA	Prot	NA	Prot	
Protected Phases	4	4	3	1	6	5	2	2	9
Permitted Phases									
Detector Phase	4	4	3	1	6	5	2	2	
Switch Phase									
Minimum Initial (s)	7.0	7.0	5.0	5.0	10.0	5.0	10.0	10.0	1.0
Minimum Split (s)	13.0	13.0	11.0	11.0	16.0	11.0	16.0	16.0	24.0
Total Split (s)	20.0	20.0	11.0	21.0	54.0	11.0	44.0	44.0	24.0
Total Split (%)	16.7%	16.7%	9.2%	17.5%	45.0%	9.2%	36.7%	36.7%	20%
Yellow Time (s)	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	0.0
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	Lead	Lag	Lead	Lag	Lead	Lag	Lag	
Lead-Lag Optimize?					Yes	Yes			
Recall Mode	None	None	None	None	C-Min	None	C-Min	C-Min	None
v/c Ratio	0.57	0.24	0.07	0.70	0.95	0.05	0.72	0.37	
Control Delay	43.8	0.7	55.6	59.1	35.5	63.0	41.0	9.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	43.8	0.7	55.6	59.1	35.5	63.0	41.0	9.5	
Queue Length 50th (ft)	192	0	5	156	425	1	287	20	
Queue Length 95th (ft)	284	0	19	m222	#1293	m4	#595	154	
Internal Link Dist (ft)		588	178		1110		590		
Turn Bay Length (ft)	575			600		100		400	
Base Capacity (vph)	487	852	91	297	1098	44	731	813	
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	0.57	0.24	0.07	0.70	0.95	0.05	0.72	0.37	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow, Master Intersection
 Natural Cycle: 150
 Control Type: Actuated-Coordinated
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 4: Daniel Webster Hwy & Baboosic Lake Rd/Dwy



HCM Signalized Intersection Capacity Analysis
4: Daniel Webster Hwy & Baboosic Lake Rd/Dwy

Synchro 11 Report
11/15/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	252	0	182	3	3	0	188	933	3	2	472	273
Future Volume (vph)	252	0	182	3	3	0	188	933	3	2	472	273
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0			6.0		6.0	6.0		6.0	6.0	6.0
Lane Util. Factor	1.00	1.00			1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.85			1.00		1.00	1.00		1.00	1.00	0.85
Flt Protected	0.95	1.00			0.98		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1787	1599			1854		1787	1880		902	1881	1615
Flt Permitted	0.95	1.00			0.98		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1787	1599			1854		1787	1880		902	1881	1615
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	280	0	202	3	3	0	209	1037	3	2	524	303
RTOR Reduction (vph)	0	147	0	0	0	0	0	0	0	0	0	197
Lane Group Flow (vph)	280	55	0	0	6	0	209	1040	0	2	524	106
Heavy Vehicles (%)	1%	0%	1%	0%	0%	0%	1%	1%	0%	100%	1%	0%
Turn Type	Split	NA		Split	NA		Prot	NA		Prot	NA	Prot
Protected Phases	4	4		3	3		1	6		5	2	2
Permitted Phases												
Actuated Green, G (s)	32.7	32.7			1.4		20.0	60.5		1.4	41.9	41.9
Effective Green, g (s)	32.7	32.7			1.4		20.0	60.5		1.4	41.9	41.9
Actuated g/C Ratio	0.27	0.27			0.01		0.17	0.50		0.01	0.35	0.35
Clearance Time (s)	6.0	6.0			6.0		6.0	6.0		6.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	486	435			21		297	947		10	656	563
v/s Ratio Prot	c0.16	0.03			c0.00		c0.12	c0.55		0.00	0.28	0.07
v/s Ratio Perm												
v/c Ratio	0.58	0.13			0.29		0.70	1.10		0.20	0.80	0.19
Uniform Delay, d1	37.7	32.9			58.8		47.2	29.8		58.7	35.2	27.2
Progression Factor	1.00	1.00			1.00		1.04	0.88		1.13	1.11	2.59
Incremental Delay, d2	1.7	0.1			7.4		5.4	56.3		8.2	8.5	0.6
Delay (s)	39.3	33.0			66.2		54.6	82.4		74.8	47.6	71.2
Level of Service	D	C			E		D	F		E	D	E
Approach Delay (s)		36.7			66.2			77.8			56.3	
Approach LOS		D			E			E			E	

Intersection Summary

HCM 2000 Control Delay	63.1	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.97		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	28.0
Intersection Capacity Utilization	89.1%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Timings
5: Daniel Webster Hwy & CVS Driveway

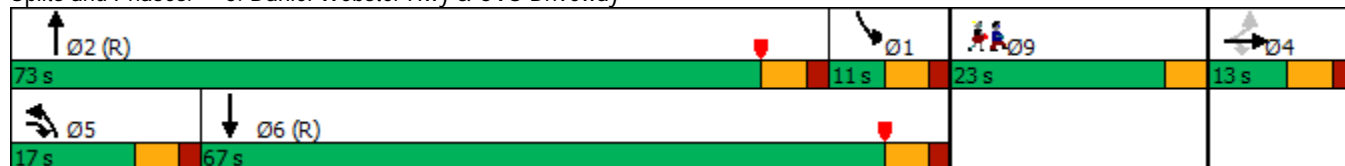


Lane Group	EBT	EBR	NBL	NBT	SBL	SBT	Ø9
Lane Configurations	↖	↗	↙	↘	↙	↘	
Traffic Volume (vph)	1	60	70	949	3	531	
Future Volume (vph)	1	60	70	949	3	531	
Lane Group Flow (vph)	107	67	78	1072	3	616	
Turn Type	NA	pm+ov	Prot	NA	Prot	NA	
Protected Phases	4	5	5	2	1	6	9
Permitted Phases		4					
Detector Phase	4	5	5	2	1	6	
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	9.0	5.0	9.0	1.0
Minimum Split (s)	11.0	11.0	11.0	15.0	11.0	15.0	23.0
Total Split (s)	13.0	17.0	17.0	73.0	11.0	67.0	23.0
Total Split (%)	10.8%	14.2%	14.2%	60.8%	9.2%	55.8%	19%
Yellow Time (s)	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	0.0
Lost Time Adjust (s)	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	
Lead/Lag		Lead	Lead	Lead	Lag	Lag	
Lead-Lag Optimize?		Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	C-Min	None	C-Min	None
v/c Ratio	0.48	0.13	0.50	0.75	0.04	0.52	
Control Delay	56.2	1.1	62.2	14.0	38.3	5.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	56.2	1.1	62.2	14.0	38.3	5.0	
Queue Length 50th (ft)	78	0	59	360	3	61	
Queue Length 95th (ft)	135	5	107	843	m6	71	
Internal Link Dist (ft)	206			391		1110	
Turn Bay Length (ft)			95		85		
Base Capacity (vph)	223	526	179	1422	75	1196	
Starvation Cap Reductn	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	
Reduced v/c Ratio	0.48	0.13	0.44	0.75	0.04	0.52	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 25 (21%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 120
 Control Type: Actuated-Coordinated
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 5: Daniel Webster Hwy & CVS Driveway



HCM Signalized Intersection Capacity Analysis

5: Daniel Webster Hwy & CVS Driveway

Synchro 11 Report

11/15/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖	↗				↖	↗		↖	↗	
Traffic Volume (vph)	95	1	60	0	0	0	70	949	16	3	531	23
Future Volume (vph)	95	1	60	0	0	0	70	949	16	3	531	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0				6.0	6.0		6.0	6.0	
Lane Util. Factor		1.00	1.00				1.00	1.00		1.00	1.00	
Frt		1.00	0.85				1.00	1.00		1.00	0.99	
Flt Protected		0.95	1.00				0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1810	1615				1805	1877		1805	1870	
Flt Permitted		0.95	1.00				0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1810	1615				1805	1877		1805	1870	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	106	1	67	0	0	0	78	1054	18	3	590	26
RTOR Reduction (vph)	0	0	53	0	0	0	0	0	0	0	1	0
Lane Group Flow (vph)	0	107	14	0	0	0	78	1072	0	3	615	0
Heavy Vehicles (%)	0%	0%	0%	2%	2%	2%	0%	1%	0%	0%	1%	0%
Turn Type	Perm	NA	pm+ov				Prot	NA		Prot	NA	
Protected Phases		4	5				5	2		1	6	
Permitted Phases	4		4									
Actuated Green, G (s)		14.8	25.3				10.5	86.2		1.0	76.7	
Effective Green, g (s)		14.8	25.3				10.5	86.2		1.0	76.7	
Actuated g/C Ratio		0.12	0.21				0.09	0.72		0.01	0.64	
Clearance Time (s)		6.0	6.0				6.0	6.0		6.0	6.0	
Vehicle Extension (s)		3.0	3.0				3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		223	421				157	1348		15	1195	
v/s Ratio Prot			0.00				0.04	c0.57		0.00	c0.33	
v/s Ratio Perm		0.06	0.01									
v/c Ratio		0.48	0.03				0.50	0.80		0.20	0.51	
Uniform Delay, d1		49.0	37.6				52.2	11.1		59.1	11.6	
Progression Factor		1.00	1.00				1.00	1.00		0.68	0.29	
Incremental Delay, d2		1.6	0.0				2.5	4.9		5.3	1.3	
Delay (s)		50.6	37.7				54.7	16.0		45.3	4.7	
Level of Service		D	D				D	B		D	A	
Approach Delay (s)		45.6			0.0			18.6			4.9	
Approach LOS		D			A			B			A	

Intersection Summary

HCM 2000 Control Delay	16.7	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.79		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	22.0
Intersection Capacity Utilization	73.5%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Timings
1: Daniel Webster Hwy & Front Street/Dwy

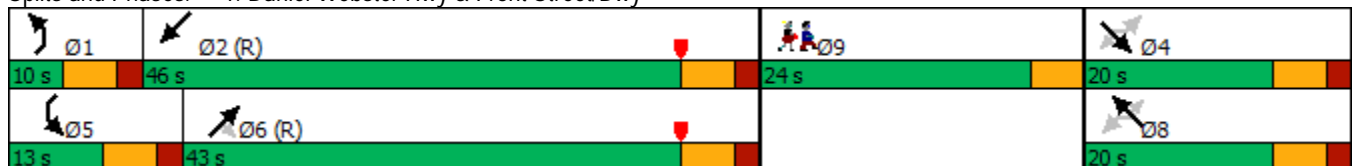


Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	Ø9
Lane Configurations		↖	↗		↖	↗	↖	↖	↗	↖	↗	
Traffic Volume (vph)	18	6	1	96	10	86	17	418	86	64	418	
Future Volume (vph)	18	6	1	96	10	86	17	418	86	64	418	
Lane Group Flow (vph)	0	27	1	0	118	96	19	464	96	71	496	
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA	Perm	Prot	NA	
Protected Phases		4			8		1	6		5	2	9
Permitted Phases	4		4	8		8			6			
Detector Phase	4	4	4	8	8	8	1	6	6	5	2	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	8.0	8.0	8.0	4.0	15.0	15.0	4.0	15.0	1.0
Minimum Split (s)	10.0	10.0	10.0	14.0	14.0	14.0	10.0	21.0	21.0	10.0	21.0	24.0
Total Split (s)	20.0	20.0	20.0	20.0	20.0	20.0	10.0	43.0	43.0	13.0	46.0	24.0
Total Split (%)	20.0%	20.0%	20.0%	20.0%	20.0%	20.0%	10.0%	43.0%	43.0%	13.0%	46.0%	24%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	0.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0	6.0	
Lead/Lag							Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	None	None	None	C-Min	C-Min	None	C-Min	None
v/c Ratio		0.14	0.00		0.62	0.28	0.16	0.41	0.09	0.43	0.39	
Control Delay		36.9	0.0		53.9	4.0	46.5	12.6	1.8	49.6	10.0	
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		36.9	0.0		53.9	4.0	46.5	12.6	1.8	49.6	10.0	
Queue Length 50th (ft)		15	0		72	0	12	110	0	43	93	
Queue Length 95th (ft)		38	0		123	17	m30	231	13	85	272	
Internal Link Dist (ft)		93			485			1763			545	
Turn Bay Length (ft)							185		225	100		
Base Capacity (vph)		221	373		212	370	119	1144	1038	171	1277	
Starvation Cap Reductn		0	0		0	0	0	0	0	0	0	
Spillback Cap Reductn		0	0		0	0	0	0	0	0	0	
Storage Cap Reductn		0	0		0	0	0	0	0	0	0	
Reduced v/c Ratio		0.12	0.00		0.56	0.26	0.16	0.41	0.09	0.42	0.39	






















Intersection Summary

Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 50 (50%), Referenced to phase 2:SWT and 6:NET, Start of Yellow
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 m Volume for 95th percentile queue is metered by upstream signal.

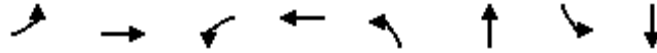
Splits and Phases: 1: Daniel Webster Hwy & Front Street/Dwy



HCM Signalized Intersection Capacity Analysis
 1: Daniel Webster Hwy & Front Street/Dwy

													
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR	
Lane Configurations													
Traffic Volume (vph)	18	6	1	96	10	86	17	418	86	64	418	29	
Future Volume (vph)	18	6	1	96	10	86	17	418	86	64	418	29	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)		6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0	6.0		
Lane Util. Factor		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Frt		1.00	0.85		1.00	0.85	1.00	1.00	0.85	1.00	0.99		
Flt Protected		0.96	1.00		0.96	1.00	0.95	1.00	1.00	0.95	1.00		
Satd. Flow (prot)		1832	1615		1783	1599	1805	1881	1615	1770	1864		
Flt Permitted		0.74	1.00		0.73	1.00	0.95	1.00	1.00	0.95	1.00		
Satd. Flow (perm)		1414	1615		1354	1599	1805	1881	1615	1770	1864		
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	
Adj. Flow (vph)	20	7	1	107	11	96	19	464	96	71	464	32	
RTOR Reduction (vph)	0	0	1	0	0	82	0	0	39	0	1	0	
Lane Group Flow (vph)	0	27	0	0	118	14	19	464	57	71	495	0	
Heavy Vehicles (%)	0%	0%	0%	1%	11%	1%	0%	1%	0%	2%	1%	0%	
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA	Perm	Prot	NA		
Protected Phases		4			8		1	6		5	2		
Permitted Phases	4		4	8		8			6				
Actuated Green, G (s)		14.1	14.1		14.1	14.1	3.1	59.6	59.6	8.3	64.8		
Effective Green, g (s)		14.1	14.1		14.1	14.1	3.1	59.6	59.6	8.3	64.8		
Actuated g/C Ratio		0.14	0.14		0.14	0.14	0.03	0.60	0.60	0.08	0.65		
Clearance Time (s)		6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0	6.0		
Vehicle Extension (s)		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0		
Lane Grp Cap (vph)		199	227		190	225	55	1121	962	146	1207		
v/s Ratio Prot							0.01	0.25		c0.04	c0.27		
v/s Ratio Perm		0.02	0.00		c0.09	0.01			0.04				
v/c Ratio		0.14	0.00		0.62	0.06	0.35	0.41	0.06	0.49	0.41		
Uniform Delay, d1		37.6	36.9		40.4	37.2	47.5	10.8	8.5	43.8	8.4		
Progression Factor		1.00	1.00		1.00	1.00	1.01	0.92	2.08	1.00	1.00		
Incremental Delay, d2		0.3	0.0		6.2	0.1	3.5	1.0	0.1	2.5	1.0		
Delay (s)		37.9	36.9		46.6	37.3	51.2	11.0	17.7	46.4	9.5		
Level of Service		D	D		D	D	D	B	B	D	A		
Approach Delay (s)		37.9			42.4			13.4			14.1		
Approach LOS		D			D			B			B		
Intersection Summary													
HCM 2000 Control Delay			18.7		HCM 2000 Level of Service					B			
HCM 2000 Volume to Capacity ratio			0.49										
Actuated Cycle Length (s)			100.0		Sum of lost time (s)					22.0			
Intersection Capacity Utilization			54.6%		ICU Level of Service					A			
Analysis Period (min)			15										
c Critical Lane Group													

Timings
2: Daniel Webster Hwy & Wire Rd/MYA Driveway

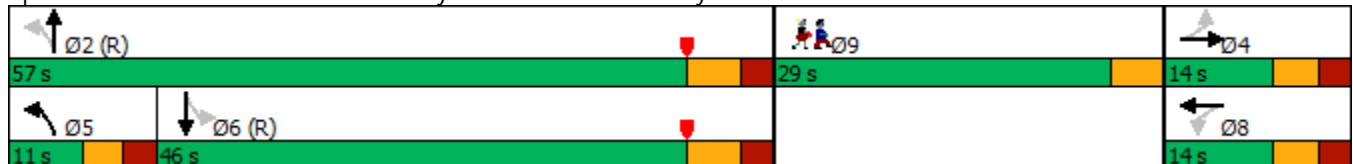


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	Ø9
Lane Configurations		↕		↕	↗	↖		↕	
Traffic Volume (vph)	8	10	47	0	139	515	10	525	
Future Volume (vph)	8	10	47	0	139	515	10	525	
Lane Group Flow (vph)	0	174	0	52	154	572	0	621	
Turn Type	Perm	NA	Perm	NA	pm+pt	NA	Perm	NA	
Protected Phases		4		8	5	2		6	9
Permitted Phases	4		8		2		6		
Detector Phase	4	4	8	8	5	2	6	6	
Switch Phase									
Minimum Initial (s)	8.0	8.0	8.0	8.0	5.0	10.0	10.0	10.0	1.0
Minimum Split (s)	14.0	14.0	14.0	14.0	10.5	16.5	16.5	16.5	29.0
Total Split (s)	14.0	14.0	14.0	14.0	11.0	57.0	46.0	46.0	29.0
Total Split (%)	14.0%	14.0%	14.0%	14.0%	11.0%	57.0%	46.0%	46.0%	29%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	0.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0		0.0	
Total Lost Time (s)		6.0		6.0	5.5	6.5		6.5	
Lead/Lag					Lead		Lag	Lag	
Lead-Lag Optimize?					Yes		Yes	Yes	
Recall Mode	None	None	None	None	None	C-Min	C-Min	C-Min	None
v/c Ratio		0.54		0.60	0.27	0.41		0.55	
Control Delay		15.3		69.4	3.6	4.9		11.6	
Queue Delay		0.0		0.0	0.0	0.0		0.0	
Total Delay		15.3		69.4	3.6	4.9		11.6	
Queue Length 50th (ft)		12		32	26	155		178	
Queue Length 95th (ft)		71		71	6	24		276	
Internal Link Dist (ft)		886		39		378		1763	
Turn Bay Length (ft)					125				
Base Capacity (vph)		322		86	567	1391		1134	
Starvation Cap Reductn		0		0	0	0		0	
Spillback Cap Reductn		0		0	0	0		0	
Storage Cap Reductn		0		0	0	0		0	
Reduced v/c Ratio		0.54		0.60	0.27	0.41		0.55	

Intersection Summary

Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 59 (59%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated

Splits and Phases: 2: Daniel Webster Hwy & Wire Rd/MYA Driveway



HCM Signalized Intersection Capacity Analysis

2: Daniel Webster Hwy & Wire Rd/MYA Driveway

Synchro 11 Report

11/15/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↘			↕	
Traffic Volume (vph)	8	10	139	47	0	0	139	515	0	10	525	24
Future Volume (vph)	8	10	139	47	0	0	139	515	0	10	525	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0		5.5	6.5			6.5	
Lane Util. Factor		1.00			1.00		1.00	1.00			1.00	
Frt		0.88			1.00		1.00	1.00			0.99	
Flt Protected		1.00			0.95		0.95	1.00			1.00	
Satd. Flow (prot)		1572			1770		1641	1845			1852	
Flt Permitted		0.98			0.38		0.37	1.00			0.99	
Satd. Flow (perm)		1547			711		635	1845			1833	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	9	11	154	52	0	0	154	572	0	11	583	27
RTOR Reduction (vph)	0	135	0	0	0	0	0	0	0	0	1	0
Lane Group Flow (vph)	0	39	0	0	52	0	154	572	0	0	620	0
Heavy Vehicles (%)	14%	2%	6%	2%	2%	2%	10%	3%	2%	2%	2%	0%
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		Perm	NA	
Protected Phases		4			8		5	2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		12.1			12.1		75.4	75.4			61.8	
Effective Green, g (s)		12.1			12.1		75.4	75.4			61.8	
Actuated g/C Ratio		0.12			0.12		0.75	0.75			0.62	
Clearance Time (s)		6.0			6.0		5.5	6.5			6.5	
Vehicle Extension (s)		3.0			3.0		3.0	3.0			3.0	
Lane Grp Cap (vph)		187			86		560	1391			1132	
v/s Ratio Prot							0.02	c0.31				
v/s Ratio Perm		0.02			c0.07		0.18				c0.34	
v/c Ratio		0.21			0.60		0.28	0.41			0.55	
Uniform Delay, d1		39.6			41.7		4.7	4.4			11.0	
Progression Factor		1.00			1.00		0.71	0.82			0.80	
Incremental Delay, d2		0.6			11.4		0.2	0.8			1.8	
Delay (s)		40.2			53.1		3.6	4.4			10.6	
Level of Service		D			D		A	A			B	
Approach Delay (s)		40.2			53.1			4.2			10.6	
Approach LOS		D			D			A			B	
Intersection Summary												
HCM 2000 Control Delay			12.3									B
HCM 2000 Volume to Capacity ratio			0.59									
Actuated Cycle Length (s)			100.0						22.0			
Intersection Capacity Utilization			93.8%									F
Analysis Period (min)			15									
c Critical Lane Group												

Intersection						
Int Delay, s/veh	0.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↘			↑
Traffic Vol, veh/h	0	31	606	38	0	675
Future Vol, veh/h	0	31	606	38	0	675
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	3	0	0	2
Mvmt Flow	0	34	673	42	0	750

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	-	694	0	0	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	6.2	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	3.3	-	-	-
Pot Cap-1 Maneuver	0	446	-	-	0
Stage 1	0	-	-	-	0
Stage 2	0	-	-	-	0
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	-	446	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.7	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT
Capacity (veh/h)	-	-	446
HCM Lane V/C Ratio	-	-	0.077
HCM Control Delay (s)	-	-	13.7
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0.2

Timings
4: Daniel Webster Hwy & Baboosic Lake Rd/Dwy

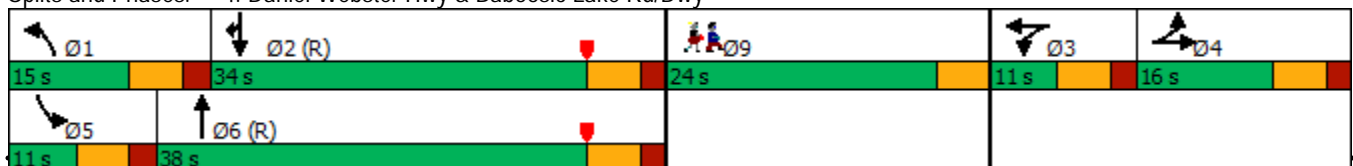


Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT	SBR	Ø9
Lane Configurations									
Traffic Volume (vph)	188	1	0	161	488	2	504	247	
Future Volume (vph)	188	1	0	161	488	2	504	247	
Lane Group Flow (vph)	209	192	10	179	546	2	560	274	
Turn Type	Split	NA	NA	Prot	NA	Prot	NA	Prot	
Protected Phases	4	4	3	1	6	5	2	2	9
Permitted Phases									
Detector Phase	4	4	3	1	6	5	2	2	
Switch Phase									
Minimum Initial (s)	7.0	7.0	5.0	5.0	10.0	5.0	10.0	10.0	1.0
Minimum Split (s)	13.0	13.0	11.0	11.0	16.0	11.0	16.0	16.0	24.0
Total Split (s)	16.0	16.0	11.0	15.0	38.0	11.0	34.0	34.0	24.0
Total Split (%)	16.0%	16.0%	11.0%	15.0%	38.0%	11.0%	34.0%	34.0%	24%
Yellow Time (s)	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	0.0
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	Lag	Lag	Lead	Lead	Lag	Lead	Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	C-Min	None	C-Min	C-Min	None
v/c Ratio	0.53	0.38	0.03	0.53	0.48	0.03	0.77	0.35	
Control Delay	40.1	7.4	0.2	51.4	9.9	45.5	37.9	7.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	40.1	7.4	0.2	51.4	9.9	45.5	37.9	7.9	
Queue Length 50th (ft)	121	1	0	105	121	1	335	37	
Queue Length 95th (ft)	190	55	0	193	151	m2	#600	79	
Internal Link Dist (ft)		588	178		1110		590		
Turn Bay Length (ft)	575			600		100		400	
Base Capacity (vph)	395	499	288	339	1143	69	732	785	
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	0.53	0.38	0.03	0.53	0.48	0.03	0.77	0.35	

Intersection Summary

Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 0 (0%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow, Master Intersection
 Natural Cycle: 100
 Control Type: Actuated-Coordinated
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 4: Daniel Webster Hwy & Baboosic Lake Rd/Dwy



HCM Signalized Intersection Capacity Analysis
4: Daniel Webster Hwy & Baboosic Lake Rd/Dwy



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	188	1	172	3	0	6	161	488	4	2	504	247
Future Volume (vph)	188	1	172	3	0	6	161	488	4	2	504	247
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0			6.0		6.0	6.0		6.0	6.0	6.0
Lane Util. Factor	1.00	1.00			1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.85			0.91		1.00	1.00		1.00	1.00	0.85
Flt Protected	0.95	1.00			0.99		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1787	1585			1695		1787	1872		1203	1900	1599
Flt Permitted	0.95	1.00			0.99		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1787	1585			1695		1787	1872		1203	1900	1599
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	209	1	191	3	0	7	179	542	4	2	560	274
RTOR Reduction (vph)	0	149	0	0	10	0	0	0	0	0	0	181
Lane Group Flow (vph)	209	43	0	0	0	0	179	546	0	2	560	93
Heavy Vehicles (%)	1%	0%	2%	0%	0%	0%	1%	1%	50%	50%	0%	1%
Turn Type	Split	NA		Split	NA		Prot	NA		Prot	NA	Prot
Protected Phases	4	4		3	3		1	6		5	2	2
Permitted Phases												
Actuated Green, G (s)	22.1	22.1			1.1		19.0	51.5		1.3	33.8	33.8
Effective Green, g (s)	22.1	22.1			1.1		19.0	51.5		1.3	33.8	33.8
Actuated g/C Ratio	0.22	0.22			0.01		0.19	0.52		0.01	0.34	0.34
Clearance Time (s)	6.0	6.0			6.0		6.0	6.0		6.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	394	350			18		339	964		15	642	540
v/s Ratio Prot	c0.12	0.03			c0.00		c0.10	c0.29		0.00	c0.29	0.06
v/s Ratio Perm												
v/c Ratio	0.53	0.12			0.01		0.53	0.57		0.13	0.87	0.17
Uniform Delay, d1	34.4	31.2			48.9		36.5	16.6		48.8	31.1	23.3
Progression Factor	1.00	1.00			1.00		1.24	0.64		1.01	1.09	2.05
Incremental Delay, d2	1.4	0.2			0.1		1.4	2.3		3.6	13.7	0.6
Delay (s)	35.7	31.4			49.0		46.6	13.0		52.7	47.7	48.3
Level of Service	D	C			D		D	B		D	D	D
Approach Delay (s)		33.6			49.0			21.3			47.9	
Approach LOS		C			D			C			D	

Intersection Summary			
HCM 2000 Control Delay	35.2	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.73		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	28.0
Intersection Capacity Utilization	67.5%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Timings
5: Daniel Webster Hwy & CVS Driveway

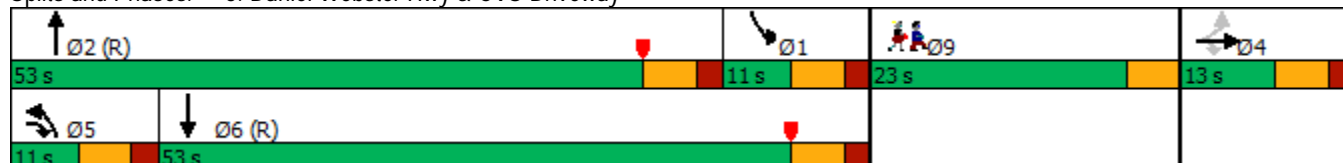


Lane Group	EBT	EBR	NBL	NBT	SBL	SBT	Ø9
Lane Configurations	↖	↗	↖	↗	↖	↗	
Traffic Volume (vph)	1	55	40	547	4	595	
Future Volume (vph)	1	55	40	547	4	595	
Lane Group Flow (vph)	62	61	44	617	4	698	
Turn Type	NA	pm+ov	Prot	NA	Prot	NA	
Protected Phases	4	5	5	2	1	6	9
Permitted Phases		4					
Detector Phase	4	5	5	2	1	6	
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	9.0	5.0	9.0	1.0
Minimum Split (s)	11.0	11.0	11.0	15.0	11.0	15.0	23.0
Total Split (s)	13.0	11.0	11.0	53.0	11.0	53.0	23.0
Total Split (%)	13.0%	11.0%	11.0%	53.0%	11.0%	53.0%	23%
Yellow Time (s)	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	0.0
Lost Time Adjust (s)	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	
Lead/Lag		Lead	Lead	Lead	Lag	Lag	
Lead-Lag Optimize?		Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	C-Min	None	C-Min	None
v/c Ratio	0.39	0.14	0.31	0.42	0.04	0.53	
Control Delay	49.5	0.7	48.4	7.5	50.8	19.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	49.5	0.7	48.4	7.5	50.8	19.0	
Queue Length 50th (ft)	38	0	27	94	3	257	
Queue Length 95th (ft)	77	0	60	358	m3	370	
Internal Link Dist (ft)	206			391		1110	
Turn Bay Length (ft)			95		85		
Base Capacity (vph)	164	442	143	1475	109	1328	
Starvation Cap Reductn	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	
Reduced v/c Ratio	0.38	0.14	0.31	0.42	0.04	0.53	

Intersection Summary

Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 4 (4%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 5: Daniel Webster Hwy & CVS Driveway



HCM Signalized Intersection Capacity Analysis
5: Daniel Webster Hwy & CVS Driveway

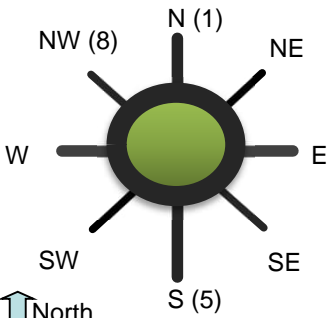


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖	↗				↖	↗		↖	↗	
Traffic Volume (vph)	55	1	55	0	0	0	40	547	8	4	595	33
Future Volume (vph)	55	1	55	0	0	0	40	547	8	4	595	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0				6.0	6.0		6.0	6.0	
Lane Util. Factor		1.00	1.00				1.00	1.00		1.00	1.00	
Frt		1.00	0.85				1.00	1.00		1.00	0.99	
Flt Protected		0.95	1.00				0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1811	1615				1805	1877		1444	1867	
Flt Permitted		0.95	1.00				0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1811	1615				1805	1877		1444	1867	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	61	1	61	0	0	0	44	608	9	4	661	37
RTOR Reduction (vph)	0	0	52	0	0	0	0	0	0	0	1	0
Lane Group Flow (vph)	0	62	9	0	0	0	44	617	0	4	697	0
Heavy Vehicles (%)	0%	0%	0%	2%	2%	2%	0%	1%	0%	25%	1%	0%
Turn Type	Perm	NA	pm+ov				Prot	NA		Prot	NA	
Protected Phases		4	5				5	2		1	6	
Permitted Phases	4		4									
Actuated Green, G (s)		7.7	14.5				6.8	71.3		3.0	67.5	
Effective Green, g (s)		7.7	14.5				6.8	71.3		3.0	67.5	
Actuated g/C Ratio		0.08	0.14				0.07	0.71		0.03	0.68	
Clearance Time (s)		6.0	6.0				6.0	6.0		6.0	6.0	
Vehicle Extension (s)		3.0	3.0				3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		139	331				122	1338		43	1260	
v/s Ratio Prot			0.00				0.02	c0.33		0.00	c0.37	
v/s Ratio Perm		0.03	0.00									
v/c Ratio		0.45	0.03				0.36	0.46		0.09	0.55	
Uniform Delay, d1		44.1	36.7				44.5	6.1		47.2	8.4	
Progression Factor		1.00	1.00				1.00	1.00		1.26	1.79	
Incremental Delay, d2		2.3	0.0				1.8	1.1		0.7	1.3	
Delay (s)		46.4	36.7				46.3	7.3		60.0	16.4	
Level of Service		D	D				D	A		E	B	
Approach Delay (s)		41.6			0.0			9.9			16.7	
Approach LOS		D			A			A			B	

Intersection Summary

HCM 2000 Control Delay	15.7	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.58		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	22.0
Intersection Capacity Utilization	47.5%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

General & Site Information		v 4.2
Analyst:	TAdR	
Agency/Co:	BETA Group, Inc.	
Date:	10/25/2022	
Project or PI#:	10560	
Year, Peak Hour:	Existing AM Peak Hour	
County/District:	New Hampshire	
Intersection:	Route 3 at Wire Road	



Volumes		Entry Legs (FROM)							
		N1 (1)	N2 (1)	NE1 (2)	NE2 (2)	E1 (3)	E2 (3)	SE1 (4)	SE2 (4)
Lane Designation		SELECT	SELECT	Right-Thru	SELECT	SELECT	SELECT	SELECT	SELECT
Exit Legs (TO)	N (1), vph								
	NE (2), vph								
	E (3), vph								
	SE (4), vph								
	S (5), vph			520					
	SW (6), vph								
	W (7), vph								
	NW (8), vph			13					
Entry Volume, vph		0	0	533	0	0	0	0	0

		S1 (5)	S2 (5)	SW1 (6)	SW2 (6)	W1 (7)	W2 (7)	NW1 (8)	NW2 (8)
Lane Designation		Left Only	Right only	SELECT	SELECT	SELECT	SELECT	Left-Thru	SELECT
	N (1), vph								
	NE (2), vph		355					3	
	E (3), vph								
	SE (4), vph								
	S (5), vph							260	
	SW (6), vph								
	W (7), vph								
	NW (8), vph	85							
Entry Volume, vph		85	355	0	0	0	0	263	0

	N	NE	E	SE	S	SW	W	NW
# of Entry Flow Lanes	0	1	0	0	2	0	0	1
# of Conflict Flow Lanes	2	1	2	2	1	2	2	1

Volume Characteristics	N	NE	E	SE	S	SW	W	NW
% Cars	100.0%	94.0%	100.0%	100.0%	91.0%	100.0%	100.0%	97.0%
% Heavy Vehicles	0.0%	6.0%	0.0%	0.0%	9.0%	0.0%	0.0%	3.0%
% Bicycles	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
# of Pedestrians (ped/hr)	0	0	0	0	0	0	0	0
PHF	0.95	0.92	0.95	0.95	0.77	0.95	0.95	0.86
F _{hv}	1.000	0.943	1.000	1.000	0.917	1.000	1.000	0.971
F _{ped}	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000

Entry/Conflicting Flows		N	NE	E	SE	S	SW	W	NW
Flow to	N (1), pcu/h	0	0	0	0	0	0	0	0
Leg #	NE (2), pcu/h	0	0	0	0	503	0	0	4
	E (3), pcu/h	0	0	0	0	0	0	0	0
	SE (4), pcu/h	0	0	0	0	0	0	0	0
	S (5), pcu/h	0	599	0	0	0	0	0	311
	SW (6), pcu/h	0	0	0	0	0	0	0	0
	W (7), pcu/h	0	0	0	0	0	0	0	0
	NW (8), pcu/h	0	15	0	0	120	0	0	0
	Entry flow, pcu/h	0	614	0	0	623	0	0	315
	Entry flow Lane 1, pcu/h	0	614	0	0	120	0	0	315
	Entry flow Lane 2, pcu/h	0	0	0	0	503	0	0	0
	Conflicting flow, pcu/h	0	120	0	0	4	0	0	599

Results: Approach Measures of Effectiveness

HCM 6th Edition	N		E		S		W	
	Lane 1	Lane 2	Lane 1	Lane 2	Left Only	Right only	Lane 1	Lane 2
Lane Designations								
Entry Capacity, veh/h	NA	NA	NA	NA	1298	1298	NA	NA
Entry Flow Rates, veh/h	0	0	0	0	110	461	0	0
V/C ratio	0.00	0.00			0.09	0.36		
Control Delay, s/veh	0.0	0.0			3.5	6.1		
LOS	#N/A	#N/A			A	A		
Average Queue (ft)	0	0			3	19		
95th % Queue (ft)	#VALUE!	#VALUE!			8	44		
Approach Delay, LOS	#DIV/0!				5.6 sec, LOS A			
	NE		SE		SW		NW	
Lane Designations	Right-Thru	Lane 2	Lane 1	Lane 2	Lane 1	Lane 2	Left-Thru	Lane 2
Entry Capacity, veh/h	1152	NA	NA	NA	NA	NA	727	NA
Entry Flow Rates, veh/h	579	0	0	0	0	0	306	0
V/C ratio	0.50		0.00	0.00			0.42	0.00
Control Delay, sec/pcu	8.8		0.0	0.0			10.6	0.0
LOS			#N/A	#N/A			#N/A	#N/A
Average Queue (ft)	35		0	0			23	0
95th % Queue (ft)	77		#VALUE!	#VALUE!			54	#VALUE!
Approach Delay, LOS	8.8 sec, LOS A		#DIV/0!				10.6 sec, LOS B	

Overall Intersection Measures of Effectiveness

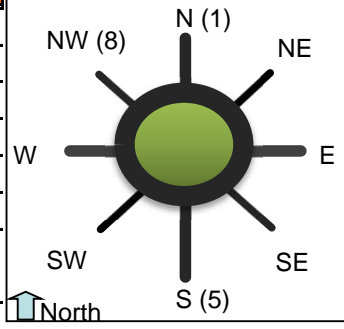
Int Control Delay (sec)	7.9	Int LOS	A	Max Approach V/C	0.50
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Notes:

v 4.2

Bypass Lane Merge Point Analysis (if applicable)						
Bypass Characteristics	Bypass #1	Bypass #2	Bypass #3	Bypass #4	Bypass #5	Bypass #6
Select Entry Leg from Bypass (FROM)						
Select Exit Leg for Bypass (TO)						
Does the bypass have a dedicated receiving lane?						
# of Conflicting Exit Flow Lanes	2	2	2	2	2	2
Volumes						
Entry Leg: Insert Right Turn Volume						
Exit Leg: (Select Input Method)						
Lane Flow in Exit Leg***						
Sum of inner circulatory flow lane to exit leg (leg bypass merges into)	N/A	N/A	N/A	N/A	N/A	N/A
Sum of outer circulatory flow lane to exit leg (leg bypass merges into)	N/A	N/A	N/A	N/A	N/A	N/A
Critical Lane Flow (Manual) in Exit Leg***						
Volume Characteristics						
PHF (Entry Leg)						
F _{HV} (Entry Leg)						
F _{ped}						
PHF (Exit Leg)***	N/A	N/A	N/A	N/A	N/A	N/A
F _{HV} (Exit Leg)***	N/A	N/A	N/A	N/A	N/A	N/A
***Volume Characteristics are already taken into account for Default method ONLY. Insert Values above if Manual method.						
Entry/Conflicting Flows						
Entry Flow						
Conflicting Critical Flow						
Bypass Lane Results						
Entry Capacity of Bypass, veh/h						
Flow Rates of Exiting Traffic, veh/h						
V/C ratio						
Control Delay, sec/pcu						
LOS						
95th Percentile Queue (veh)						
95th % Queue (ft)						

General & Site Information		v 4.2
Analyst:	TAdR	
Agency/Co:	BETA Group, Inc.	
Date:	10/25/2022	
Project or PI#:	10560	
Year, Peak Hour:	Existing PM Peak Hour	
County/District:	New Hampshire	
Intersection:	Route 3 at Wire Road	



Volumes		Entry Legs (FROM)							
		N1 (1)	N2 (1)	NE1 (2)	NE2 (2)	E1 (3)	E2 (3)	SE1 (4)	SE2 (4)
Lane Designation		SELECT	SELECT	Right-Thru	SELECT	SELECT	SELECT	SELECT	SELECT
Exit	N (1), vph								
Legs (TO)	NE (2), vph								
	E (3), vph								
	SE (4), vph								
	S (5), vph			590					
	SW (6), vph								
	W (7), vph								
	NW (8), vph			21					
	Entry Volume, vph	0	0	611	0	0	0	0	0

Lane Designation		S1 (5)	S2 (5)	SW1 (6)	SW2 (6)	W1 (7)	W2 (7)	NW1 (8)	NW2 (8)
		Left Only	Right only	SELECT	SELECT	SELECT	SELECT	Left-Thru	SELECT
	N (1), vph								
	NE (2), vph		575					6	
	E (3), vph								
	SE (4), vph								
	S (5), vph							135	
	SW (6), vph								
	W (7), vph								
	NW (8), vph	205							
	Entry Volume, vph	205	575	0	0	0	0	141	0

	N	NE	E	SE	S	SW	W	NW
# of Entry Flow Lanes	0	1	0	0	2	0	0	1
# of Conflict Flow Lanes	2	1	2	2	1	2	2	1

Volume Characteristics	N	NE	E	SE	S	SW	W	NW
% Cars	100.0%	99.0%	100.0%	100.0%	97.0%	100.0%	100.0%	95.0%
% Heavy Vehicles	0.0%	1.0%	0.0%	0.0%	3.0%	0.0%	0.0%	5.0%
% Bicycles	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
# of Pedestrians (ped/hr)	0	0	0	0	0	0	0	0
PHF	0.95	0.88	0.95	0.95	0.94	0.95	0.95	0.87
F _{hv}	1.000	0.990	1.000	1.000	0.971	1.000	1.000	0.952
F _{ped}	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000

Entry/Conflicting Flows		N	NE	E	SE	S	SW	W	NW
Flow to	N (1), pcu/h	0	0	0	0	0	0	0	0
Leg #	NE (2), pcu/h	0	0	0	0	630	0	0	7
	E (3), pcu/h	0	0	0	0	0	0	0	0
	SE (4), pcu/h	0	0	0	0	0	0	0	0
	S (5), pcu/h	0	677	0	0	0	0	0	163
	SW (6), pcu/h	0	0	0	0	0	0	0	0
	W (7), pcu/h	0	0	0	0	0	0	0	0
	NW (8), pcu/h	0	24	0	0	225	0	0	0
	Entry flow, pcu/h	0	701	0	0	855	0	0	170
Entry flow Lane 1, pcu/h	0	701	0	0	225	0	0	170	
Entry flow Lane 2, pcu/h	0	0	0	0	630	0	0	0	
Conflicting flow, pcu/h	0	225	0	0	7	0	0	677	

Results: Approach Measures of Effectiveness

HCM 6th Edition	N		E		S		W	
	Lane 1	Lane 2	Lane 1	Lane 2	Left Only	Right only	Lane 1	Lane 2
Lane Designations								
Entry Capacity, veh/h	NA	NA	NA	NA	1370	1370	NA	NA
Entry Flow Rates, veh/h	0	0	0	0	218	612	0	0
V/C ratio	0.00	0.00			0.16	0.45		
Control Delay, s/veh	0.0	0.0			3.9	7.0		
LOS	#N/A	#N/A			A	A		
Average Queue (ft)	0	0			6	30		
95th % Queue (ft)	#VALUE!	#VALUE!			15	61		
Approach Delay, LOS	#DIV/0!				6.2 sec, LOS A			
	NE		SE		SW		NW	
Lane Designations	Right-Thru	Lane 2	Lane 1	Lane 2	Lane 1	Lane 2	Left-Thru	Lane 2
Entry Capacity, veh/h	1087	NA	NA	NA	NA	NA	659	NA
Entry Flow Rates, veh/h	694	0	0	0	0	0	162	0
V/C ratio	0.64		0.00	0.00			0.25	0.00
Control Delay, sec/pcu	12.2		0.0	0.0			8.5	0.0
LOS			#N/A	#N/A			#N/A	#N/A
Average Queue (ft)	59		0	0			10	0
95th % Queue (ft)	122		#VALUE!	#VALUE!			25	#VALUE!
Approach Delay, LOS	12.2 sec, LOS B		#DIV/0!				8.5 sec, LOS A	

Overall Intersection Measures of Effectiveness

Int Control Delay (sec)	8.9	Int LOS	A	Max Approach V/C	0.64
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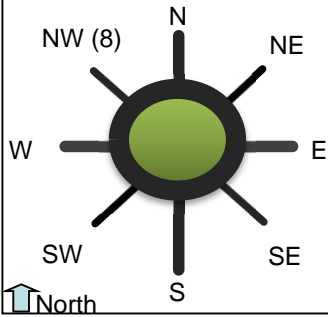
Notes:

v 4.2

Bypass Lane Merge Point Analysis (if applicable)

Bypass Characteristics	Bypass #1	Bypass #2	Bypass #3	Bypass #4	Bypass #5	Bypass #6
Select Entry Leg from Bypass (FROM)						
Select Exit Leg for Bypass (TO)						
Does the bypass have a dedicated receiving lane?						
# of Conflicting Exit Flow Lanes	2	2	2	2	2	2
Volumes						
Entry Leg: Insert Right Turn Volume						
Exit Leg: (Select Input Method)						
Lane Flow in Exit Leg***						
Sum of inner circulatory flow lane to exit leg (leg bypass merges into)	N/A	N/A	N/A	N/A	N/A	N/A
Sum of outer circulatory flow lane to exit leg (leg bypass merges into)	N/A	N/A	N/A	N/A	N/A	N/A
Critical Lane Flow (Manual) in Exit Leg***						
Volume Characteristics						
PHF (Entry Leg)						
F _{HV} (Entry Leg)						
F _{ped}						
PHF (Exit Leg)***	N/A	N/A	N/A	N/A	N/A	N/A
F _{HV} (Exit Leg)***	N/A	N/A	N/A	N/A	N/A	N/A
***Volume Characteristics are already taken into account for Default method ONLY. Insert Values above if Manual method.						
Entry/Conflicting Flows						
Entry Flow						
Conflicting Critical Flow						
Bypass Lane Results						
Entry Capacity of Bypass, veh/h						
Flow Rates of Exiting Traffic, veh/h						
V/C ratio						
Control Delay, sec/pcu						
LOS						
95th Percentile Queue (veh)						
95th % Queue (ft)						

General & Site Information		v 4.2
Analyst:	TAdR	
Agency/Co:	BETA Group, Inc.	
Date:	10/25/2022	
Project or PI#:	10560	
Year, Peak Hour:	Existing SAT Peak Hour	
County/District:	New Hampshire	
Intersection:	Route 3 at Wire Road	



Volumes	Entry Legs (FROM)							
	N1 (1)	N2 (1)	NE1 (2)	NE2 (2)	E1 (3)	E2 (3)	SE1 (4)	SE2 (4)
Lane Designation	SELECT	SELECT	Right-Thru	SELECT	SELECT	SELECT	SELECT	SELECT
Exit								
Legs (TO)								
N (1), vph								
NE (2), vph								
E (3), vph								
SE (4), vph								
S (5), vph			490					
SW (6), vph								
W (7), vph								
NW (8), vph			22					
Entry Volume, vph	0	0	512	0	0	0	0	0

Lane Designation	S1 (5)	S2 (5)	SW1 (6)	SW2 (6)	W1 (7)	W2 (7)	NW1 (8)	NW2 (8)
		Left Only	Right only	SELECT	SELECT	SELECT	SELECT	Left-Thru
N (1), vph								
NE (2), vph		480					7	
E (3), vph								
SE (4), vph								
S (5), vph							130	
SW (6), vph								
W (7), vph								
NW (8), vph	130							
Entry Volume, vph	130	480	0	0	0	0	137	0

	N	NE	E	SE	S	SW	W	NW
# of Entry Flow Lanes	0	1	0	0	2	0	0	1
# of Conflict Flow Lanes	2	1	2	2	1	2	2	1

Volume Characteristics	N	NE	E	SE	S	SW	W	NW
% Cars	100.0%	98.0%	100.0%	100.0%	96.0%	100.0%	100.0%	93.0%
% Heavy Vehicles	0.0%	2.0%	0.0%	0.0%	4.0%	0.0%	0.0%	7.0%
% Bicycles	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
# of Pedestrians (ped/hr)	0	0	0	0	0	0	0	0
PHF	0.95	0.88	0.95	0.95	0.90	0.95	0.95	0.92
F _{hv}	1.000	0.980	1.000	1.000	0.962	1.000	1.000	0.935
F _{ped}	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000

Entry/Conflicting Flows		N	NE	E	SE	S	SW	W	NW
Flow to	N (1), pcu/h	0	0	0	0	0	0	0	0
Leg #	NE (2), pcu/h	0	0	0	0	555	0	0	8
	E (3), pcu/h	0	0	0	0	0	0	0	0
	SE (4), pcu/h	0	0	0	0	0	0	0	0
	S (5), pcu/h	0	568	0	0	0	0	0	151
	SW (6), pcu/h	0	0	0	0	0	0	0	0
	W (7), pcu/h	0	0	0	0	0	0	0	0
	NW (8), pcu/h	0	26	0	0	150	0	0	0
	Entry flow, pcu/h	0	593	0	0	705	0	0	159
	Entry flow Lane 1, pcu/h	0	593	0	0	150	0	0	159
	Entry flow Lane 2, pcu/h	0	0	0	0	555	0	0	0
	Conflicting flow, pcu/h	0	150	0	0	8	0	0	568

Results: Approach Measures of Effectiveness

HCM 6th Edition	N		E		S		W	
	Lane 1	Lane 2	Lane 1	Lane 2	Left Only	Right only	Lane 1	Lane 2
Entry Capacity, veh/h	NA	NA	NA	NA	1355	1355	NA	NA
Entry Flow Rates, veh/h	0	0	0	0	144	533	0	0
V/C ratio	0.00	0.00			0.11	0.39		
Control Delay, s/veh	0.0	0.0			3.5	6.3		
LOS	#N/A	#N/A			A	A		
Average Queue (ft)	0	0			4	23		
95th % Queue (ft)	#VALUE!	#VALUE!			9	50		
Approach Delay, LOS	#DIV/0!				5.7 sec, LOS A			
Lane Designations	NE		SE		SW		NW	
	Right-Thru	Lane 2	Lane 1	Lane 2	Lane 1	Lane 2	Left-Thru	Lane 2
Entry Capacity, veh/h	1161	NA	NA	NA	NA	NA	723	NA
Entry Flow Rates, veh/h	582	0	0	0	0	0	149	0
V/C ratio	0.50		0.00	0.00			0.21	0.00
Control Delay, sec/pcu	8.7		0.0	0.0			7.3	0.0
LOS			#N/A	#N/A			#N/A	#N/A
Average Queue (ft)	35		0	0			8	0
95th % Queue (ft)	74		#VALUE!	#VALUE!			21	#VALUE!
Approach Delay, LOS	8.7 sec, LOS A		#DIV/0!				7.3 sec, LOS A	

Overall Intersection Measures of Effectiveness

Int Control Delay (sec)	7.1	Int LOS	A	Max Approach V/C	0.50
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Notes: v 4.2

Bypass Lane Merge Point Analysis (if applicable)

Bypass Characteristics	Bypass #1	Bypass #2	Bypass #3	Bypass #4	Bypass #5	Bypass #6
Select Entry Leg from Bypass (FROM)						
Select Exit Leg for Bypass (TO)						
Does the bypass have a dedicated receiving lane?						
# of Conflicting Exit Flow Lanes	2	2	2	2	2	2
Volumes						
Entry Leg: Insert Right Turn Volume						
Exit Leg: (Select Input Method)						
Lane Flow in Exit Leg***						
Sum of inner circulatory flow lane to exit leg (leg bypass merges into)	N/A	N/A	N/A	N/A	N/A	N/A
Sum of outer circulatory flow lane to exit leg (leg bypass merges into)	N/A	N/A	N/A	N/A	N/A	N/A
Critical Lane Flow (Manual) in Exit Leg***						
Volume Characteristics						
PHF (Entry Leg)						
F _{HV} (Entry Leg)						
F _{ped}						
PHF (Exit Leg)***	N/A	N/A	N/A	N/A	N/A	N/A
F _{HV} (Exit Leg)***	N/A	N/A	N/A	N/A	N/A	N/A
***Volume Characteristics are already taken into account for Default method ONLY. Insert Values above if Manual method.						
Entry/Conflicting Flows						
Entry Flow						
Conflicting Critical Flow						
Bypass Lane Results						
Entry Capacity of Bypass, veh/h						
Flow Rates of Exiting Traffic, veh/h						
V/C ratio						
Control Delay, sec/pcu						
LOS						
95th Percentile Queue (veh)						
95th % Queue (ft)						

General & Site Information		v 4.2
Analyst:	TAdR	
Agency/Co:	BETA Group, Inc.	
Date:	10/25/2022	
Project or PI#:	10560	
Year, Peak Hour:	Future AM Peak Hour	
County/District:	New Hampshire	
Intersection:	Route 3 at Wire Road	

Volumes	Entry Legs (FROM)							
	N1 (1)	N2 (1)	NE1 (2)	NE2 (2)	E1 (3)	E2 (3)	SE1 (4)	SE2 (4)

Lane Designation	SELECT	SELECT	Right-Thru	SELECT	SELECT	SELECT	SELECT	SELECT
Exit Legs (TO)								
N (1), vph								
NE (2), vph								
E (3), vph								
SE (4), vph								
S (5), vph			558					
SW (6), vph								
W (7), vph								
NW (8), vph			14					
Entry Volume, vph	0	0	572	0	0	0	0	0

	S1 (5)	S2 (5)	SW1 (6)	SW2 (6)	W1 (7)	W2 (7)	NW1 (8)	NW2 (8)
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Lane Designation	Left Only	Right only	SELECT	SELECT	SELECT	SELECT	Left-Thru	SELECT
N (1), vph								
NE (2), vph		381					3	
E (3), vph								
SE (4), vph								
S (5), vph							279	
SW (6), vph								
W (7), vph								
NW (8), vph	91							
Entry Volume, vph	91	381	0	0	0	0	282	0

	N	NE	E	SE	S	SW	W	NW
# of Entry Flow Lanes	0	1	0	0	2	0	0	1
# of Conflict Flow Lanes	2	1	2	2	1	2	2	1

Volume Characteristics	N	NE	E	SE	S	SW	W	NW
------------------------	---	----	---	----	---	----	---	----

% Cars	100.0%	94.0%	100.0%	100.0%	91.0%	100.0%	100.0%	97.0%
% Heavy Vehicles	0.0%	6.0%	0.0%	0.0%	9.0%	0.0%	0.0%	3.0%
% Bicycles	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
# of Pedestrians (ped/hr)	0	0	0	0	0	0	0	0
PHF	0.95	0.92	0.95	0.95	0.77	0.95	0.95	0.86
F _{hv}	1.000	0.943	1.000	1.000	0.917	1.000	1.000	0.971
F _{ped}	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000

Entry/Conflicting Flows		N	NE	E	SE	S	SW	W	NW
Flow to	N (1), pcu/h	0	0	0	0	0	0	0	0
Leg #	NE (2), pcu/h	0	0	0	0	539	0	0	4
	E (3), pcu/h	0	0	0	0	0	0	0	0
	SE (4), pcu/h	0	0	0	0	0	0	0	0
	S (5), pcu/h	0	643	0	0	0	0	0	334
	SW (6), pcu/h	0	0	0	0	0	0	0	0
	W (7), pcu/h	0	0	0	0	0	0	0	0
	NW (8), pcu/h	0	16	0	0	129	0	0	0
	Entry flow, pcu/h	0	659	0	0	668	0	0	338
	Entry flow Lane 1, pcu/h	0	659	0	0	129	0	0	338
	Entry flow Lane 2, pcu/h	0	0	0	0	539	0	0	0
	Conflicting flow, pcu/h	0	129	0	0	4	0	0	643

Results: Approach Measures of Effectiveness

HCM 6th Edition	N		E		S		W	
	Lane 1	Lane 2	Lane 1	Lane 2	Left Only	Right only	Lane 1	Lane 2
Entry Capacity, veh/h	NA	NA	NA	NA	1298	1298	NA	NA
Entry Flow Rates, veh/h	0	0	0	0	118	495	0	0
V/C ratio	0.00	0.00			0.09	0.38		
Control Delay, s/veh	0.0	0.0			3.5	6.4		
LOS	#N/A	#N/A			A	A		
Average Queue (ft)	0	0			3	22		
95th % Queue (ft)	#VALUE!	#VALUE!			8	49		
Approach Delay, LOS	#DIV/0!				5.8 sec, LOS A			
Lane Designations	NE		SE		SW		NW	
	Right-Thru	Lane 2	Lane 1	Lane 2	Lane 1	Lane 2	Left-Thru	Lane 2
Entry Capacity, veh/h	1142	NA	NA	NA	NA	NA	695	NA
Entry Flow Rates, veh/h	622	0	0	0	0	0	328	0
V/C ratio	0.54		0.00	0.00			0.47	0.00
Control Delay, sec/pcu	9.6		0.0	0.0			12.1	0.0
LOS			#N/A	#N/A			#N/A	#N/A
Average Queue (ft)	41		0	0			27	0
95th % Queue (ft)	90		#VALUE!	#VALUE!			65	#VALUE!
Approach Delay, LOS	9.6 sec, LOS A		#DIV/0!				12.1 sec, LOS B	

Overall Intersection Measures of Effectiveness

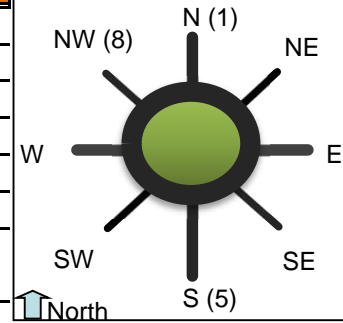
Int Control Delay (sec)	8.6	Int LOS	A	Max Approach V/C	0.54
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Notes: v 4.2

Bypass Lane Merge Point Analysis (if applicable)

Bypass Characteristics	Bypass #1	Bypass #2	Bypass #3	Bypass #4	Bypass #5	Bypass #6
Select Entry Leg from Bypass (FROM)						
Select Exit Leg for Bypass (TO)						
Does the bypass have a dedicated receiving lane?						
# of Conflicting Exit Flow Lanes	2	2	2	2	2	2
Volumes						
Entry Leg: Insert Right Turn Volume						
Exit Leg: <i>(Select Input Method)</i>						
Lane Flow in Exit Leg***						
Sum of inner circulatory flow lane to exit leg (leg bypass merges into)	N/A	N/A	N/A	N/A	N/A	N/A
Sum of outer circulatory flow lane to exit leg (leg bypass merges into)	N/A	N/A	N/A	N/A	N/A	N/A
Critical Lane Flow (Manual) in Exit Leg***						
Volume Characteristics						
PHF (Entry Leg)						
F _{HV} (Entry Leg)						
F _{ped}						
PHF (Exit Leg)***	N/A	N/A	N/A	N/A	N/A	N/A
F _{HV} (Exit Leg)***	N/A	N/A	N/A	N/A	N/A	N/A
***Volume Characteristics are already taken into account for Default method ONLY. Insert Values above if Manual method.						
Entry/Conflicting Flows						
Entry Flow						
Conflicting Critical Flow						
Bypass Lane Results						
Entry Capacity of Bypass, veh/h						
Flow Rates of Exiting Traffic, veh/h						
V/C ratio						
Control Delay, sec/pcu						
LOS						
95th Percentile Queue (veh)						
95th % Queue (ft)						

General & Site Information		v 4.2
Analyst:	TAdR	
Agency/Co:	BETA Group, Inc.	
Date:	10/25/2022	
Project or PI#:	10560	
Year, Peak Hour:	Future PM Peak Hour	
County/District:	New Hampshire	
Intersection:	Route 3 at Wire Road	



Volumes		Entry Legs (FROM)							
		N1 (1)	N2 (1)	NE1 (2)	NE2 (2)	E1 (3)	E2 (3)	SE1 (4)	SE2 (4)
Lane Designation		SELECT	SELECT	Right-Thru	SELECT	SELECT	SELECT	SELECT	SELECT
Exit Legs (TO)	N (1), vph								
	NE (2), vph								
	E (3), vph								
	SE (4), vph								
	S (5), vph			633					
	SW (6), vph								
	W (7), vph								
	NW (8), vph			23					
Entry Volume, vph		0	0	656	0	0	0	0	0

Lane Designation		S1 (5)	S2 (5)	SW1 (6)	SW2 (6)	W1 (7)	W2 (7)	NW1 (8)	NW2 (8)
		Left Only	Right only	SELECT	SELECT	SELECT	SELECT	Left-Thru	SELECT
Exit Legs (TO)	N (1), vph								
	NE (2), vph		616					6	
	E (3), vph								
	SE (4), vph								
	S (5), vph							145	
	SW (6), vph								
	W (7), vph								
	NW (8), vph	220							
Entry Volume, vph	220	616	0	0	0	0	151	0	

	N	NE	E	SE	S	SW	W	NW
# of Entry Flow Lanes	0	1	0	0	2	0	0	1
# of Conflict Flow Lanes	2	1	2	2	1	2	2	1

Volume Characteristics	N	NE	E	SE	S	SW	W	NW
% Cars	100.0%	99.0%	100.0%	100.0%	97.0%	100.0%	100.0%	95.0%
% Heavy Vehicles	0.0%	1.0%	0.0%	0.0%	3.0%	0.0%	0.0%	5.0%
% Bicycles	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
# of Pedestrians (ped/hr)	0	0	0	0	0	0	0	0
PHF	0.95	0.88	0.95	0.95	0.94	0.95	0.95	0.87
F _{hv}	1.000	0.990	1.000	1.000	0.971	1.000	1.000	0.952
F _{ped}	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000

Entry/Conflicting Flows		N	NE	E	SE	S	SW	W	NW
Flow to	N (1), pcu/h	0	0	0	0	0	0	0	0
Leg #	NE (2), pcu/h	0	0	0	0	675	0	0	7
	E (3), pcu/h	0	0	0	0	0	0	0	0
	SE (4), pcu/h	0	0	0	0	0	0	0	0
	S (5), pcu/h	0	727	0	0	0	0	0	175
	SW (6), pcu/h	0	0	0	0	0	0	0	0
	W (7), pcu/h	0	0	0	0	0	0	0	0
	NW (8), pcu/h	0	26	0	0	241	0	0	0
	Entry flow, pcu/h	0	753	0	0	916	0	0	182
Entry flow Lane 1, pcu/h	0	753	0	0	241	0	0	182	
Entry flow Lane 2, pcu/h	0	0	0	0	675	0	0	0	
Conflicting flow, pcu/h	0	241	0	0	7	0	0	727	

Results: Approach Measures of Effectiveness

HCM 6th Edition	N		E		S		W	
	Lane 1	Lane 2	Lane 1	Lane 2	Left Only	Right only	Lane 1	Lane 2
Lane Designations								
Entry Capacity, veh/h	NA	NA	NA	NA	1370	1370	NA	NA
Entry Flow Rates, veh/h	0	0	0	0	234	655	0	0
V/C ratio	0.00	0.00			0.17	0.48		
Control Delay, s/veh	0.0	0.0			4.0	7.4		
LOS	#N/A	#N/A			A	A		
Average Queue (ft)	0	0			7	34		
95th % Queue (ft)	#VALUE!	#VALUE!			16	69		
Approach Delay, LOS	#DIV/0!				6.5 sec, LOS A			
	NE		SE		SW		NW	
Lane Designations	Right-Thru	Lane 2	Lane 1	Lane 2	Lane 1	Lane 2	Left-Thru	Lane 2
Entry Capacity, veh/h	1068	NA	NA	NA	NA	NA	626	NA
Entry Flow Rates, veh/h	745	0	0	0	0	0	174	0
V/C ratio	0.70		0.00	0.00			0.28	0.00
Control Delay, sec/pcu	14.2		0.0	0.0			9.3	0.0
LOS			#N/A	#N/A			#N/A	#N/A
Average Queue (ft)	74		0	0			11	0
95th % Queue (ft)	152		#VALUE!	#VALUE!			30	#VALUE!
Approach Delay, LOS	14.2 sec, LOS B		#DIV/0!				9.3 sec, LOS A	

Overall Intersection Measures of Effectiveness

Int Control Delay (sec)	10.0	Int LOS	A	Max Approach V/C	0.70
-------------------------	------	---------	---	------------------	------

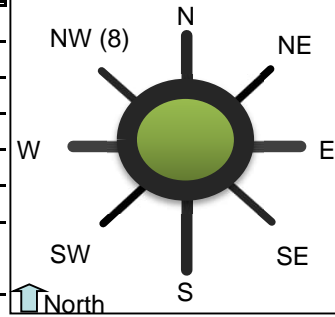
Notes:

v 4.2

Bypass Lane Merge Point Analysis (if applicable)

Bypass Characteristics	Bypass #1	Bypass #2	Bypass #3	Bypass #4	Bypass #5	Bypass #6
Select Entry Leg from Bypass (FROM)						
Select Exit Leg for Bypass (TO)						
Does the bypass have a dedicated receiving lane?						
# of Conflicting Exit Flow Lanes	2	2	2	2	2	2
Volumes						
Entry Leg: Insert Right Turn Volume						
Exit Leg: (Select Input Method)						
Lane Flow in Exit Leg***						
Sum of inner circulatory flow lane to exit leg (leg bypass merges into)	N/A	N/A	N/A	N/A	N/A	N/A
Sum of outer circulatory flow lane to exit leg (leg bypass merges into)	N/A	N/A	N/A	N/A	N/A	N/A
Critical Lane Flow (Manual) in Exit Leg***						
Volume Characteristics						
PHF (Entry Leg)						
F _{HV} (Entry Leg)						
F _{ped}						
PHF (Exit Leg)***	N/A	N/A	N/A	N/A	N/A	N/A
F _{HV} (Exit Leg)***	N/A	N/A	N/A	N/A	N/A	N/A
***Volume Characteristics are already taken into account for Default method ONLY. Insert Values above if Manual method.						
Entry/Conflicting Flows						
Entry Flow						
Conflicting Critical Flow						
Bypass Lane Results						
Entry Capacity of Bypass, veh/h						
Flow Rates of Exiting Traffic, veh/h						
V/C ratio						
Control Delay, sec/pcu						
LOS						
95th Percentile Queue (veh)						
95th % Queue (ft)						

General & Site Information		v 4.2
Analyst:	TAdR	
Agency/Co:	BETA Group, Inc.	
Date:	10/25/2022	
Project or PI#:	10560	
Year, Peak Hour:	Future SAT Peak Hour	
County/District:	New Hampshire	
Intersection:	Route 3 at Wire Road	



Volumes Entry Legs (FROM)

	N1 (1)	N2 (1)	NE1 (2)	NE2 (2)	E1 (3)	E2 (3)	SE1 (4)	SE2 (4)
Lane Designation	SELECT	SELECT	Right-Thru	SELECT	SELECT	SELECT	SELECT	SELECT
Exit								
Legs								
(TO)								
N (1), vph								
NE (2), vph								
E (3), vph								
SE (4), vph								
S (5), vph			525					
SW (6), vph								
W (7), vph								
NW (8), vph			24					
Entry Volume, vph	0	0	549	0	0	0	0	0

S1 (5) S2 (5) SW1 (6) SW2 (6) W1 (7) W2 (7) NW1 (8) NW2 (8)

Lane Designation	Left Only	Right only	SELECT	SELECT	SELECT	SELECT	Left-Thru	SELECT
N (1), vph								
NE (2), vph		515					8	
E (3), vph								
SE (4), vph								
S (5), vph							139	
SW (6), vph								
W (7), vph								
NW (8), vph	139							
Entry Volume, vph	139	515	0	0	0	0	147	0

	N	NE	E	SE	S	SW	W	NW
# of Entry Flow Lanes	0	1	0	0	2	0	0	1
# of Conflict Flow Lanes	2	1	2	2	1	2	2	1

Volume Characteristics

	N	NE	E	SE	S	SW	W	NW
% Cars	100.0%	98.0%	100.0%	100.0%	96.0%	100.0%	100.0%	93.0%
% Heavy Vehicles	0.0%	2.0%	0.0%	0.0%	4.0%	0.0%	0.0%	7.0%
% Bicycles	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
# of Pedestrians (ped/hr)	0	0	0	0	0	0	0	0
PHF	0.95	0.88	0.95	0.95	0.90	0.95	0.95	0.92
F _{hv}	1.000	0.980	1.000	1.000	0.962	1.000	1.000	0.935
F _{ped}	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000

Entry/Conflicting Flows		N	NE	E	SE	S	SW	W	NW
Flow to	N (1), pcu/h	0	0	0	0	0	0	0	0
Leg #	NE (2), pcu/h	0	0	0	0	595	0	0	9
	E (3), pcu/h	0	0	0	0	0	0	0	0
	SE (4), pcu/h	0	0	0	0	0	0	0	0
	S (5), pcu/h	0	609	0	0	0	0	0	162
	SW (6), pcu/h	0	0	0	0	0	0	0	0
	W (7), pcu/h	0	0	0	0	0	0	0	0
	NW (8), pcu/h	0	28	0	0	161	0	0	0
	Entry flow, pcu/h	0	636	0	0	756	0	0	171
	Entry flow Lane 1, pcu/h	0	636	0	0	161	0	0	171
	Entry flow Lane 2, pcu/h	0	0	0	0	595	0	0	0
	Conflicting flow, pcu/h	0	161	0	0	9	0	0	609

Results: Approach Measures of Effectiveness

HCM 6th Edition	N		E		S		W	
	Lane 1	Lane 2	Lane 1	Lane 2	Left Only	Right only	Lane 1	Lane 2
Entry Capacity, veh/h	NA	NA	NA	NA	1354	1354	NA	NA
Entry Flow Rates, veh/h	0	0	0	0	154	572	0	0
V/C ratio	0.00	0.00			0.11	0.42		
Control Delay, s/veh	0.0	0.0			3.6	6.7		
LOS	#N/A	#N/A			A	A		
Average Queue (ft)	0	0			4	27		
95th % Queue (ft)	#VALUE!	#VALUE!			10	56		
Approach Delay, LOS	#DIV/0!				6 sec, LOS A			
Lane Designations	NE		SE		SW		NW	
	Right-Thru	Lane 2	Lane 1	Lane 2	Lane 1	Lane 2	Left-Thru	Lane 2
Entry Capacity, veh/h	1148	NA	NA	NA	NA	NA	693	NA
Entry Flow Rates, veh/h	624	0	0	0	0	0	160	0
V/C ratio	0.54		0.00	0.00			0.23	0.00
Control Delay, sec/pcu	9.5		0.0	0.0			7.9	0.0
LOS			#N/A	#N/A			#N/A	#N/A
Average Queue (ft)	41		0	0			9	0
95th % Queue (ft)	86		#VALUE!	#VALUE!			24	#VALUE!
Approach Delay, LOS	9.5 sec, LOS A		#DIV/0!				7.9 sec, LOS A	

Overall Intersection Measures of Effectiveness

Int Control Delay (sec)	7.7	Int LOS	A	Max Approach V/C	0.54
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Notes: v 4.2

Bypass Lane Merge Point Analysis (if applicable)

Bypass Characteristics	Bypass #1	Bypass #2	Bypass #3	Bypass #4	Bypass #5	Bypass #6
Select Entry Leg from Bypass (FROM)						
Select Exit Leg for Bypass (TO)						
Does the bypass have a dedicated receiving lane?						
# of Conflicting Exit Flow Lanes	2	2	2	2	2	2
Volumes						
Entry Leg: Insert Right Turn Volume						
Exit Leg: (Select Input Method)						
Lane Flow in Exit Leg***						
Sum of inner circulatory flow lane to exit leg (leg bypass merges into)	N/A	N/A	N/A	N/A	N/A	N/A
Sum of outer circulatory flow lane to exit leg (leg bypass merges into)	N/A	N/A	N/A	N/A	N/A	N/A
Critical Lane Flow (Manual) in Exit Leg***						
Volume Characteristics						
PHF (Entry Leg)						
F _{HV} (Entry Leg)						
F _{ped}						
PHF (Exit Leg)***	N/A	N/A	N/A	N/A	N/A	N/A
F _{HV} (Exit Leg)***	N/A	N/A	N/A	N/A	N/A	N/A
***Volume Characteristics are already taken into account for Default method ONLY. Insert Values above if Manual method.						
Entry/Conflicting Flows						
Entry Flow						
Conflicting Critical Flow						
Bypass Lane Results						
Entry Capacity of Bypass, veh/h						
Flow Rates of Exiting Traffic, veh/h						
V/C ratio						
Control Delay, sec/pcu						
LOS						
95th Percentile Queue (veh)						
95th % Queue (ft)						

E. Local Concerns Meeting Minutes and Presentation

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MEETING MINUTES AND PRESENTATION TO BE PROVIDED BY QCC

F. Traffic Signal Warrant Analysis



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MUTCD 2009 Signal Warrant Worksheet

Job Name: US 3 at Wire Road
 Job No: 10560
 Location: Merrimack, NH
 Calculated by: AJP Check: Initials
 Date: 11/17/2022

Start Here:

Enter traffic volumes for Major Road and Minor Road. The TOTAL and MAX columns will update accordingly. These columns are linked to subsequent pages.

This Table is Referenced in MUTCD Warrants

HOUR	MAJOR			MINOR		
	NB	SB	TOTAL	EB*	WB	MAX
12:00 AM	0	0		0	0	0
1:00 AM	0	0		0	0	0
2:00 AM	0	0		0	0	0
3:00 AM	0	0		0	0	0
4:00 AM	0	0		0	0	0
5:00 AM	0	0		0	0	0
6:00 AM	0	0		0	0	0
7:00 AM	433	528	961	252	0	252
8:00 AM	456	448	904	199	0	199
9:00 AM	416	354	770	118	0	118
10:00 AM	393	405	798	106	0	106
11:00 AM	478	405	883	81	0	81
12:00 PM	529	459	988	93	0	93
1:00 PM	573	466	1039	109	0	109
2:00 PM	758	514	1272	136	0	136
3:00 PM	813	540	1353	135	0	135
4:00 PM	770	605	1375	145	0	145
5:00 PM	789	535	1324	111	0	111
6:00 PM	0	0		0	0	0
7:00 PM	0	0		0	0	0
8:00 PM	0	0		0	0	0
9:00 PM	0	0		0	0	0
10:00 PM	0	0		0	0	0
11:00 PM	0	0		0	0	0

** Assumes 100% of Right Turn Volume*

Use the drop-downs below to note Right Turn on Red Conditions

	NB	SB		EB*	WB
RTOR Allowed?	NO	YES		YES	NO

If YES, consider reducing the Right Turns. See NCHRP 457



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MUTCD 2009 Signal Warrant Worksheet

Job Name: US 3 at Wire Road
 Job No: 10560
 Location: Merrimack, NH
 Calculated by: AJP Check: Initials
 Date: 11/17/2022

Warrant 1: Eight Hour Vehicle Volumes

		VOLUMES		70% of Warrant 1							
		MAJOR Street	MINOR Street			Town/City Population < 10,000 →		FALSE			
		Single Lane	Single Lane			85% Travel Speed > 40 mph →		FALSE			
Hour				Warrant 1a	Warrant 1b	80% of both		80% of both			
						Warrant 1a	Warrant 1b	Warrant 1a	Warrant 1b		
12:00 AM				N/A	N/A	N/A	N/A	N/A	N/A		
1:00 AM				N/A	N/A	N/A	N/A	N/A	N/A		
2:00 AM				N/A	N/A	N/A	N/A	N/A	N/A		
3:00 AM				N/A	N/A	N/A	N/A	N/A	N/A		
4:00 AM				N/A	N/A	N/A	N/A	N/A	N/A		
5:00 AM				N/A	N/A	N/A	N/A	N/A	N/A		
6:00 AM				N/A	N/A	N/A	N/A	N/A	N/A		
7:00 AM	961	252		TRUE	TRUE	TRUE	TRUE	N/A	N/A		
8:00 AM	904	199		TRUE	TRUE	TRUE	TRUE	N/A	N/A		
9:00 AM	770	118		FALSE	TRUE	FALSE	TRUE	N/A	N/A		
10:00 AM	798	106		FALSE	TRUE	FALSE	TRUE	N/A	N/A		
11:00 AM	883	81		FALSE	TRUE	FALSE	TRUE	N/A	N/A		
12:00 PM	988	93		FALSE	TRUE	FALSE	TRUE	N/A	N/A		
1:00 PM	1039	109		FALSE	TRUE	FALSE	TRUE	N/A	N/A		
2:00 PM	1272	136		FALSE	TRUE	TRUE	TRUE	N/A	N/A		
3:00 PM	1353	135		FALSE	TRUE	TRUE	TRUE	N/A	N/A		
4:00 PM	1375	145		FALSE	TRUE	TRUE	TRUE	N/A	N/A		
5:00 PM	1324	111		FALSE	TRUE	FALSE	TRUE	N/A	N/A		
6:00 PM				N/A	N/A	N/A	N/A	N/A	N/A		
7:00 PM				N/A	N/A	N/A	N/A	N/A	N/A		
8:00 PM				N/A	N/A	N/A	N/A	N/A	N/A		
9:00 PM				N/A	N/A	N/A	N/A	N/A	N/A		
10:00 PM				N/A	N/A	N/A	N/A	N/A	N/A		
11:00 PM				N/A	N/A	N/A	N/A	N/A	N/A		
Criteria		Major Street		500	750	400	600	350	525	280	420
Volume		Minor Street		150	75	120	60	105	53	84	42
		Hours met:		2	11	5	11	N/A	N/A	N/A	N/A
		Meets Warrant?		FALSE	TRUE	FALSE	TRUE	N/A	N/A	N/A	N/A

Warrant 2: Four Hour Vehicle Volume &

Warrant 3: Peak Hour Volume

Hour	Single Lane	Single Lane	Warrant 2	Warrant 3
12:00 AM			FALSE	FALSE
1:00 AM			FALSE	FALSE
2:00 AM			FALSE	FALSE
3:00 AM			FALSE	FALSE
4:00 AM			FALSE	FALSE
5:00 AM			FALSE	FALSE
6:00 AM			FALSE	FALSE
7:00 AM	961	252	TRUE	TRUE
8:00 AM	904	199	TRUE	FALSE
9:00 AM	770	118	FALSE	FALSE
10:00 AM	798	106	FALSE	FALSE
11:00 AM	883	81	FALSE	FALSE
12:00 PM	988	93	FALSE	FALSE
1:00 PM	1039	109	TRUE	FALSE
2:00 PM	1272	136	TRUE	TRUE
3:00 PM	1353	135	TRUE	TRUE
4:00 PM	1375	145	TRUE	TRUE
5:00 PM	1324	111	TRUE	FALSE
6:00 PM			FALSE	FALSE
7:00 PM			FALSE	FALSE
8:00 PM			FALSE	FALSE
9:00 PM			FALSE	FALSE
10:00 PM			FALSE	FALSE
11:00 PM			FALSE	FALSE
		Hours met:	7	4
		Meets Warrant?	TRUE	TRUE

Warrant 7: Crash Experience

Hours that meet 80% volume:	11
Correctable crashes per year:	
Meets Warrant?	N/A

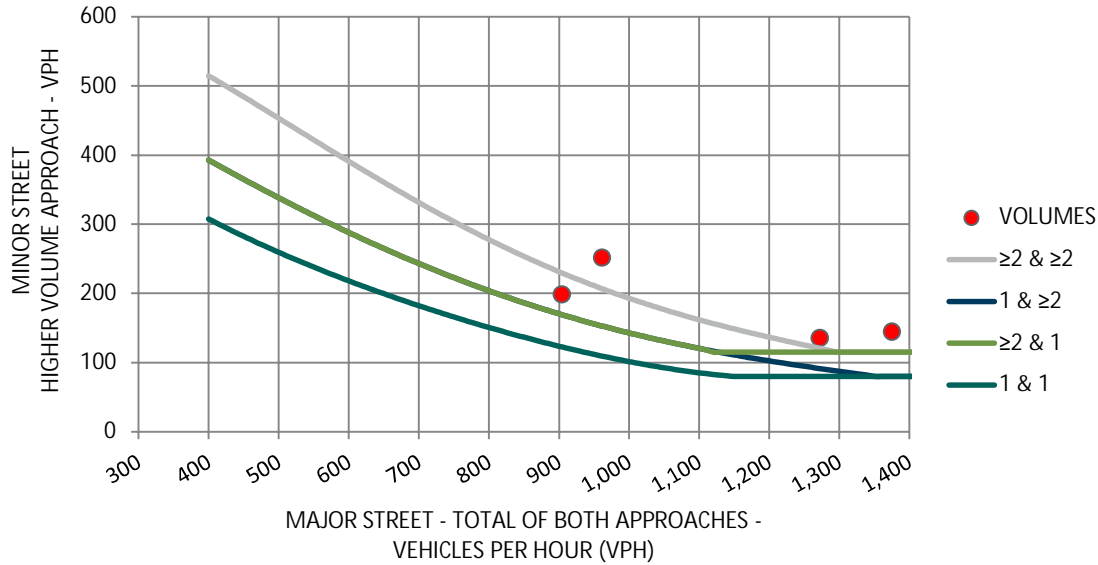
Summary	
Warrant 1	TRUE
Warrant 2	TRUE
Warrant 3	TRUE
Warrant 7	N/A



MUTCD 2009 Signal Warrant Worksheet

Job Name: US 3 at Wire Road
 Job No: 10560
 Location: Merrimack, NH
 Calculated by: AJP Check: Initials
 Date: 11/17/2022

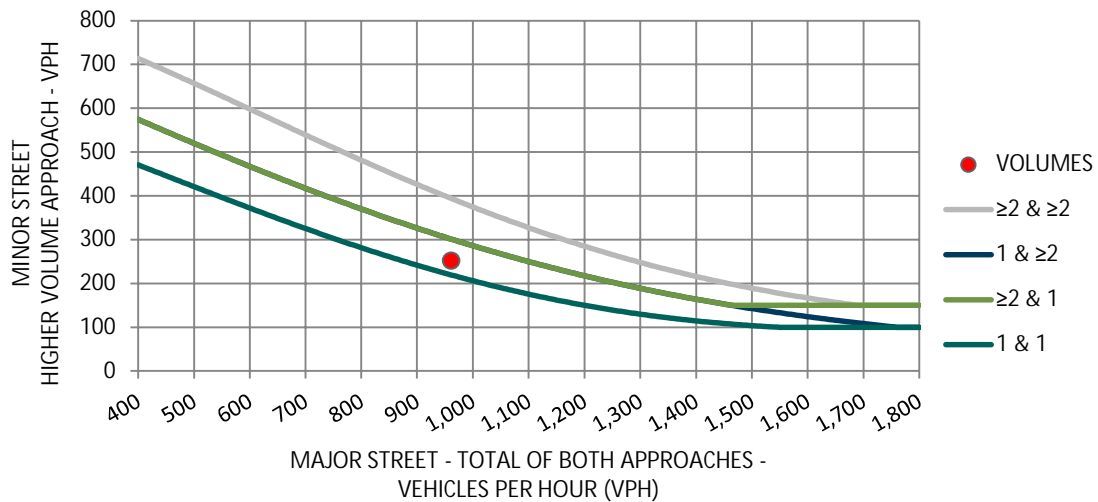
Figure 4C-1. Warrant 2, Four-Hour Volume



Lower Limits:

115 vph = Minor Street with ≥ 2 lanes 80 vph = Minor Street with 1 lane

Figure 4C-3. Warrant 3, Peak Hour



Lower Limits:

150 vph = Minor Street with ≥ 2 lanes 100 vph = Minor Street with 1 lane



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MUTCD 2009 Signal Warrant Worksheet

Job Name: US 3 at Wire Rd
 Job No: 10560
 Location: Merrimack, NH
 Calculated by: TD Check: JCC
 Date: 11/17/2022

Start Here:

Enter traffic volumes for Major Road and Minor Road. The TOTAL and MAX columns will update accordingly. These columns are linked to subsequent pages.

This Table is Referenced in MUTCD Warrants

HOUR	MAJOR			MINOR		
	NB	SB	TOTAL	EB	WB	MAX
12:00 AM	0	0		0	0	0
1:00 AM	0	0		0	0	0
2:00 AM	0	0		0	0	0
3:00 AM	0	0		0	0	0
4:00 AM	0	0		0	0	0
5:00 AM	0	0		0	0	0
6:00 AM	0	0		0	0	0
7:00 AM	433	528	961	172	0	172
8:00 AM	456	448	904	39	0	39
9:00 AM	416	354	770	16	0	16
10:00 AM	393	405	798	14	0	14
11:00 AM	478	405	883	7	0	7
12:00 PM	529	459	988	10	0	10
1:00 PM	573	466	1039	11	0	11
2:00 PM	758	514	1272	42	0	42
3:00 PM	813	540	1353	65	0	65
4:00 PM	770	605	1375	137	0	137
5:00 PM	789	535	1324	39	0	39
6:00 PM	0	0		0	0	0
7:00 PM	0	0		0	0	0
8:00 PM	0	0		0	0	0
9:00 PM	0	0		0	0	0
10:00 PM	0	0		0	0	0
11:00 PM	0	0		0	0	0

** Assumes Minor Street Volume Reduced per NCHRP 457 Figure 2-11*

Use the drop-downs below to note Right Turn on Red Conditions

	NB	SB		EB	WB
RTOR Allowed?	NO	YES		YES	NO

If YES, consider reducing the Right Turns. See NCHRP 457



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MUTCD 2009 Signal Warrant Worksheet

Job Name: US 3 at Wire Rd
 Job No: 10560
 Location: Merrimack, NH
 Calculated by: TD Check: JCC
 Date: 11/17/2022

Warrant 1: Eight Hour Vehicle Volumes

		VOLUMES		70% of Warrant 1						
		MAJOR Street	MINOR Street	80% of both		Town/City Population < 10,000 →		85% Travel Speed > 40 mph →		
Hour	Single Lane	Single Lane	Warrant 1a	Warrant 1b	Warrant 1a	Warrant 1b	Warrant 1a	Warrant 1b	Warrant 1a	Warrant 1b
12:00 AM			N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
1:00 AM			N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
2:00 AM			N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
3:00 AM			N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
4:00 AM			N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
5:00 AM			N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
6:00 AM			N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
7:00 AM	961	172	TRUE	TRUE	TRUE	TRUE	N/A	N/A	N/A	N/A
8:00 AM	904	39	FALSE	FALSE	FALSE	FALSE	N/A	N/A	N/A	N/A
9:00 AM	770	16	FALSE	FALSE	FALSE	FALSE	N/A	N/A	N/A	N/A
10:00 AM	798	14	FALSE	FALSE	FALSE	FALSE	N/A	N/A	N/A	N/A
11:00 AM	883	7	FALSE	FALSE	FALSE	FALSE	N/A	N/A	N/A	N/A
12:00 PM	988	10	FALSE	FALSE	FALSE	FALSE	N/A	N/A	N/A	N/A
1:00 PM	1039	11	FALSE	FALSE	FALSE	FALSE	N/A	N/A	N/A	N/A
2:00 PM	1272	42	FALSE	FALSE	FALSE	FALSE	N/A	N/A	N/A	N/A
3:00 PM	1353	65	FALSE	FALSE	FALSE	TRUE	N/A	N/A	N/A	N/A
4:00 PM	1375	137	FALSE	TRUE	TRUE	TRUE	N/A	N/A	N/A	N/A
5:00 PM	1324	39	FALSE	FALSE	FALSE	FALSE	N/A	N/A	N/A	N/A
6:00 PM			N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
7:00 PM			N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
8:00 PM			N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
9:00 PM			N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
10:00 PM			N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
11:00 PM			N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Criteria		Major Street	500	750	400	600	350	525	280	420
Volume		Minor Street	150	75	120	60	105	53	84	42
		Hours met:	1	2	2	3	N/A	N/A	N/A	N/A
		Meets Warrant?	FALSE	FALSE	FALSE	FALSE	N/A	N/A	N/A	N/A

Warrant 2: Four Hour Vehicle Volume &

Warrant 3: Peak Hour Volume

Hour	Single Lane	Single Lane	Warrant 2	Warrant 3
12:00 AM			FALSE	FALSE
1:00 AM			FALSE	FALSE
2:00 AM			FALSE	FALSE
3:00 AM			FALSE	FALSE
4:00 AM			FALSE	FALSE
5:00 AM			FALSE	FALSE
6:00 AM			FALSE	FALSE
7:00 AM	961	172	TRUE	FALSE
8:00 AM	904	39	FALSE	FALSE
9:00 AM	770	16	FALSE	FALSE
10:00 AM	798	14	FALSE	FALSE
11:00 AM	883	7	FALSE	FALSE
12:00 PM	988	10	FALSE	FALSE
1:00 PM	1039	11	FALSE	FALSE
2:00 PM	1272	42	FALSE	FALSE
3:00 PM	1353	65	FALSE	FALSE
4:00 PM	1375	137	TRUE	TRUE
5:00 PM	1324	39	FALSE	FALSE
6:00 PM			FALSE	FALSE
7:00 PM			FALSE	FALSE
8:00 PM			FALSE	FALSE
9:00 PM			FALSE	FALSE
10:00 PM			FALSE	FALSE
11:00 PM			FALSE	FALSE
		Hours met:	2	1
		Meets Warrant?	FALSE	TRUE

Warrant 7: Crash Experience

Hours that meet 80% volume: 3
 Correctable crashes per year:
 Meets Warrant? N/A

Summary	
Warrant 1	FALSE
Warrant 2	FALSE
Warrant 3	TRUE
Warrant 7	N/A

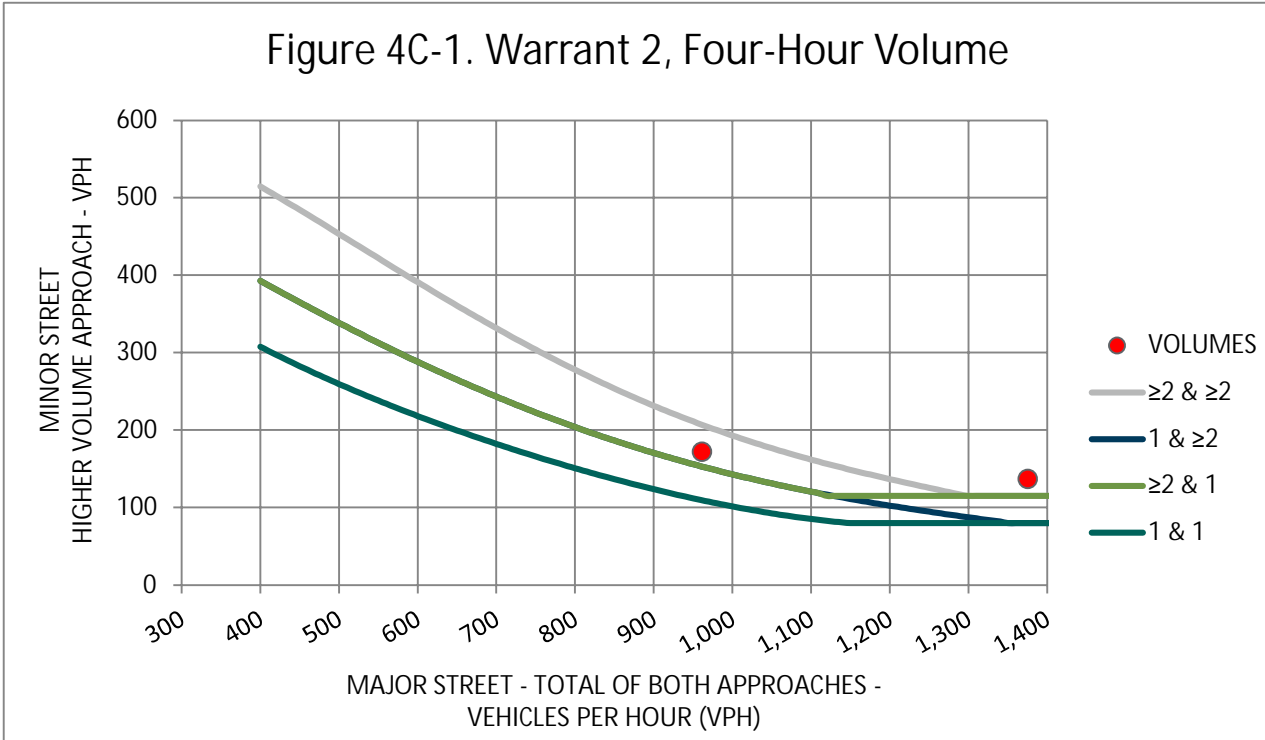


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MUTCD 2009 Signal Warrant Worksheet

Job Name: US 3 at Wire Rd
 Job No: 10560
 Location: Merrimack, NH
 Calculated by: TD Check: JCC
 Date: 11/17/2022

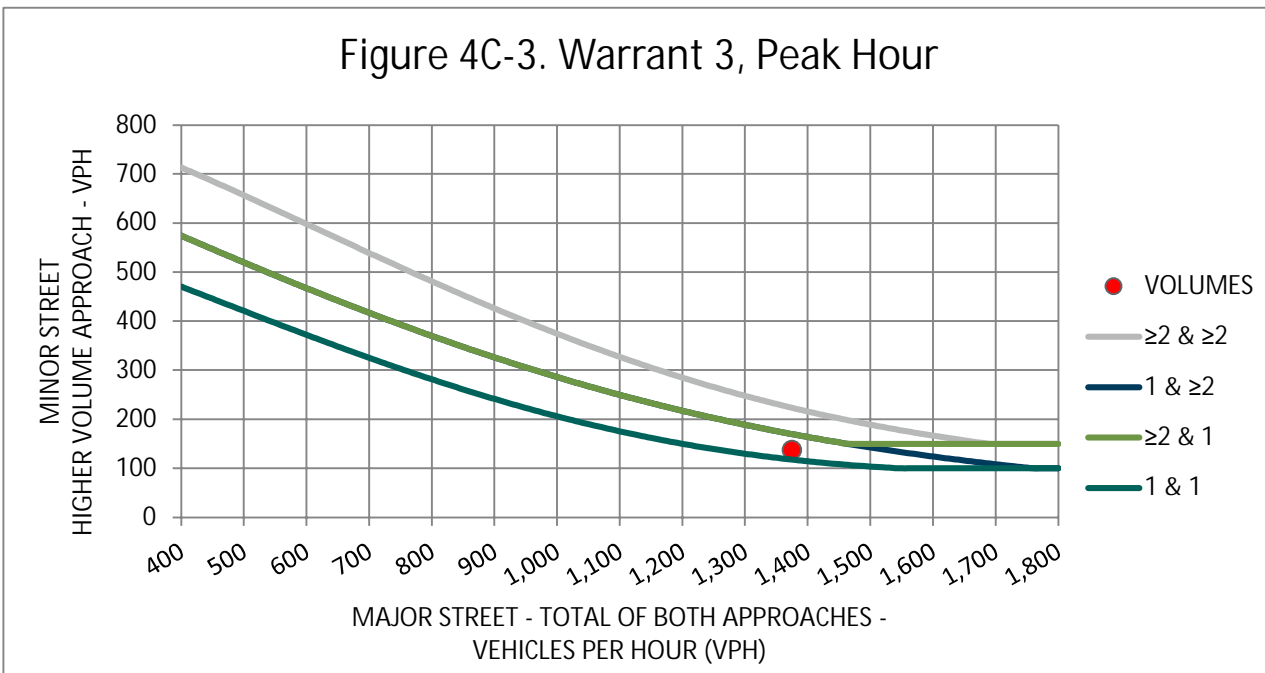
Figure 4C-1. Warrant 2, Four-Hour Volume



Lower Limits:

115 vph = Minor Street with ≥ 2 lanes 80 vph = Minor Street with 1 lane

Figure 4C-3. Warrant 3, Peak Hour



Lower Limits:

150 vph = Minor Street with ≥ 2 lanes 100 vph = Minor Street with 1 lane

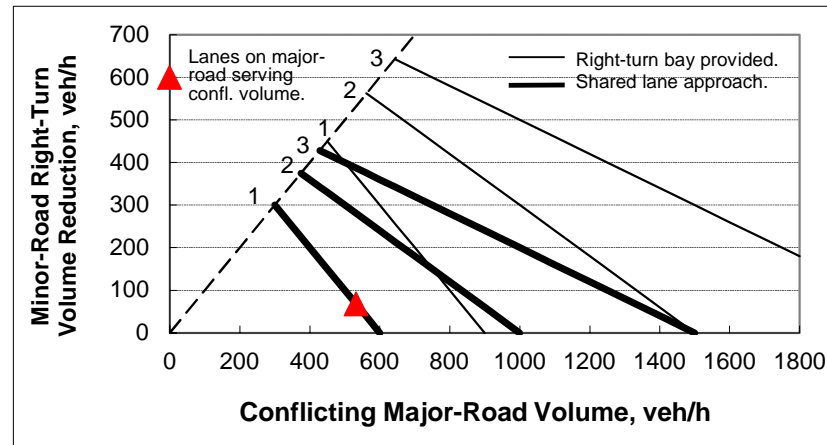
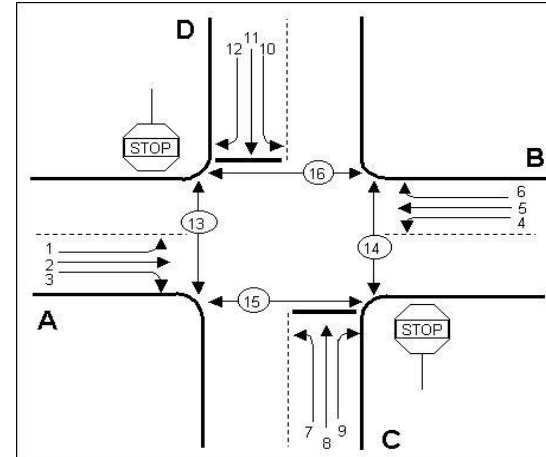
Figure 2 - 11. Minor-road right-turn volume reduction for warrant check.

INPUT

Number of lanes on major-road approach:		1	
Right-turn geometry on minor-road:		Shared-lane approach	
Approach	Number	Movement	Volume
Major A	2	Through	
	3	Right	
Major B	5	Through	525
	6	Right	15
Minor C	7	Left	
	8	Through	
	9	Right	
Minor D	10	Left	8
	11	Through	
	12	Right	124

OUTPUT

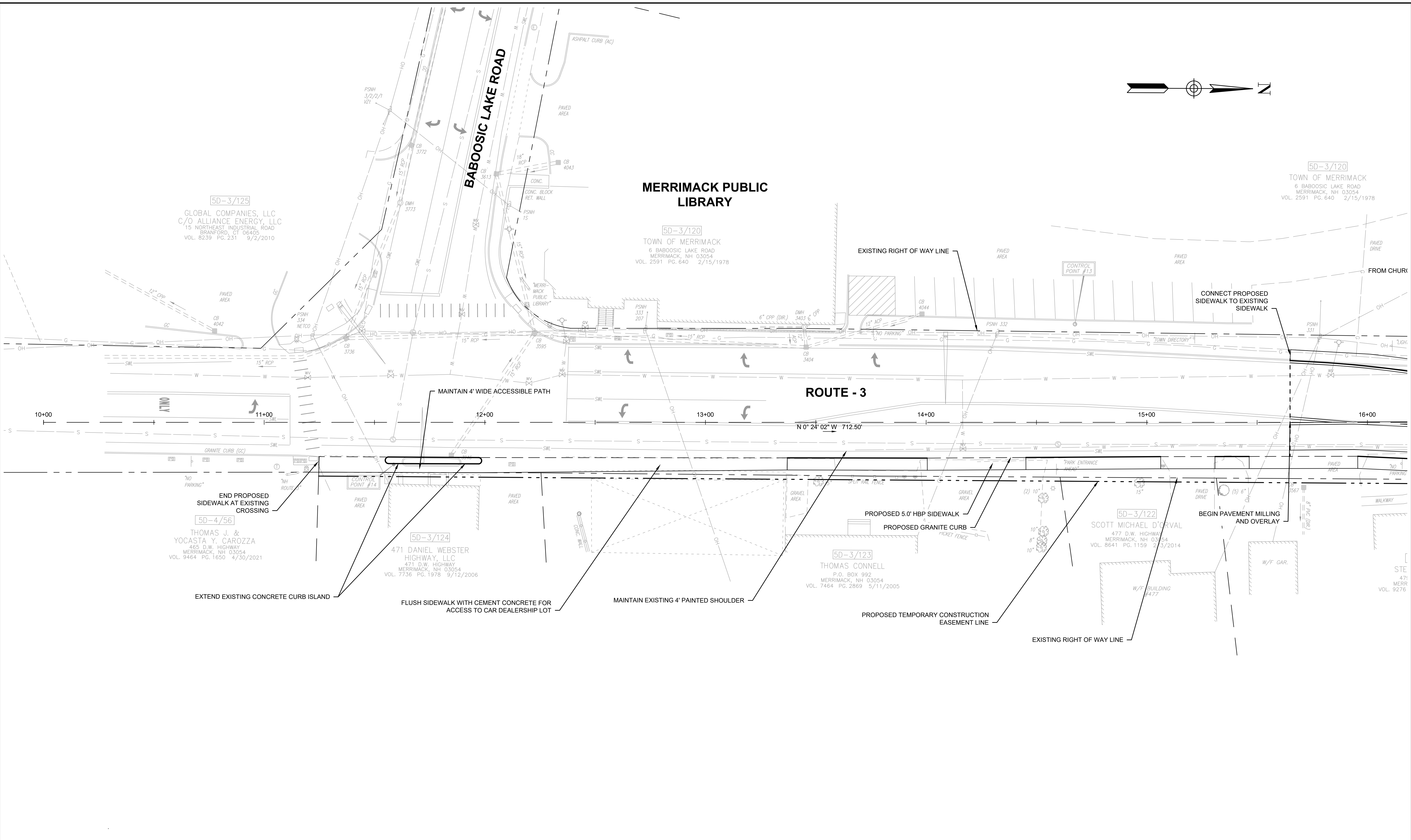
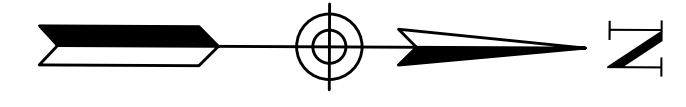
Variable	Value
Conflicting major-road volume (V_{c9}), veh/h:	0
Conflicting major-road volume (V_{c12}), veh/h:	533
Right-turn volume reduction (V_{r9}), veh/h:	600
Right-turn volume reduction (V_{r12}), veh/h:	68
Adjusted right-turn volume reduction (V_{r9}), veh/h:	600
Adjusted right-turn volume reduction (V_{r12}), veh/h:	68
Adjusted minor-road volume, veh/h:	65
Guidance:	Conduct warrant check again using adjusted minor road volume.



Note: This analysis tool was used for each hourly volume. Shown is one hour as an example.

G. Conceptual Plans

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C/O ALLIANCE ENERGY, LLC
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BRANFORD, CT 06405
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5D-4/56
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471 D.W. HIGHWAY
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MERRIMACK, NH 03054
VOL. 8641 PG. 1159 2/3/2014

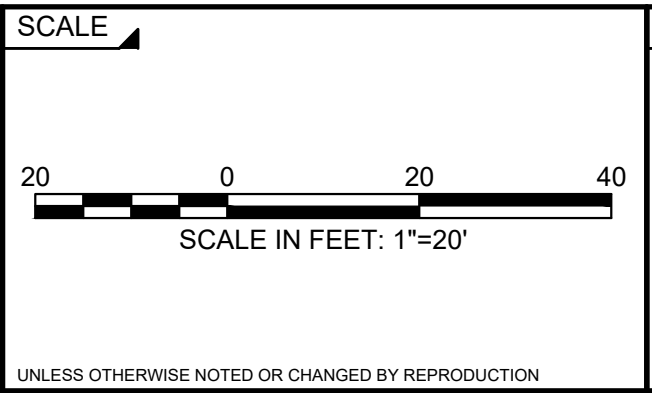
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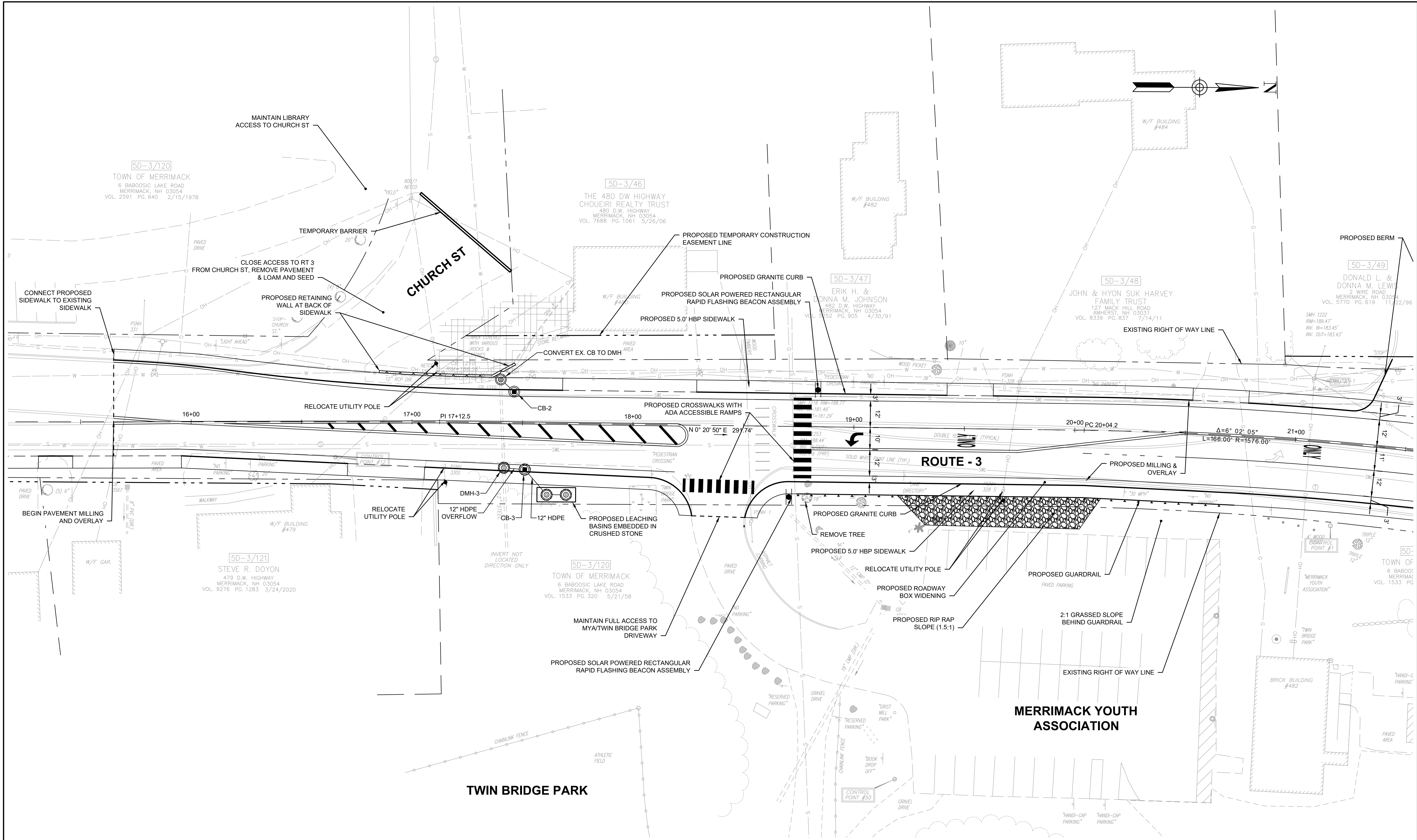


TITLE

**WIRE ROAD
CONCEPT ALTERNATIVE 1
STOP CONTROLLED
INTERSECTION AT
WIRE RD**

BETA JOB NO. 10560
ISSUE DATE
SHEET NO. 1 of 3

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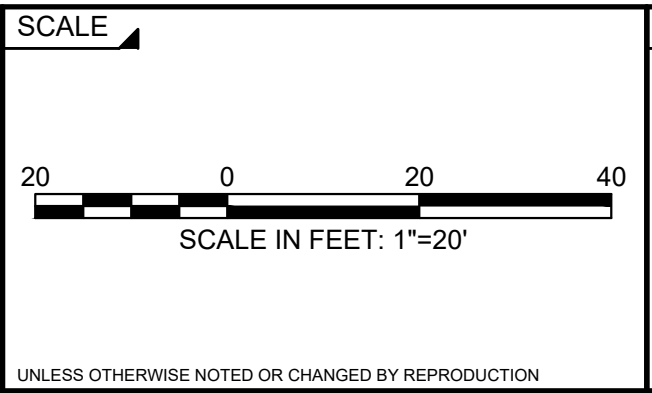
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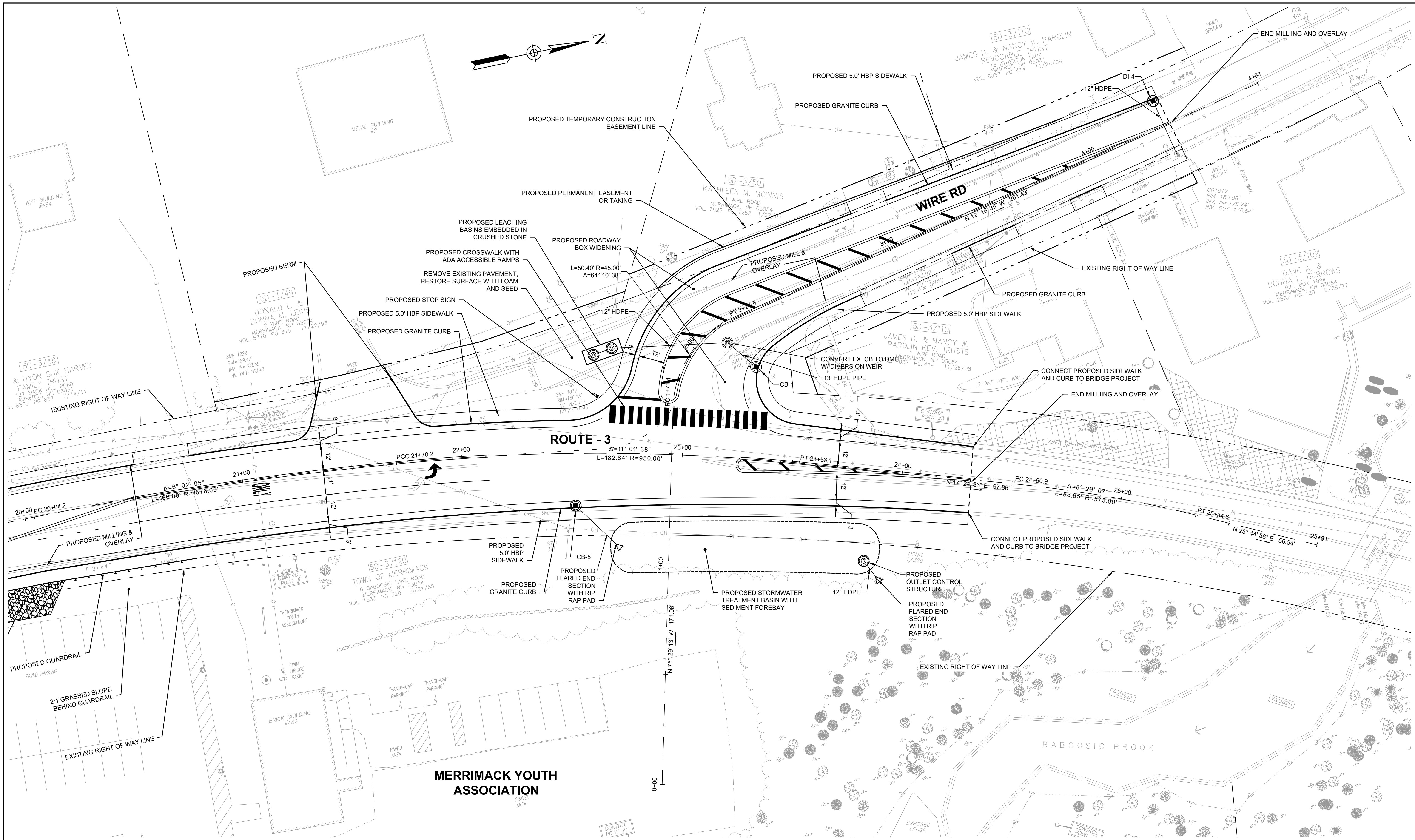
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STOP CONTROLLED
INTERSECTION AT
WIRE RD**

BETA JOB NO. 10560

ISSUE DATE

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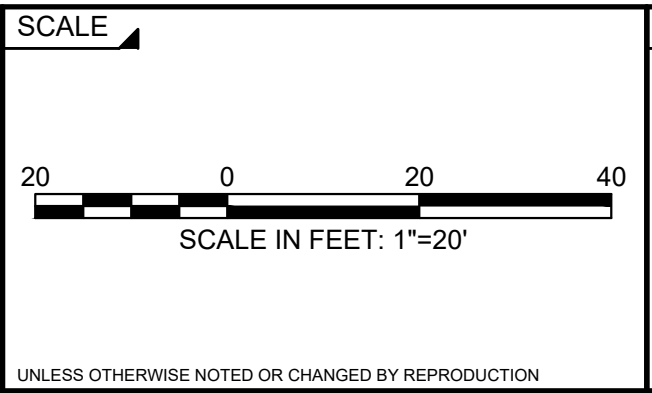
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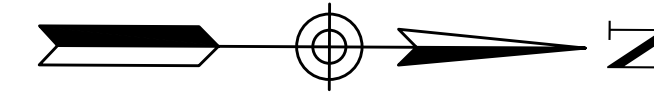
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**WIRE ROAD
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BETA JOB NO. 10560
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 TOWN OF MERRIMACK
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 MERRIMACK, NH 03054
 VOL. 2591 PG. 640 2/15/1978

5D-3/125
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 C/O ALLIANCE ENERGY, LLC
 15 NORTHEAST INDUSTRIAL ROAD
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 VOL. 8239 PG. 231 9/2/2010

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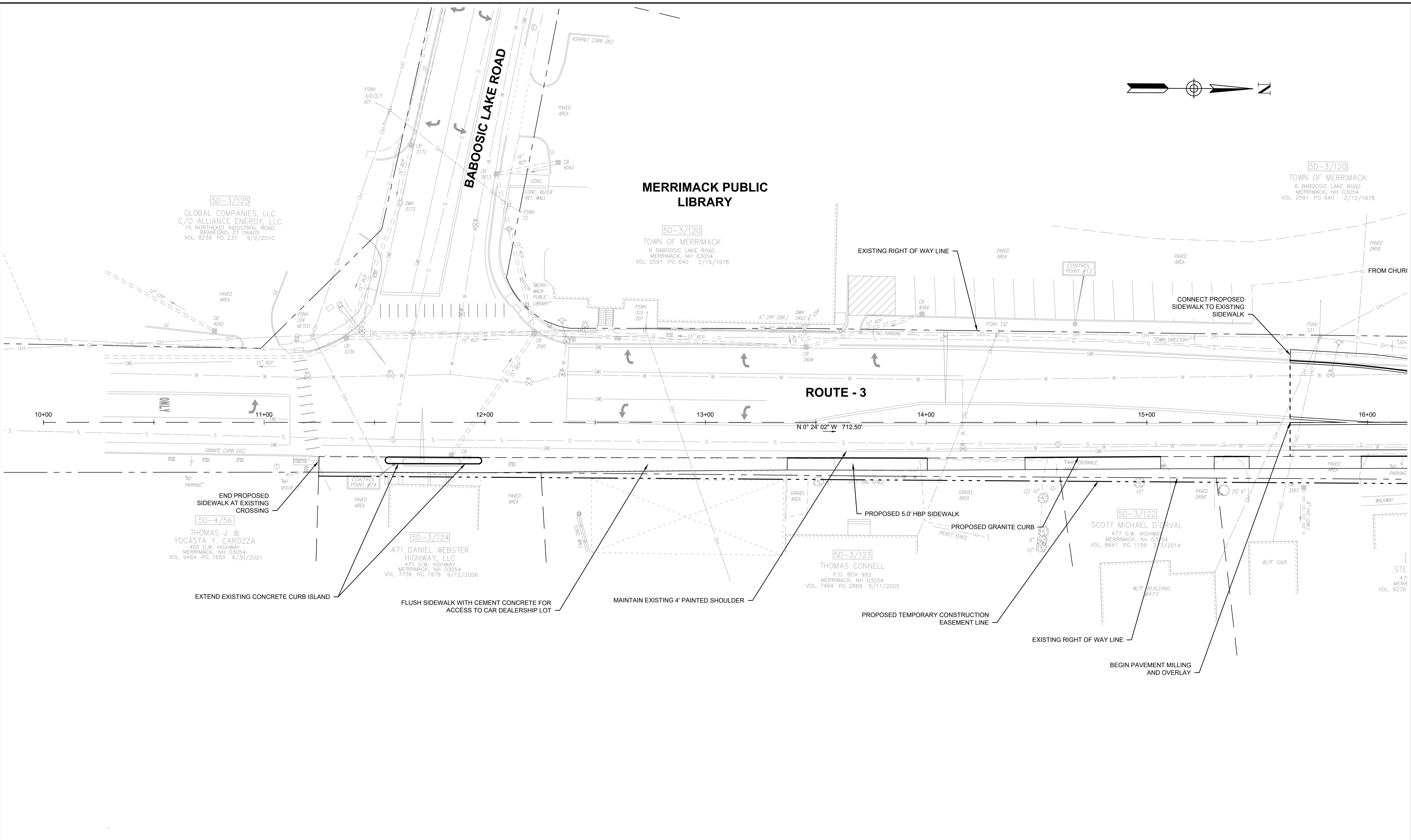
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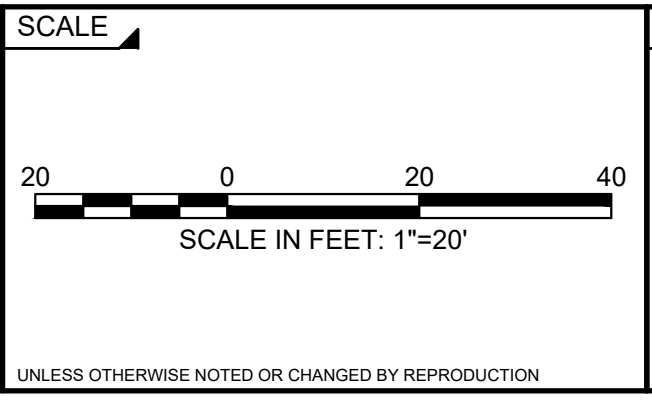
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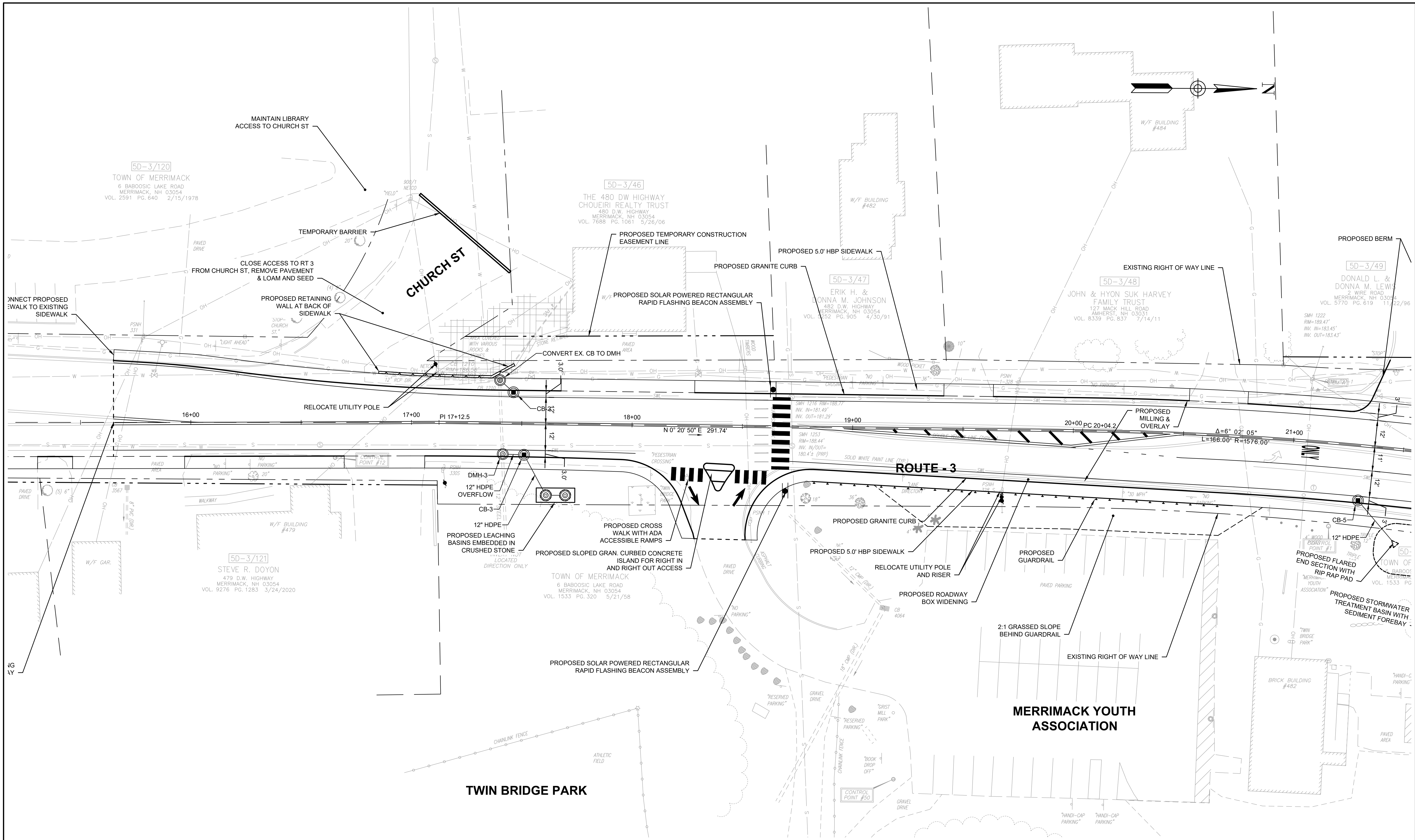
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 WIRE RD**

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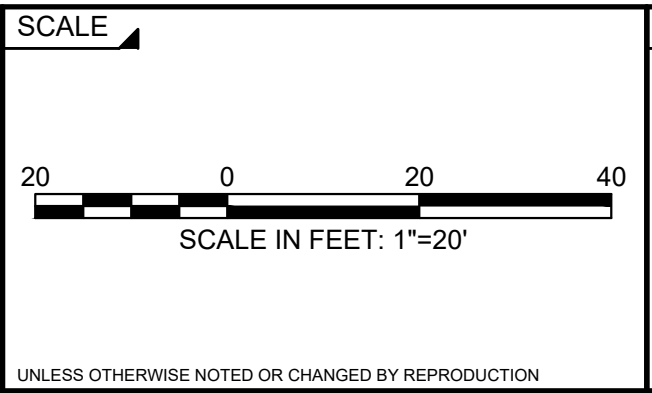
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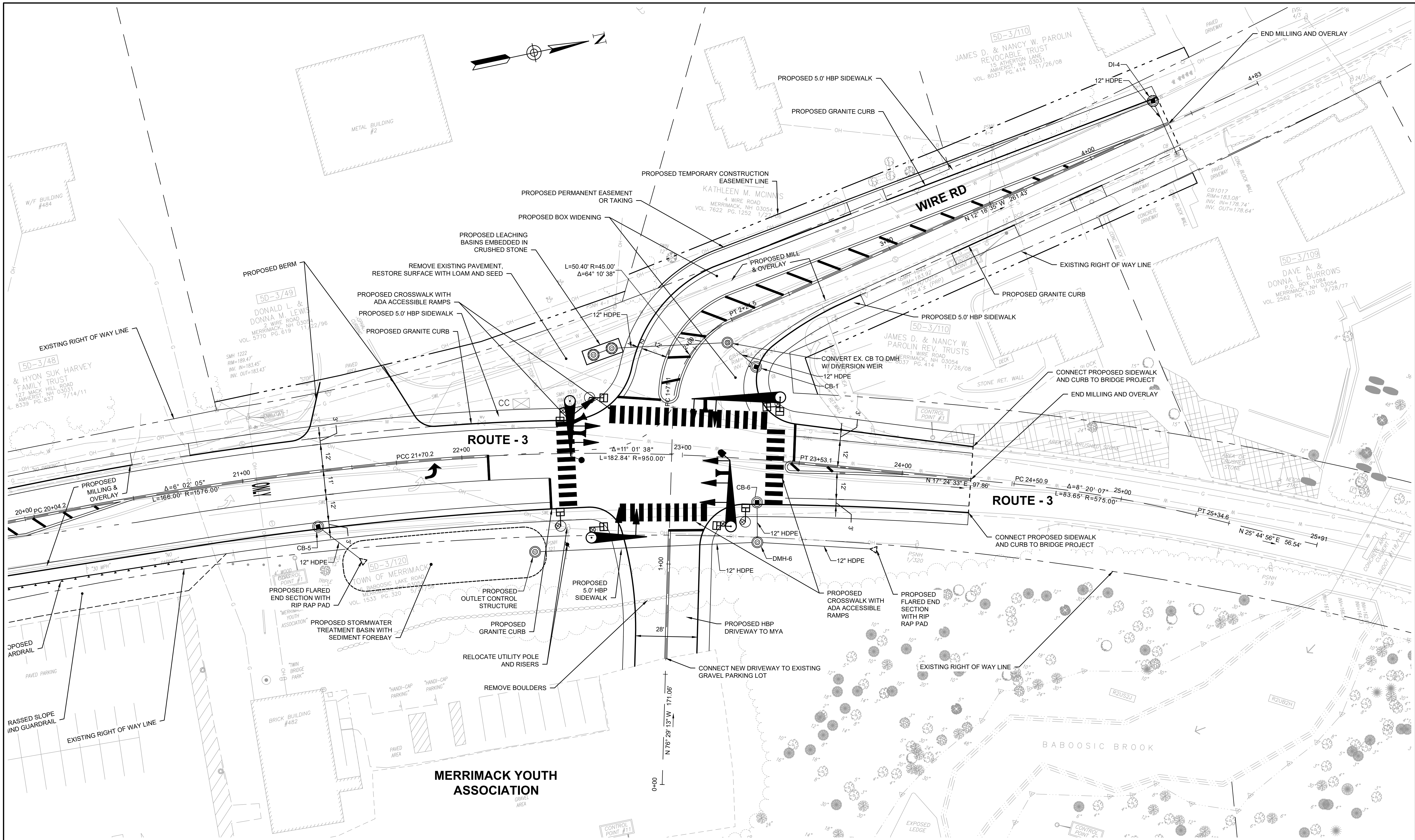
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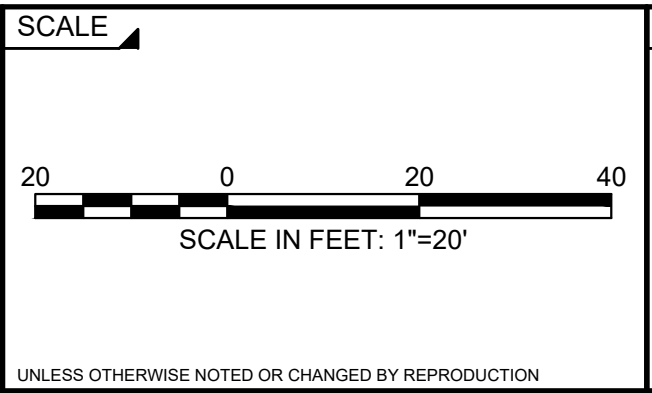
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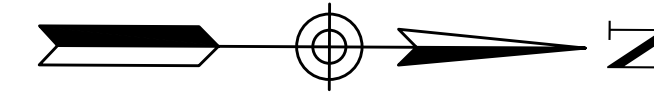


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WIRE RD**

BETA JOB NO. 10560

ISSUE DATE

SHEET NO. 3 of 3



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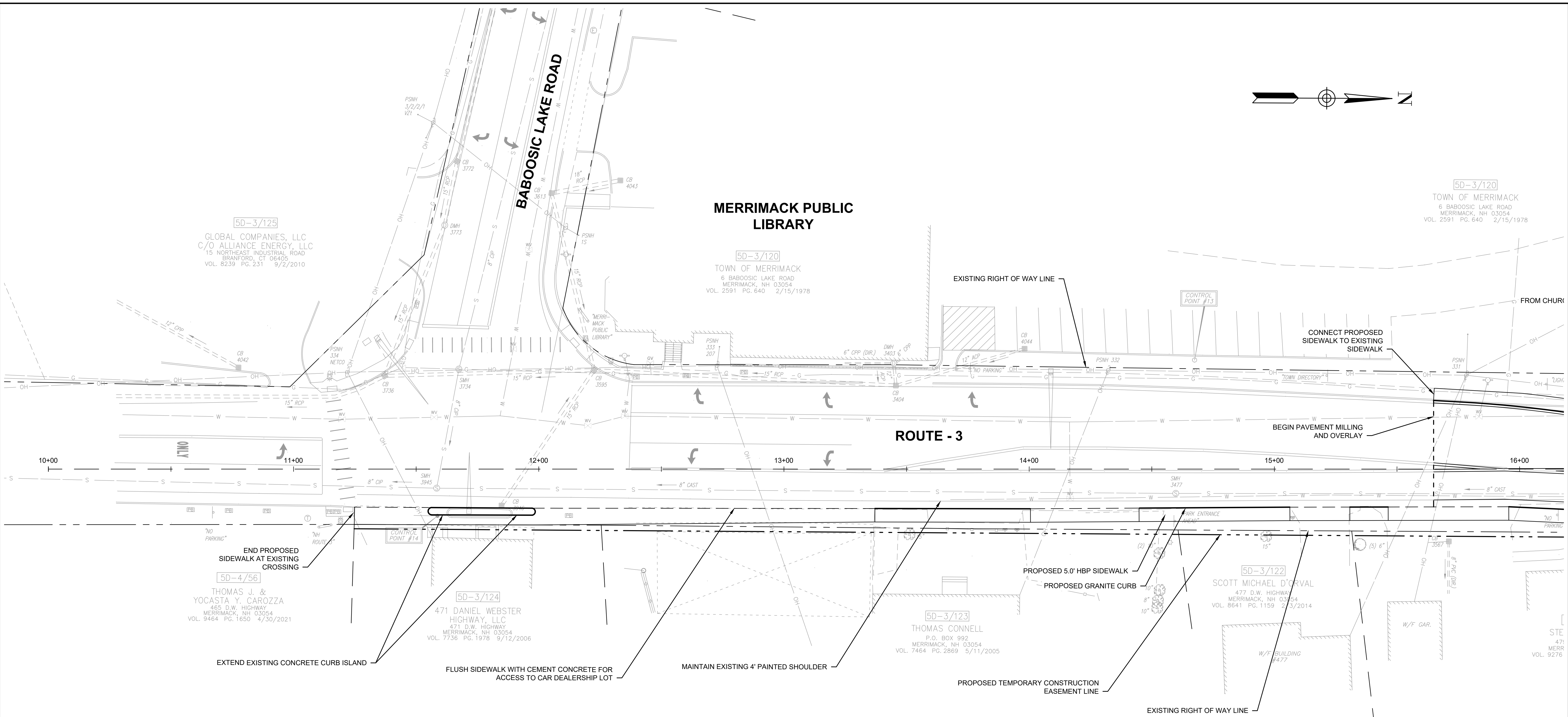
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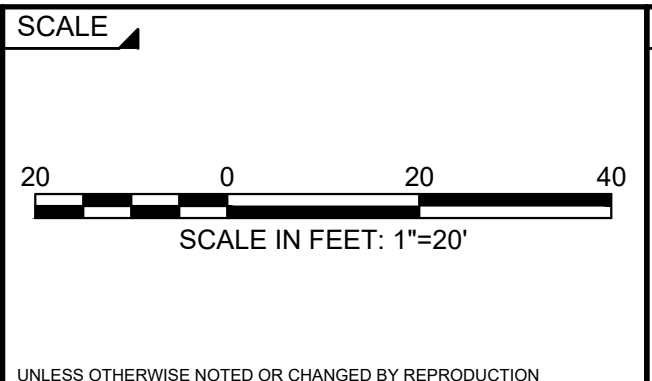
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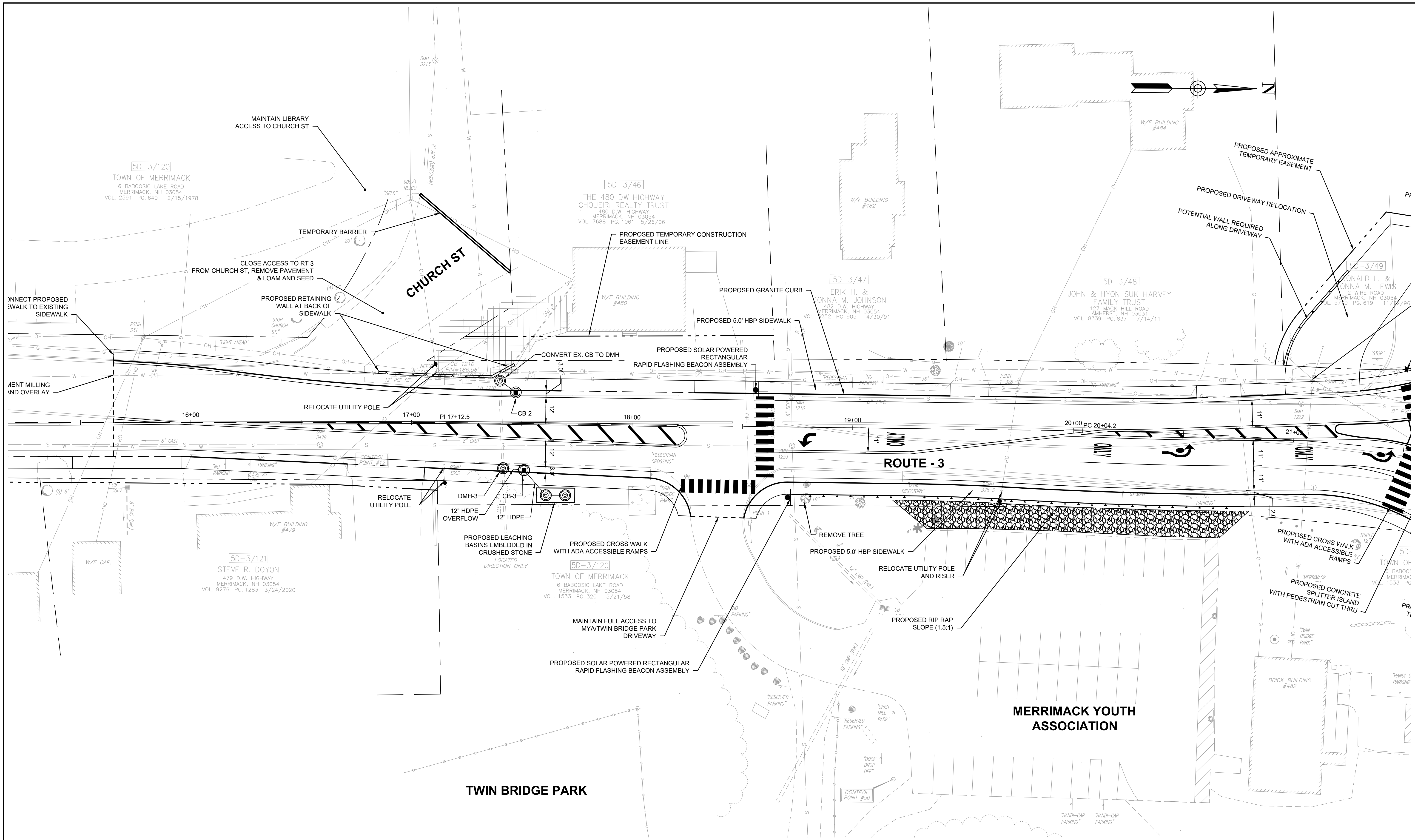
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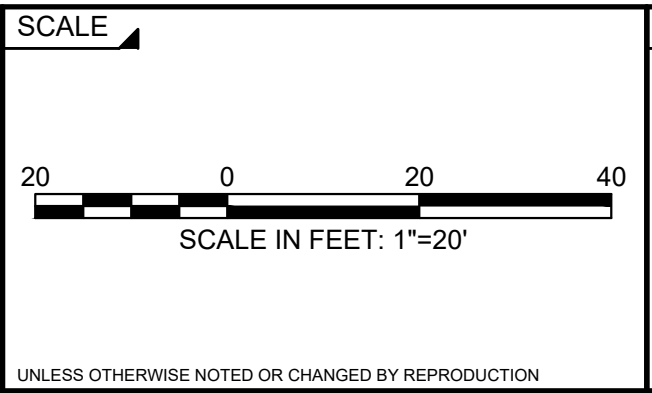
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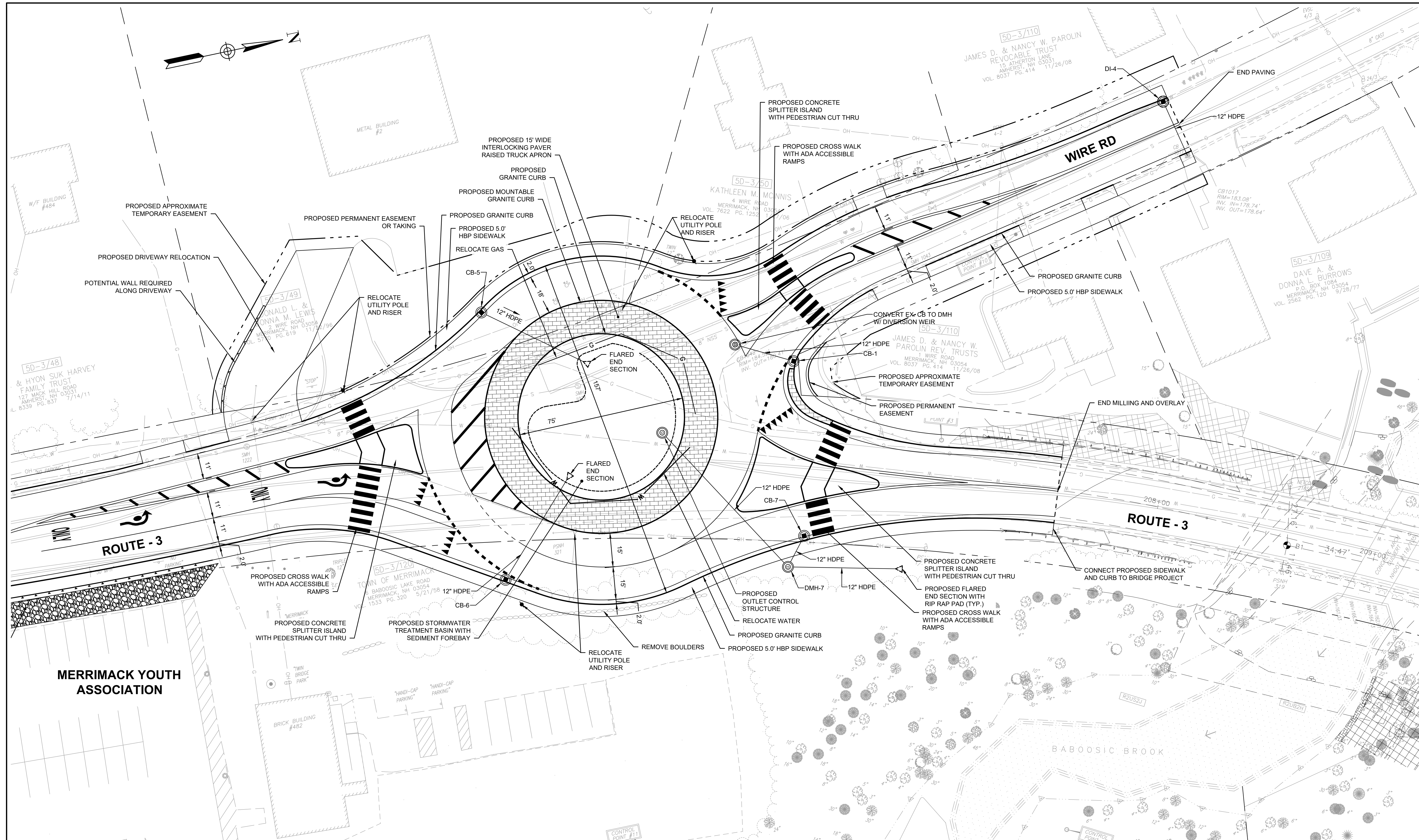
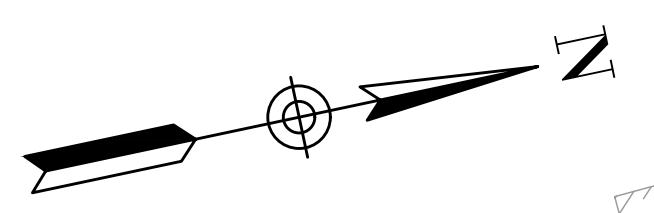
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ISSUE DATE

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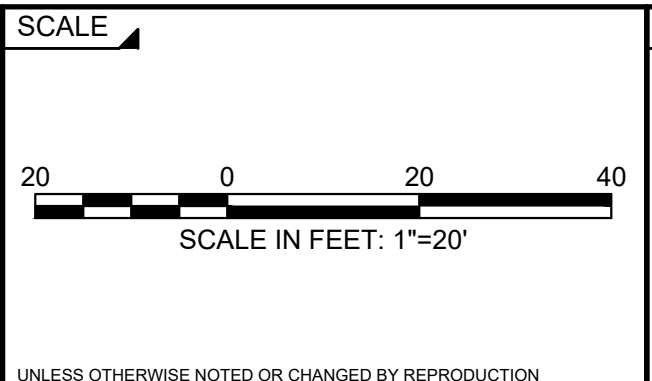
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TITLE

**WIRE ROAD
CONCEPT ALTERNATIVE 2
ROUNDABOUT AT WIRE RD**

BETA JOB NO. 10560

ISSUE DATE

SHEET NO. 3 of 3

H. Alternatives Presentation / Public Meeting and Meeting Minutes

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MEETING IS CURRENTLY SCHEDULED FOR DECEMBER 15, 2022
MEETING MINUTES AND PRESENTATION TO BE PROVIDED BY QCC

I. Environmental Documentation

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DOCUMENTATION TO BE PROVIDED BY QCC

J. Cost Estimates



JOB Wire Rd
 CALCULATED BY NO
 CHECKED BY CJT
 DESCRIPTION Wire Rd Intersection and Safety Improvements

No. 10560
 DATE Nov-22
 DATE Nov-22
 SHEET NO. 1

BUDGETARY ESTIMATE -

Unit Cost Update 11/2022 from NHDOT unit prices

**Wire Rd/Rt. 3 Intersection Stop Controlled Option
 Merrimack, NH**

Date **10/18/2022**
 Length **1300**

ITEM	UNIT	QUANTITY	UNIT \$	\$	COMMENTS
Box Widening	SF	4,526	\$9.55	\$43,223	
Cold Plane / Resurface	SF	38,885	\$2.56	\$99,546	
Clear & Grub	A	0.25	\$24,000.00	\$6,000	
Misc. Embankment	CY	500	\$15.00	\$7,500	
Misc. Excavation	CY	500	\$20.00	\$10,000	
Concrete Sidewalk	SF	850	\$12.51	\$10,634	At grade sidewalk
Hot Mix Sidewalk	SF	14,238	\$4.49	\$63,929	
Hot Mix Driveways	SF	5,000	\$6.95	\$34,750	
Ped. Ramps	EA	6	\$2,201	\$13,204	
New Curb	LF	2,180	\$38	\$82,840	
Drainage Pipe	LF	140	\$85	\$11,900	
CB/ MH	EA	9	\$4,000	\$36,000	
Leaching Basin	EA	4	\$6,000	\$24,000	
Stormwater Basin	U	1	\$15,000	\$15,000	
Signs	EA	10	\$200	\$2,000	
RRFB	U	1	\$25,000	\$25,000	
Pavment Markings	LF	6,000	\$1.00	\$6,000	
Loam & Seed	SY	2,000	\$12.00	\$24,000	
Guardrail	LF	200	\$37.00	\$7,400	
Rip Rap Slope	CY	85	\$60	\$5,100	
Utility Pole Riser Relocation	EA	1	\$5,000	\$5,000	
Stone Masonry Wall	CY	67	\$1,000	\$67,000	
		SUB TOTAL		\$600,025	
Mobilization			5%	\$30,001	
Landscaping			2%	\$12,001	
Maintenance of Traffic			7%	\$42,002	
		SUB TOTAL		\$684,029	
Construction Engineering			8%	\$54,722	
Temp. Easements	SF	6850	\$2.00	\$13,700	
Perm. Easements/Takings	SF	760	\$10.00	\$7,600	
ITEM CONTINGENCY			20%	\$120,005.01	
		TOTAL		\$880,055.84	

Construction Cost SAY **\$890,000**

2025 Constuction Cost w/ Inflation at 3% **SAY \$972,527.03**



JOB	Wire Rd	No.	10560
CALCULATED B	NO	DATE	Nov-22
CHECKED BY	CJT	DATE	Nov-22
DESCRIPTION	Wire Rd Intersection and Safety Improvements	SHEET NO.	1

BUDGETARY ESTIMATE -

Unit Cost Update 11/2022 from NHDOT unit prices

**Wire Rd/Rt. 3 Intersection Roundabout Option
Merrimack, NH**

Date	11/18/2022				
Length	1300				
ITEM	UNIT	QUANTITY	UNIT \$	\$	COMMENTS
Box Widening	SF	20,900	\$9.55	\$199,595	
Interlocking Pavers	SF	4,200	\$25.00	\$105,000	
Cold Plane / Resurface	SF	34,910	\$2.56	\$89,370	
Clear & Grub	A	1.00	\$24,000.00	\$24,000	
Misc. Embankment	CY	500	\$15.00	\$7,500	
Misc. Excavation	CY	500	\$20.00	\$10,000	
Concrete Sidewalk	SF	3,020	\$12.51	\$37,780	At grade sidewalk and splitter islands
Hot Mix Sidewalk	SF	13,000	\$4.49	\$58,370	
Hot Mix Driveways	SF	7,050	\$6.95	\$48,998	
Ped. Ramps	EA	10	\$2,201	\$22,007	
New Curb	LF	3,320	\$38	\$126,160	
Drainage Pipe	LF	305	\$85	\$25,925	
CB/ MH	EA	9	\$4,000	\$36,000	
Leaching Basin	EA	2	\$6,000	\$12,000	
Stormwater Basin	U	1	\$20,000	\$20,000	
Signs	EA	10	\$200	\$2,000	
RRFB	U	1	\$25,000	\$25,000	
Pavment Markings	LF	7,000	\$1.00	\$7,000	
Loam & Seed	SY	3,500	\$12.00	\$42,000	
Guardrail	LF	200	\$37.00	\$7,400	
Utility Pole Riser Relocation	EA	6	\$5,000	\$30,000	
Rip Rap Slope	CY	130	\$60	\$7,800	
Water main relocation	LF	130	\$150	\$19,500	
Stone Masonry Wall	CY	87	\$1,000	\$87,000	
		SUB TOTAL		\$1,050,404	
Mobilization			5%	\$52,520	
Landscaping			2%	\$21,008	
Maintenance of Traffic			10%	\$105,040	
		SUB TOTAL		\$1,228,973	
Construction Engineering			8%	\$98,318	
Temp. Easements	SF	12650	\$2.00	\$25,300	
Perm. Easements/Takings	SF	4470	\$10.00	\$44,700	
ITEM CONTINGENCY			20%	\$210,080.80	
		TOTAL		\$1,607,371.29	

Construction Cost	SAY	\$1,610,000
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2025 Constuction Cost w/ Inflation at 3% **SAY** **\$1,759,290.47**



JOB Wire Rd
 CALCULATED BY NO
 CHECKED BY CJT
 DESCRIPTION Wire Rd Intersection and Safety Improvements

No. 10560
 DATE Nov-22
 DATE Nov-22
 SHEET NO. 1

BUDGETARY ESTIMATE -

Unit Cost Update 11/2022 from NHDOT unit prices

**Wire Rd/Rt. 3 Intersection Signal Option
 Merrimack, NH**

Date	11/18/2022					
Length	1300					
ITEM	UNIT	QUANTITY	UNIT \$	\$	COMMENTS	
Box Widening	SF	5,150	\$9.55	\$49,183		
Cold Plane / Resurface	SF	38,750	\$2.56	\$99,200		
Clear & Grub	A	0.25	\$24,000.00	\$6,000		
Misc. Embankment	CY	500	\$15.00	\$7,500		
Misc. Excavation	CY	500	\$20.00	\$10,000		
Concrete Sidewalk	SF	1,000	\$12.51	\$12,510	At grade sidewalk	
Hot Mix Sidewalk	SF	15,150	\$4.49	\$68,024		
Hot Mix Drive	SF	7,000	\$6.95	\$48,650		
Ped Ramps	EA	10	\$2,201	\$22,007		
New Curb	LF	2,250	\$38	\$85,500		
Drainage Pipe	LF	295	\$85	\$25,075		
CB/ MH	EA	7	\$4,000	\$28,000		
Leaching Basin	EA	4	\$6,000	\$24,000		
Stormwater Basin	U	1	\$15,000	\$15,000		
Traffic Signals	LS	1	\$300,000	\$300,000	New Signal	
Signs	EA	10	\$200	\$2,000		
RRFB	U	1	\$25,000	\$25,000		
Signal Coordination	LS	1	\$10,000	\$10,000		
Pavment Markings	LF	6,000	\$1.00	\$6,000		
Loam & Seed	SY	2,200	\$12.00	\$26,400		
Guardrail	LF	200	\$37.00	\$7,400		
Stone Masonry Wall	CY	67	\$1,000	\$67,000		
Utility Pole riser relocation	EA	3	\$5,000	\$15,000		
		SUB TOTAL		\$959,448		
Mobilization			5%	\$47,972		
Landscaping			2%	\$19,189		
Maintenance of Traffic			7%	\$67,161		
		SUB TOTAL		\$1,093,770		
Construction Engineering			8%	\$87,502		
Temp. Easements	SF	6830	\$2.00	\$13,660		
Perm. Easements/Takings	SF	760	\$10.00	\$7,600		
ESTIMATING CONTINGENCY			20%	\$191,889.54		
		TOTAL		\$1,394,421.55		
2022 Construction Cost		SAY		\$1,400,000		
2025 Constuction Cost w/ Inflation at 3%		SAY		\$1,529,817.80		