

TRAFFIC IMPACT AND SITE ACCESS STUDY

PROPOSED RESIDENTIAL DEVELOPMENTS

Amherst, New Hampshire

May 2020

Prepared for

Meridian Land Services, Inc.



**TRAFFIC IMPACT AND SITE ACCESS STUDY
PROPOSED RESIDENTIAL DEVELOPMENTS
AMHERST, NEW HAMPSHIRE
May 1, 2020**

INTRODUCTION

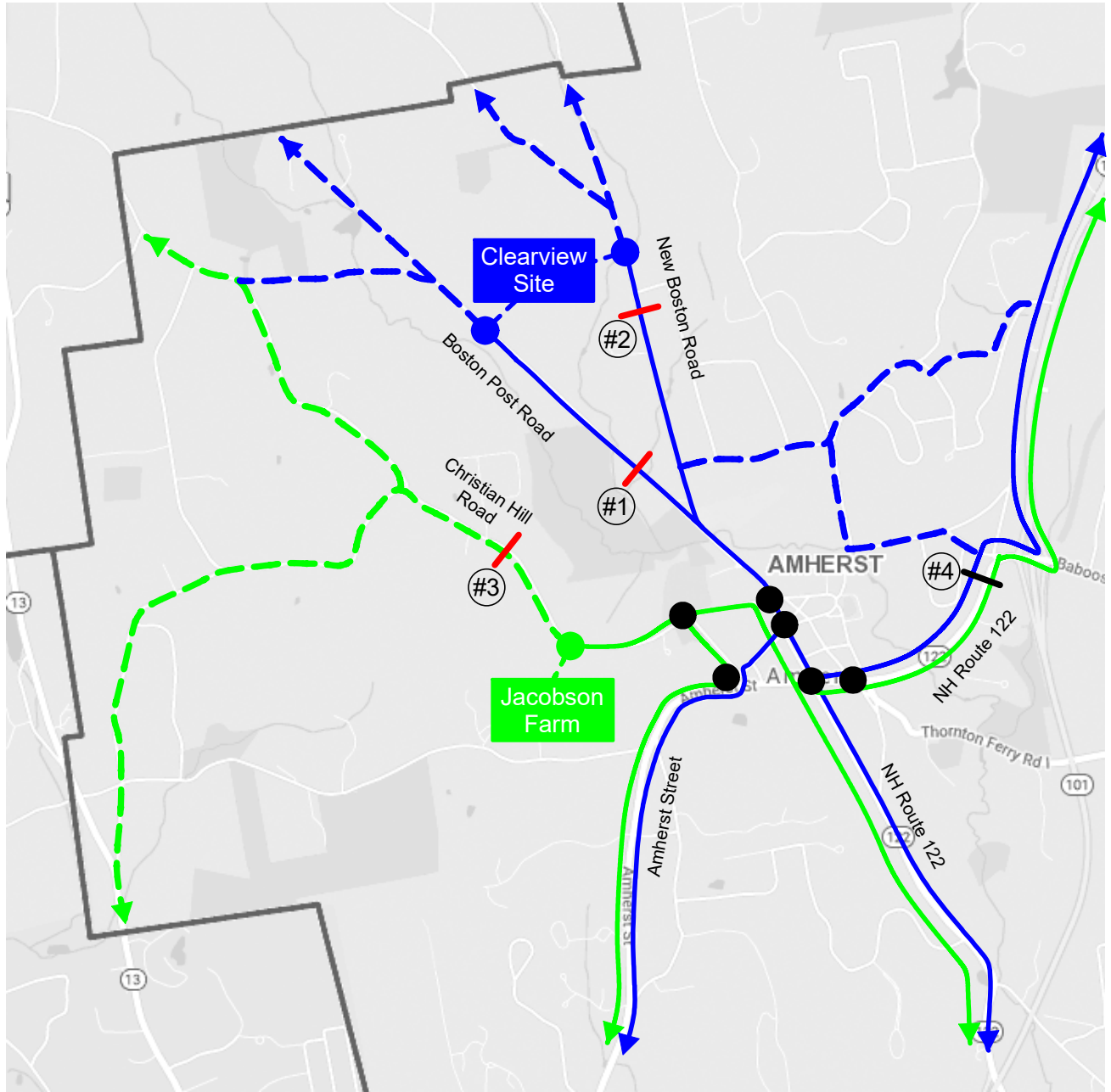
This study has been prepared for Meridian Land Services, Inc. to assess the combined impact of two separate residential developments that are proposed in the town of Amherst, New Hampshire. The subject sites are known as “TransFormations” and “Clearview.” The TransFormations site is located on both sides of Christian Hill Road and the Clearview Development Group site abuts the east side of Boston Post Road and the west side of New Boston Road. The purpose of this report is to summarize the traffic count data collected, the trip generation characteristics of each residential development, the future traffic projections with and without the proposed developments, several technical analyses, and our findings relative to traffic operations, capacity, and safety.

PROPOSAL

According to the Clearview plan entitled “*Master Site Development Plan*,” Sheet 1 of 3, dated October 7, 2019 (no revisions), prepared by Meridian Land Services, Inc. for the Clearview Development Group (see Appendix A), this proposed development consists of 66 single-family detached dwelling units. Access to 31 of the proposed dwelling units will be provided via a two-way site access road (Road C) that will extend from the west side of New Boston Road, thereby creating a new three-leg “T” intersection approximately 550-feet south of Old Mont Vernon Road. Access to the remaining 35 dwelling units will be provided via a two-way site access road (Road B) that will extend from the east side of Boston Post Road; thus, creating another new three-leg intersection approximately 300-feet south of Mont Vernon Road. These two site access roads will terminate at a cul-de-sac or “hammer-head” turning area with no connection between sites.

The TransFormations plan entitled “*General Layout Map*,” Sheet 1 of 6, dated December 13, 2019 (no revisions), also prepared by Meridian Land Services, Inc. (see Appendix A) indicates that a total of 60 residential dwellings are proposed using a combination of individual driveways, shared driveways and a new site access road for access to Christian Hill Road. These dwellings are comprised of single-family detached dwellings and duplex units. The TransFormations development also includes farm land and a CSA (Community Supported Agriculture) business.

The location of the two development sites with respect to the area roadway system is shown on Figure 1. This graphic also shows the study area intersections, the primary travel routes to/from each development site, and the various automatic traffic recorder stations.



- = Primary Travel Routes
- = Secondary Travel Routes
- / = AUTOMATIC TRAFFIC RECORDER LOCATION (NHDOT)
- / = AUTOMATIC TRAFFIC RECORDER LOCATION (PERNAW & CO., INC.)
- = EXISTING STUDY AREA INTERSECTIONS
- ● = PROPOSED STUDY AREA INTERSECTIONS

1974A



Figure 1

Site Location / Existing Travel Routes

Traffic Impact and Site Access Study, Proposed Residential Developments, Amherst, New Hampshire

TRAFFIC STUDY SCOPE

The study area includes the following six existing intersections and the three proposed access road locations:

- Boston Post Road / Amherst Street (signalized)
- Boston Post Road / Main Street
- Boston Post Road / Foundry Street
- Amherst Street / Middle Street
- Christian Hill Road / Proposed Road A (TransFarmations)
- Boston Post Road / Proposed Road B (Clearview – Westerly)
- New Boston Road / Proposed Road C (Clearview – Easterly)
- Christian Hill Road / Davis Lane
- Main Street / Davis Lane

The traffic counts were conducted on two separate weekdays in order to observe and analyze the morning commuter period, the afternoon school peak hour period, and the evening commuter period. Future traffic projections, both with and without site traffic, were prepared for the 2021 “opening year” case and the 2031 “horizon year” case.

EXISTING CONDITIONS

ROADWAYS

Boston Post Road functions as a two-lane rural collector roadway that carries through traffic in a general northwest-southeast direction from the Caesar’s Brook Reservation in the north, through Amherst to Nashua in the south. Abutting land uses in the study area include residential, institutional and commercial uses. The pavement is delineated with a four-inch double yellow centerline and the speed limit on Boston Post Road is posted at 20 mph (school speed limit when flashing), 25 mph or 30 mph depending upon location. In the vicinity of the Clearview site the horizontal alignment of the roadway is essentially straight and the vertical profile is relatively flat.

New Boston Road functions as a two-lane rural collector roadway that carries through traffic in a general north-south direction from Mont Vernon in the north to Boston Post Road to the south. Abutting land uses are primarily residential and undeveloped. The pavement is delineated with a four-inch double yellow centerline and the speed limit on New Boston Road is posted at 20 mph (school speed limit when flashing) and 30 mph. In the vicinity of the Clearview site the alignment of the roadway is essentially straight and flat.

Christian Hill Road functions as a two-lane rural collector roadway that extends in an indirect fashion from NH13 in the western portion of Amherst, past the TransFarmations site, to the Foundry Street/Davis Lane intersection to the east. This roadway provides access to many residences and several farms. The horizontal alignment is curvilinear and the vertical alignment follows a rolling terrain. The pavement is delineated with a four-inch double yellow centerline (east of Green Road) and the speed limit is posted at 30 miles per hour in both directions.

Foundry Street functions as a short two-lane collector roadway that extends in a west-east direction from its origin at the Christian Hill Road/Davis Lane intersection to Middle Street where it changes to Church Street (east of Middle Street). It provides access to the Clark Elementary School and several residences. The pavement is delineated with a four-inch double yellow centerline and the speed limit on this section of Foundry Street is posted at 25 miles per hour in both directions and 20 mph (school speed limit when flashing) signs at each end of the school zone.

Main Street functions as a two-lane rural collector roadway that extends in a southwest-northeast direction from its origin at Amherst Street to its terminus at the Amherst Village Green. It provides access to several residences, the library, a market and the Amherst Village Historic District as well as several intersecting streets. The pavement is delineated with a four-inch double yellow centerline and the speed limit is posted at 25 miles per hour in both directions. The horizontal alignment is essentially straight and the vertical alignment is relatively level.

Amherst Street (NH122) functions as a two-lane rural arterial roadway that extends in a west-east direction from Milford to the west to its terminus at NH101. This roadway provides access to many commercial and residential uses and the pavement is delineated with a four-inch double yellow centerline and four-inch white edge lines. The speed limit is posted at 35 miles per hour in both directions. The horizontal alignment is essentially curvilinear and the vertical alignment is relatively level.

Middle Street functions as a two-lane local collector roadway that extends in a northwest-southeast direction from its origin at Boston Post Road to its terminus at Courthouse Road. This roadway provides access to the Amherst Village Green and numerous residences. The speed limit is posted at 25 miles per hour in both directions. The horizontal alignment is essentially straight and the vertical alignment is relatively level. Middle Street south of Amherst Street is a one-way in the southbound direction.

Davis Lane functions as a short two-lane local collector roadway that extends in a northwest-southeast direction between the Christian Hill Road/Foundry Street intersection on the north to Main Street to the south. This roadway provides access to several residences, Spalding Field, the “racquet sports only” courts on the back side of the Clark Elementary School. This roadway is also used for student drop-offs and pick-ups. The roadway alignment is essentially straight and level. There are no pavement markings or posted speed limit signs on Davis Lane.

INTERSECTIONS

The **Boston Post Road/Foundry Street** intersection currently functions as a four-way unsignalized intersection with stop sign control on the minor approach (Foundry Street). The existing travel lane configuration at this intersection is as follows:

- Foundry Street EB Approach: One shared left-through-right lane
- Foundry Street WB Approach: One shared left-through-right lane
- Boston Post Road NB Approach: One shared left-through-right lane
- Boston Post Road SB Approach: One shared left-through-right lane

Painted crosswalks are present on the westerly and southerly legs of the intersection. Police officer control was present on both traffic count days from approximately 8:00 to 8:30 AM and 3:00 to 3:30 PM, and provided assistance to pedestrians and school buses.

The **Boston Post Road/Main Street** intersection currently functions as a four-way unsignalized intersection with stop sign control on the Main Street approaches. The existing travel lane configuration at this intersection is as follows:

- Main Street EB Approach: One shared left-through-right lane
- Main Street WB Approach: One shared left-through-right lane
- Boston Post Road NB Approach: One shared left-through-right lane
- Boston Post Road SB Approach: One shared left-through-right lane

There are crosswalks on the westerly, southerly and easterly legs of the intersection.

The **Boston Post Road/Amherst Street** intersection currently functions as a four-way signalized intersection with a fully-actuated traffic signal system. The existing travel lane configuration at this intersection is as follows:

- Amherst Street EB Approach: One shared left-through-right lane
- Amherst Street WB Approach: One shared left-through-right lane
- Boston Post Road NB Approach: One shared left-through-right lane
- Boston Post Road SB Approach: One shared left-through-right lane

The traffic signal controller is programmed with two signal phases: 1) all northbound and southbound movements, followed by 2) all westbound and eastbound movements. The controller was observed to operate with a cycle length that averaged 45-50 seconds during both the AM and PM peak hour periods.

The **Amherst Street/Middle Street** intersection currently functions as a four-way unsignalized intersection with stop sign control on the Middle Street southbound approach. The existing travel lane configuration at this intersection is as follows:

- Amherst Street EB Approach: One shared left-through-right lane
- Amherst Street WB Approach: One shared left-through-right lane
- Middle Street SB Approach: One shared left-through-right lane

There is a crosswalk on the west leg of the intersection.

The **Christian Hill Road/Foundry Street/Davis Lane** intersection currently functions as a three-way unsignalized intersection with stop sign control on the Davis Lane northbound approach. The existing travel lane configuration at this intersection is as follows:

- Christian Hill Road EB Approach: One shared through-right lane
- Foundry Street WB Approach: One shared left-through lane
- Davis Lane NB Approach: One shared left-right lane

The **Main Street/Davis Lane** intersection currently functions as a three-way unsignalized intersection with stop sign control on the Davis Lane southbound approach. The existing travel lane configuration at this intersection is as follows:

- Main Street EB Approach: One shared left-through lane
- Main Street WB Approach: One shared through-right lane
- Davis Lane SB Approach: One shared left-right lane

TRAFFIC VOLUMES

Research at the New Hampshire Department of Transportation (NHDOT) revealed that a short-term automatic traffic recorder (ATR) count was conducted on Amherst Street (NH122 south of Baboosic Lake Road) in September 2017. This count revealed that this section of Amherst Street carried Average Weekday Daily Traffic (AWDT) volume of approximately 7,757 vehicles per day (vpd) in 2019, up slightly from 7,665 vpd in 2018. Although these traffic volumes are beyond the study area, they demonstrate that weekday traffic volumes in the Amherst area typically reach peak levels from 7:00 to 8:00 AM and from 5:00 to 6:00 PM. This corresponds to the typical commuter periods observed in the region on weekdays.

To supplement this data, our office conducted ATR counts at three locations in the study area on: 1) New Boston Road (south of Old Mont Vernon Road), 2) Boston Post Road (over Beaver Brook) and 3) on Christian Hill Road (south of Bloody Brook Road). These counts were conducted on Wednesday, December 11, 2019 and Thursday, December 12, 2019 and the following tabulation summarizes the 24-hour daily traffic volumes at each location.

DAILY TRAFFIC VOLUME VARIATIONS

Automatic Traffic Recorder Location	Wednesday Count	Thursday Count	Average	2-Day Variation
Boston Post Road (over Beaver Brook)	2,820 vpd	3,034 vpd	2,927 vpd	8%
New Boston Road (S. of Old Mont Vernon Road)	1,702 vpd	1,797 vpd	1,750 vpd	6%
Christian Hill Road (S. of Bloody Brook Road)	603 vpd	636 vpd	620 vpd	5%

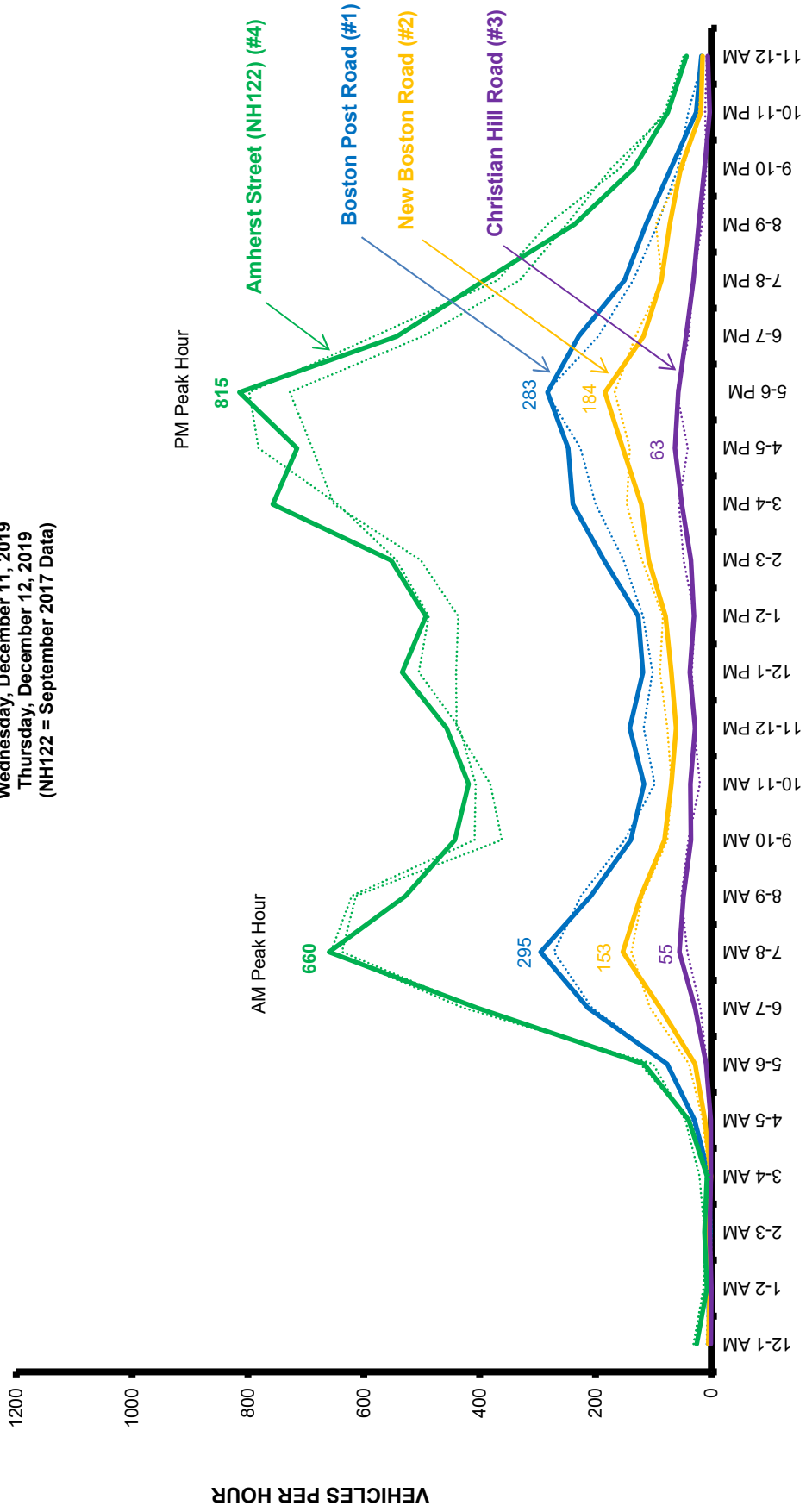
The following tabulation summarizes the hourly traffic volumes at each location.

HOURLY TRAFFIC VOLUME VARIATIONS

Automatic Traffic Recorder Location	Wednesday Count	Thursday Count	Average	2-Day Variation
Boston Post Road (over Beaver Brook)				
AM (7-8 AM)	272 vph	295 vph	284 vph	8%
AM (8-9 AM)	225 vph	208 vph	217 vph	8%
PM (4-5 PM)	226 vph	247 vph	237 vph	9%
PM (5-6 PM)	285 vph	283 vph	284 vph	1%
New Boston Road (S. of Old Mont Vernon Road)				
AM (7-8 AM)	153 vph	138 vph	146 vph	11%
AM (8-9 AM)	122 vph	119 vph	121 vph	3%
PM (4-5 PM)	153 vph	141 vph	147 vph	9%
PM (5-6 PM)	184 vph	167 vph	176 vph	10%
Christian Hill Road (S. of Bloody Brook Road)				
AM (7-8 AM)	42 vph	55 vph	49 vph	31%
AM (8-9 AM)	52 vph	48 vph	50 vph	8%
PM (4-5 PM)	41 vph	63 vph	52 vph	54%
PM (5-6 PM)	60 vph	57 vph	59 vph	5%

These counts confirmed that weekday traffic volumes in the study area typically reach peak levels from 7:00 to 8:00 AM and from 4:00 to 5:00 PM or 5:00 to 6:00 PM, similar to the NHDOT count. The diagram on Page 7 summarizes and compares the hourly variations in traffic demand at the four ATR locations. The roadways that provide access to the new development sites carry considerably lower traffic volumes than does the Amherst Street count location. Appendix B contains the summary sheets pertaining to these short-term counts.

HOURLY TRAFFIC VARIATIONS
 Wednesday, December 11, 2019
 Thursday, December 12, 2019
 (NH122 = September 2017 Data)

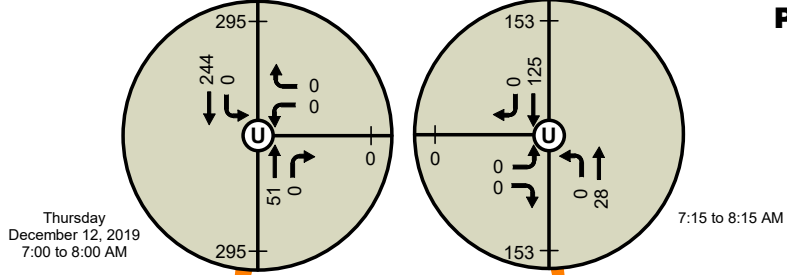


To supplement this data, Pernaw & Company, Inc. conducted turning movement and vehicle classification counts at four of the six existing study area intersections on Boston Post Road and Amherst Street simultaneously on Wednesday, December 11, 2019 and Thursday, December 12, 2019 from 7:00 to 9:00 AM and from 2:00 to 6:00 PM. Based on input received from the Public Works Department, supplemental counts were conducted at the Christian Hill Road/Davis Lane and Main Street/Davis Lane intersections on January 15, 2020 during the same timeframes. The new 2019 and 2020 count data for the study area is summarized on Figure 2A (AM) and Figure 2D (PM). Figures 2B & 2C summarize the school peak hour counts. Several facts and conclusions are evident from this data.

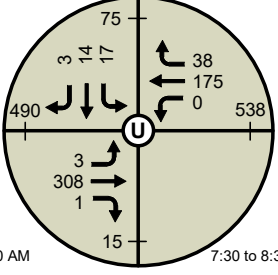
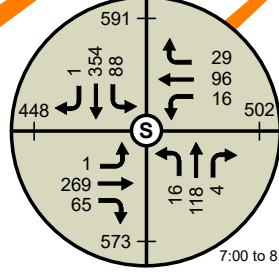
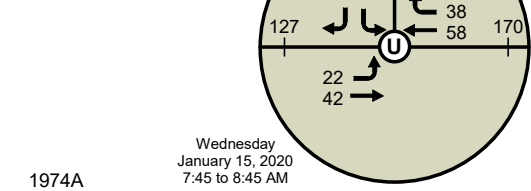
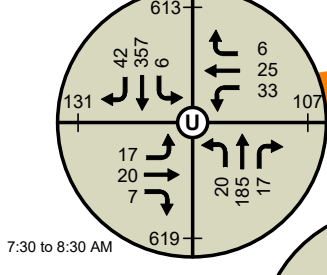
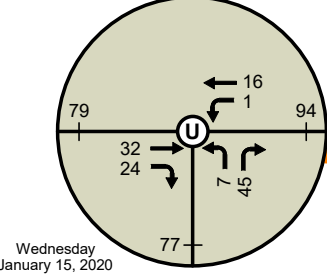
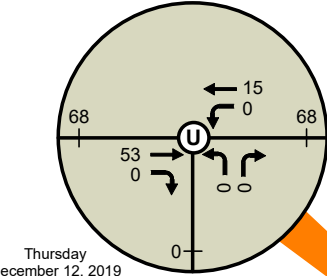
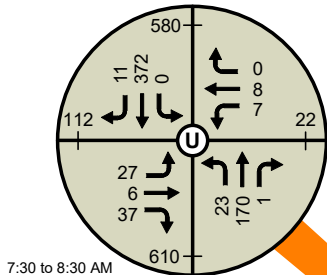
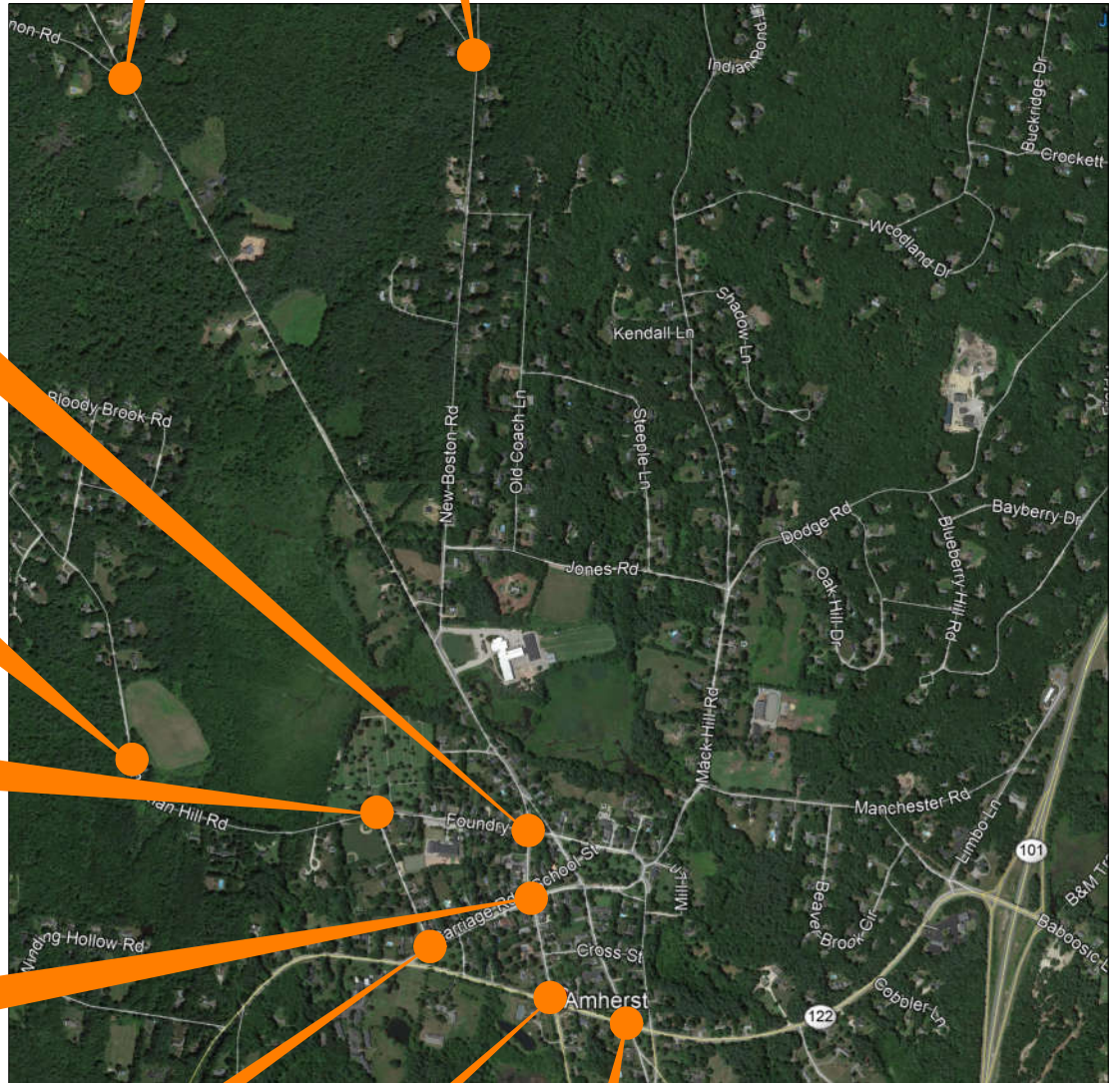
- The Wednesday traffic counts were generally higher than those on Thursday; thus, the Wednesday data was utilized for traffic projection purposes.
- Traffic volumes during the weekday AM and PM commuter peak hour periods were found to be generally higher than those observed during the afternoon school peak hour (3:00 to 4:00 PM), therefore these two commuter peak hour periods were selected for traffic projections/analysis purposes.
- The highest hourly traffic demand was observed at the Amherst Street (NH122)/Boston Post Road signalized intersection. At this location 1,057 vehicles were observed entering the intersection from 7:00 to 8:00 AM and 1,056 vehicles were observed from 4:45 to 5:45 PM. The predominant travel direction on the northerly Boston Post Road leg of the intersection was southbound (75%) during the morning commuter period and northbound (66%) during the evening. Amherst Street (east of Boston Post Road) accommodated 502 (AM) and 527 (PM) vehicles (total both directions) during the peak hour periods. The travel patterns on Boston Post Road and Amherst Street are influenced by the NH101 interchanges on Baboosic Lake Road (east) and Ponemah Road (south).
- The traffic demand at the Boston Post Road/Main Street intersection reached peak levels from 7:30 to 8:30 AM with 735 vehicles observed entering the intersection, and again from 5:00 to 6:00 PM with 647 vehicles observed. The predominant travel direction on Boston Post Road was southbound (64%) during the morning commuter period and northbound (70%) during the evening. Main Street (west of Boston Post Road) accommodated 131 (AM) and 99 (PM) vehicles during the peak hour periods. Again, these travel directions are indicative of commuter travel via NH101.
- The traffic demand at the Boston Post Road/Foundry Street intersection reached peak levels from 7:30 to 8:30 AM with 662 vehicles observed entering the intersection, and again from 5:00 to 6:00 PM with 556 vehicles observed. At this intersection, the AM traffic volumes are higher than the PM volumes as a result of the nearby Clark Elementary School. The predominant travel direction on Boston Post Road was again southbound (68%) during the morning commuter period and northbound (70%) during the evening. Foundry Street (west of Boston Post Road) accommodated 112 (AM) and 61 (PM) vehicles during the peak hour periods.
- The traffic demand at the Amherst Street/Middle Street intersection reached peak levels from 7:30 to 8:30 AM with 559 vehicles observed entering the intersection, and again from 4:15 to 5:15 PM with 582 vehicles observed. The predominant travel direction on Amherst Street was eastbound (60%) during the morning commuter period and westbound (65%) during the evening. Middle Street (north of Amherst Street) accommodated 75 (AM) and 39 (PM) vehicles during the peak hour periods.

- The traffic demand at the Christian Hill Road/Foundry Street/Davis Lane intersection reached peak levels from 7:45 to 8:45 AM with 125 vehicles observed entering the intersection and again from 3:00 to 4:00 PM with 95 vehicles observed. The predominant travel direction on Christian Hill Road was eastbound (71%) during the morning commuter period and westbound (57%) during the evening. Davis Lane (south of Christian Hill Road) accommodated 77 (AM) and 60 (PM) during the peak hour periods. During the school peak hour (2:45 to 3:45 PM) Davis Lane carried 61 vehicles with the majority (87%) traveling in the northbound direction, and turning right on to Foundry Street.
- The traffic demand at the Main Street/Davis Lane intersection reached peak levels from 7:45 to 8:45 AM with 197 vehicles observed entering the intersection, and again from 3:00 to 4:00 PM with 149 vehicles observed. The predominant travel direction on Main Street was westbound during both the morning (57%) and evening (54%) commuter periods. Davis Lane (north of Main Street) accommodated 97 (AM) and 53 (PM) during the peak hour periods.

Appendix C contains detail sheets pertaining to the raw turning movement count data.



○ = Volumes used for analysis



AM PEAK HOUR
Wednesday, December 11, 2019
7:00 to 8:00 AM
7:15 to 8:15 AM
7:30 to 8:30 AM
 (Unless otherwise noted)

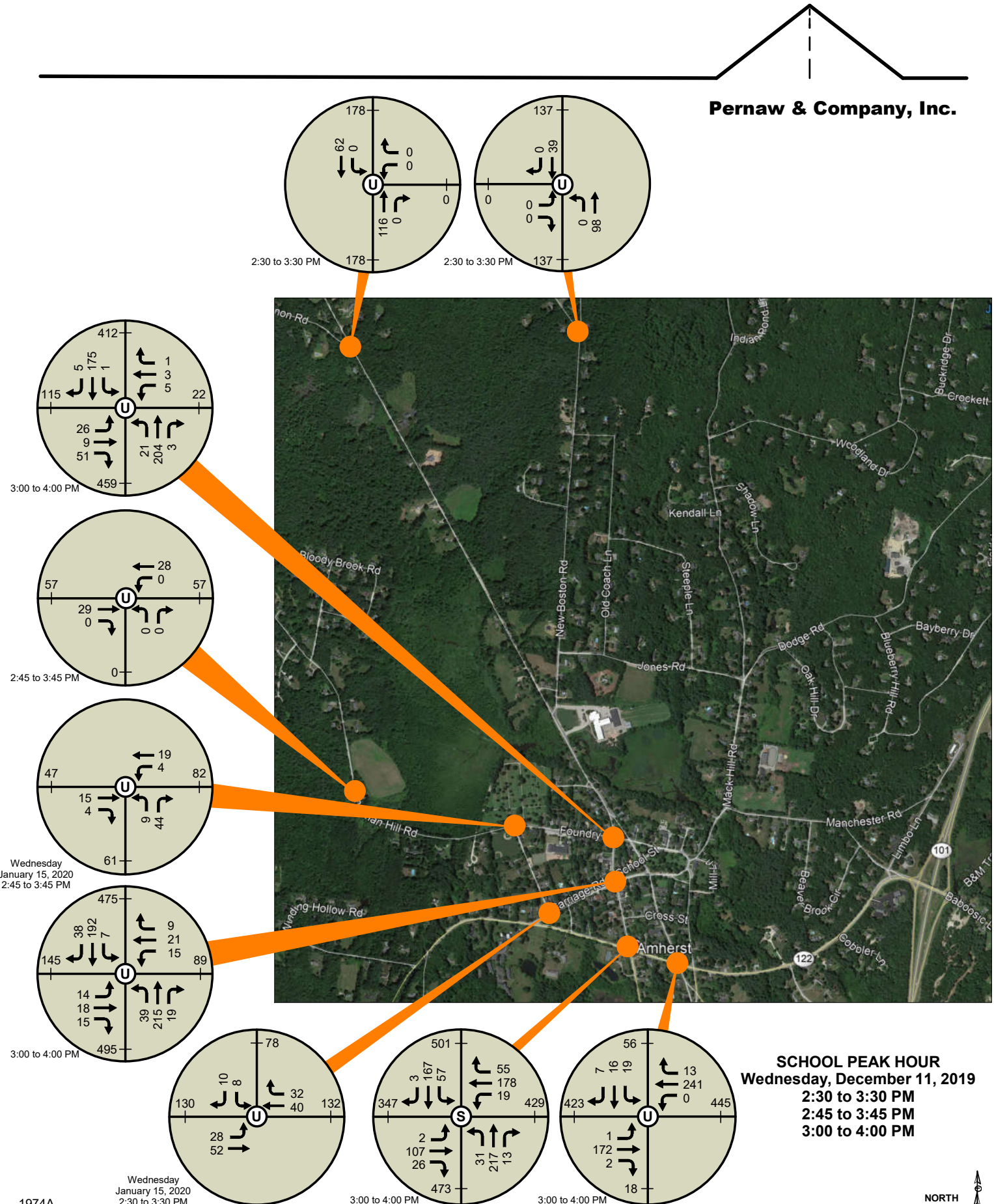


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Figure 2A

2019 Existing Traffic Volumes - AM Peak Hour

Traffic Impact and Site Access Study, Proposed Residential Developments, Amherst, New Hampshire



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Wednesday
January 15, 2020
2:30 to 3:30 PM

3:00 to 4:00 PM

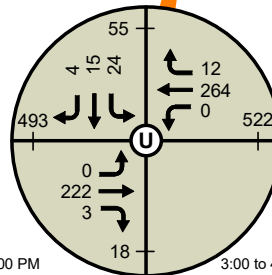
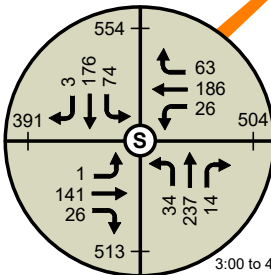
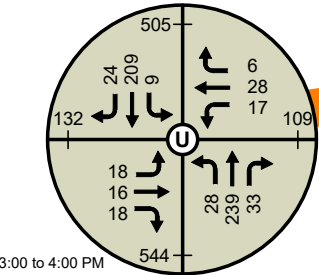
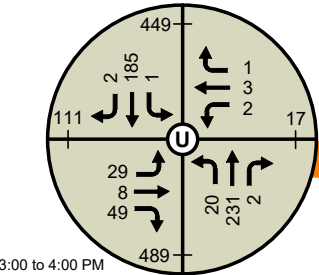
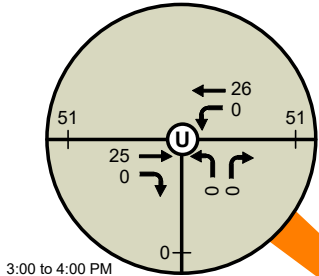
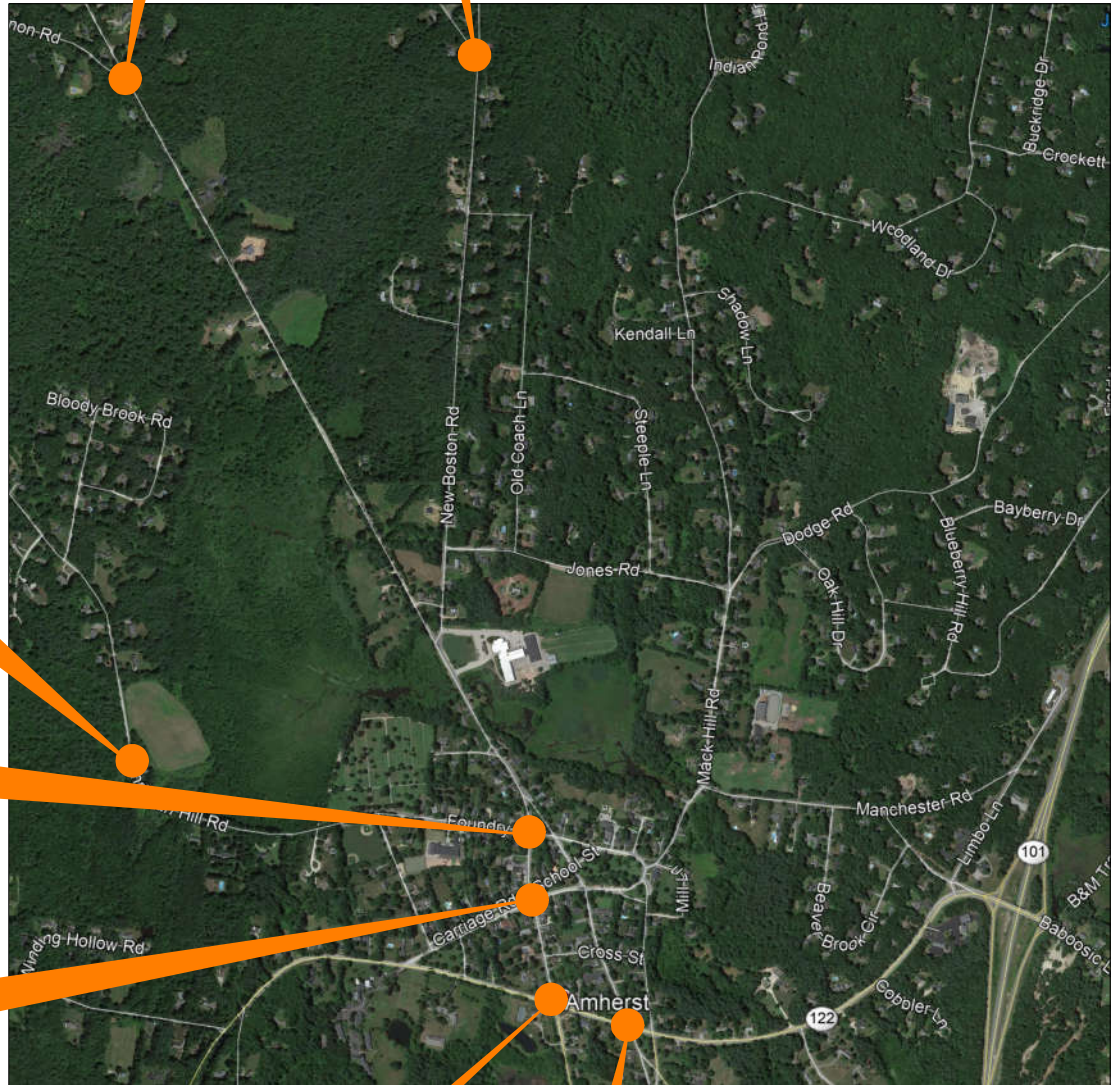
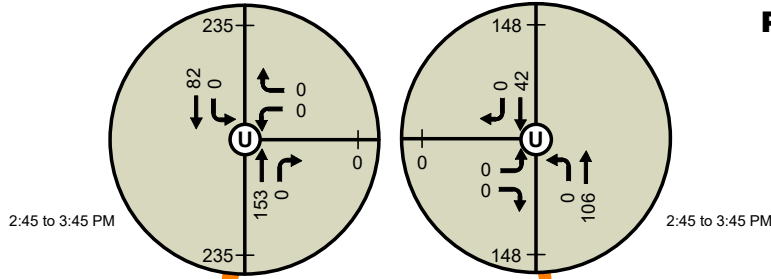
3:00 to 4:00 PM

NORTH

Figure 2B

2019 Existing Traffic Volumes - School Peak Hour - Wednesday

Traffic Impact and Site Access Study, Proposed Residential Developments, Amherst, New Hampshire



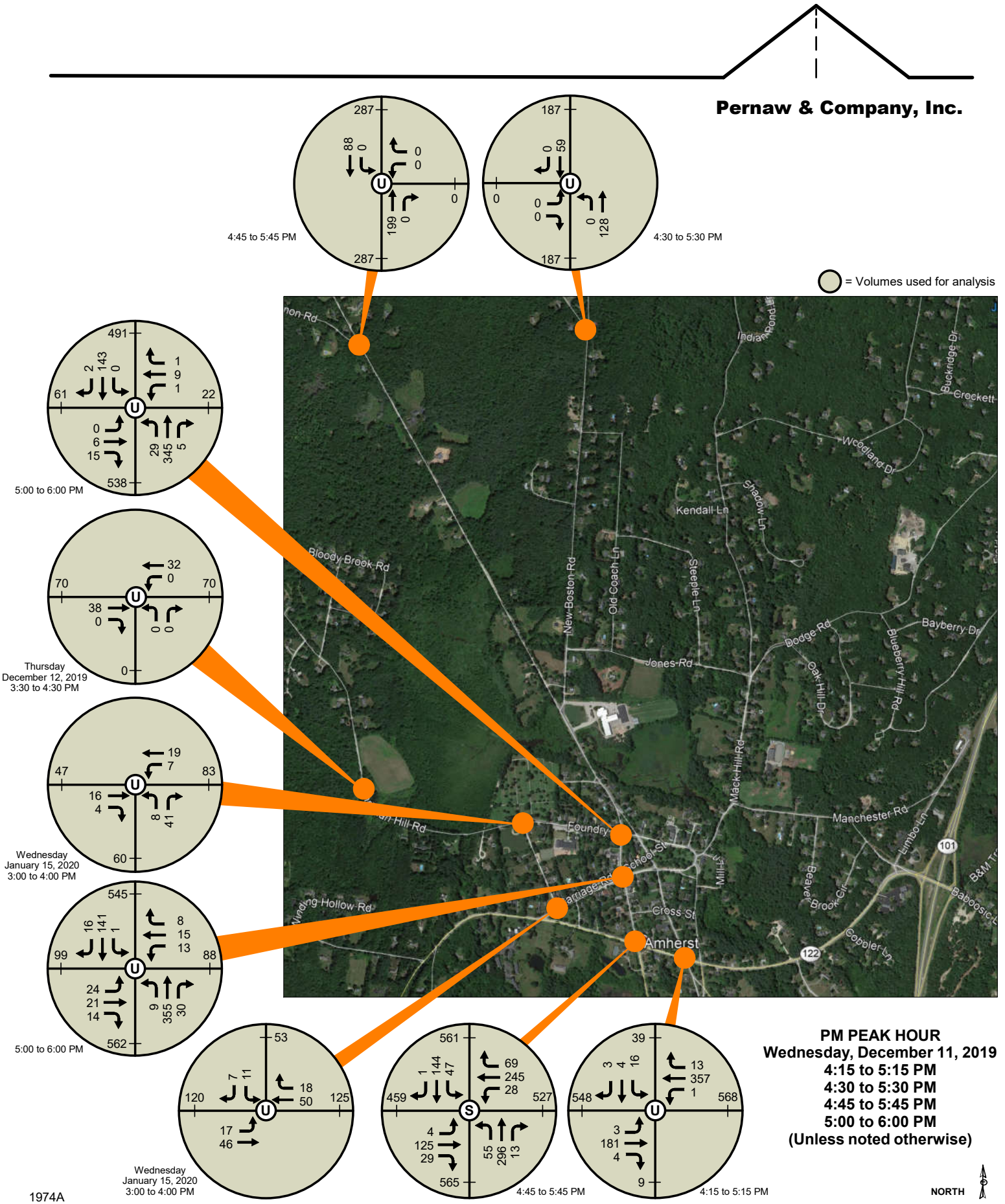
SCHOOL PEAK HOUR
Thursday, December 12, 2019
2:45 to 3:45 PM
3:00 to 4:00 PM

Figure 2C

2019 Existing Traffic Volumes - School Peak Hour - Thursday

Traffic Impact and Site Access Study, Proposed Residential Developments, Amherst, New Hampshire





PM PEAK HOUR
Wednesday, December 11, 2019
 4:15 to 5:15 PM
 4:30 to 5:30 PM
 4:45 to 5:45 PM
 5:00 to 6:00 PM
 (Unless noted otherwise)

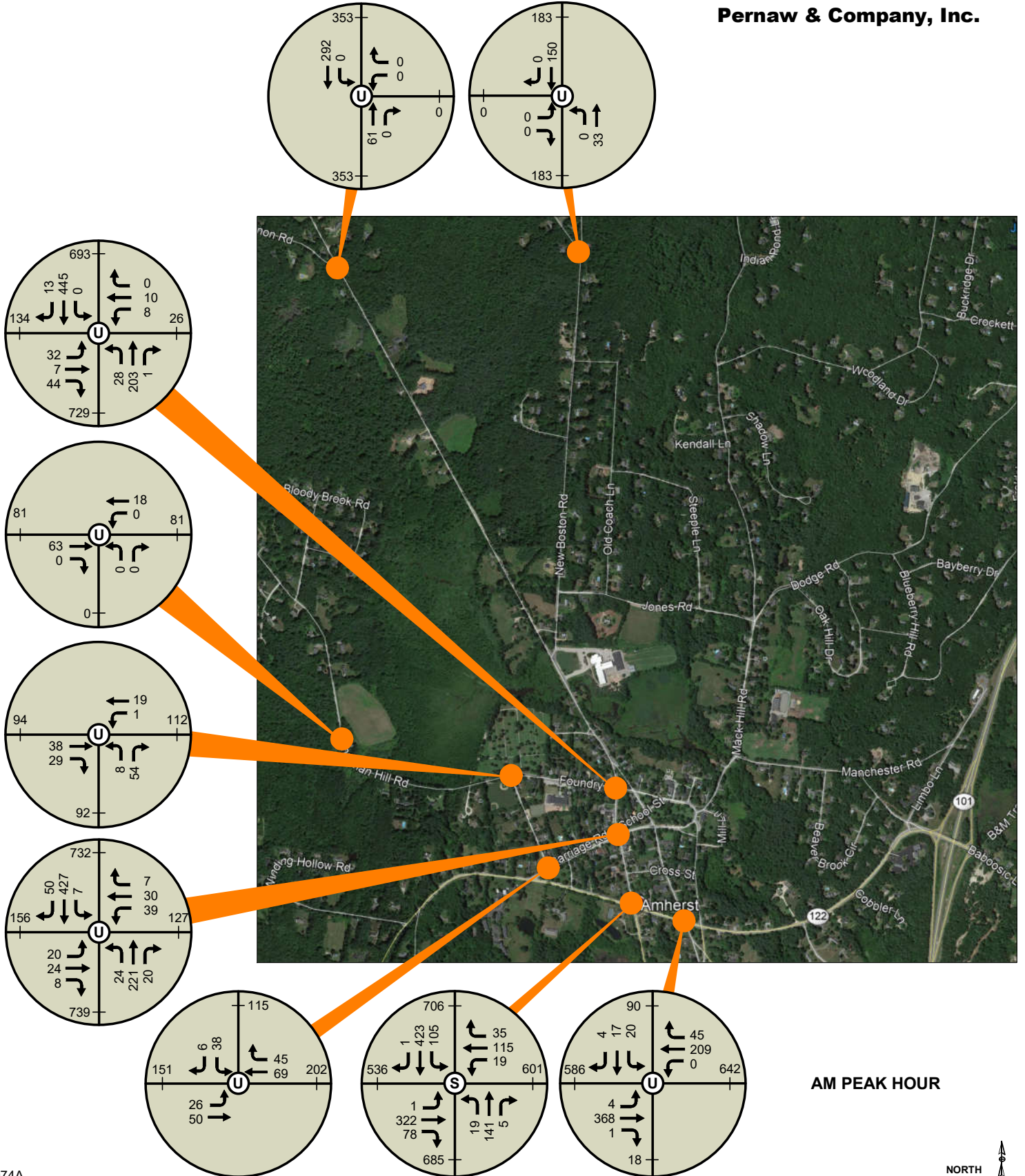
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Figure 2D

2019 Existing Traffic Volumes - PM Peak Hour
 Traffic Impact and Site Access Study, Proposed Residential Developments, Amherst, New Hampshire

NO-BUILD TRAFFIC VOLUMES

The No-Build traffic projections (without the proposed residential developments) for 2021 and 2031 are summarized on Figure 3 through Figure 6. These projections are based on the higher of the two 2019 traffic count days, a two-percent annual background traffic growth rate (compounded annually) to account for normal background traffic growth, and a seasonal adjustment factor of 1.15 to reflect peak-month conditions.

The future traffic projections contained herein are intended to reflect worst-case, peak-month, peak-hour conditions. The calculations pertaining to the derivation of the annual background traffic growth rate and the seasonal adjustment factors are contained in Appendix D.



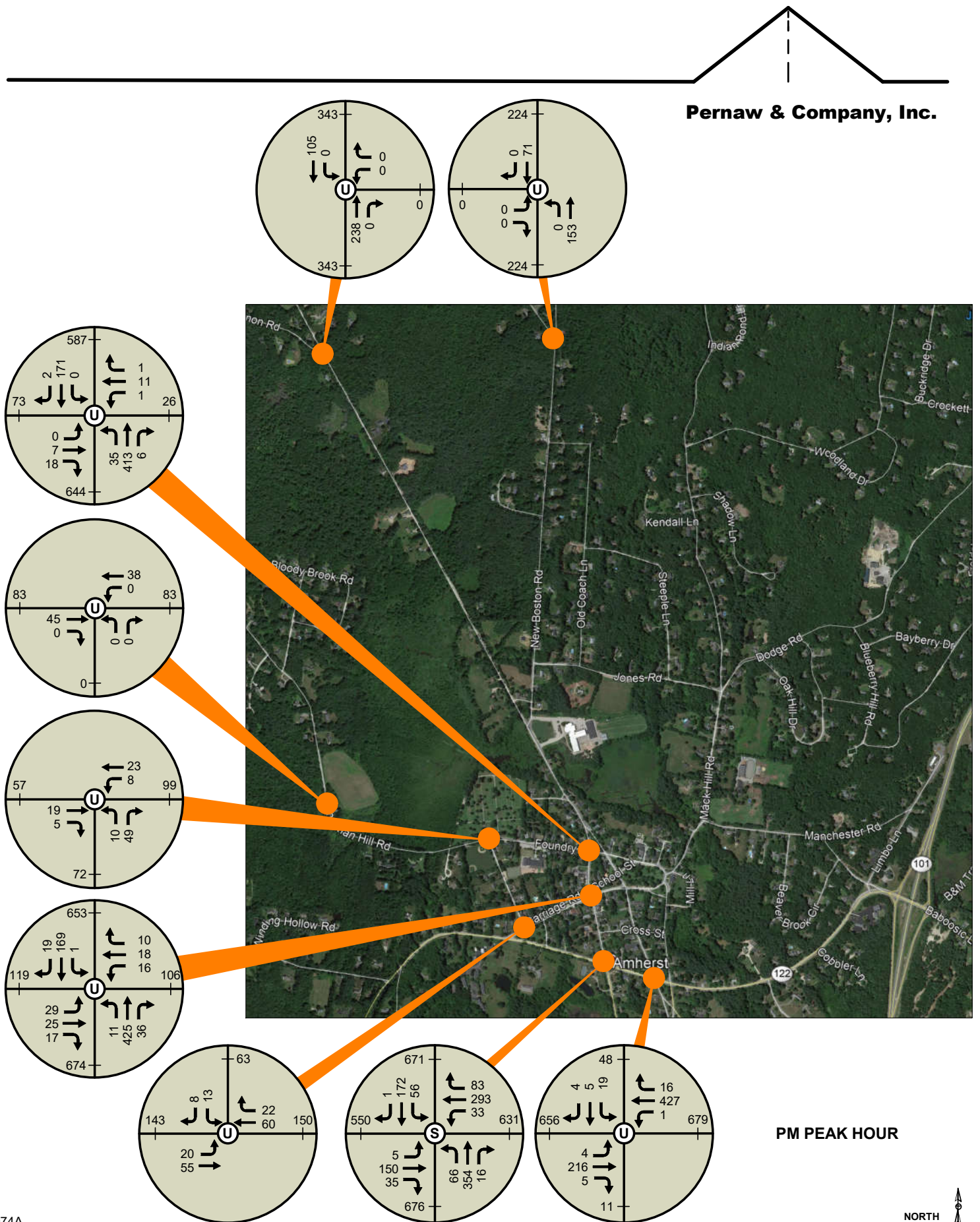
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Figure 3

2021 No-Build Traffic Volumes - AM Peak Hour

Traffic Impact and Site Access Study, Proposed Residential Developments, Amherst, New Hampshire



PM PEAK HOUR



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Figure 4

2021 No-Build Traffic Volumes - PM Peak Hour

Traffic Impact and Site Access Study, Proposed Residential Developments, Amherst, New Hampshire

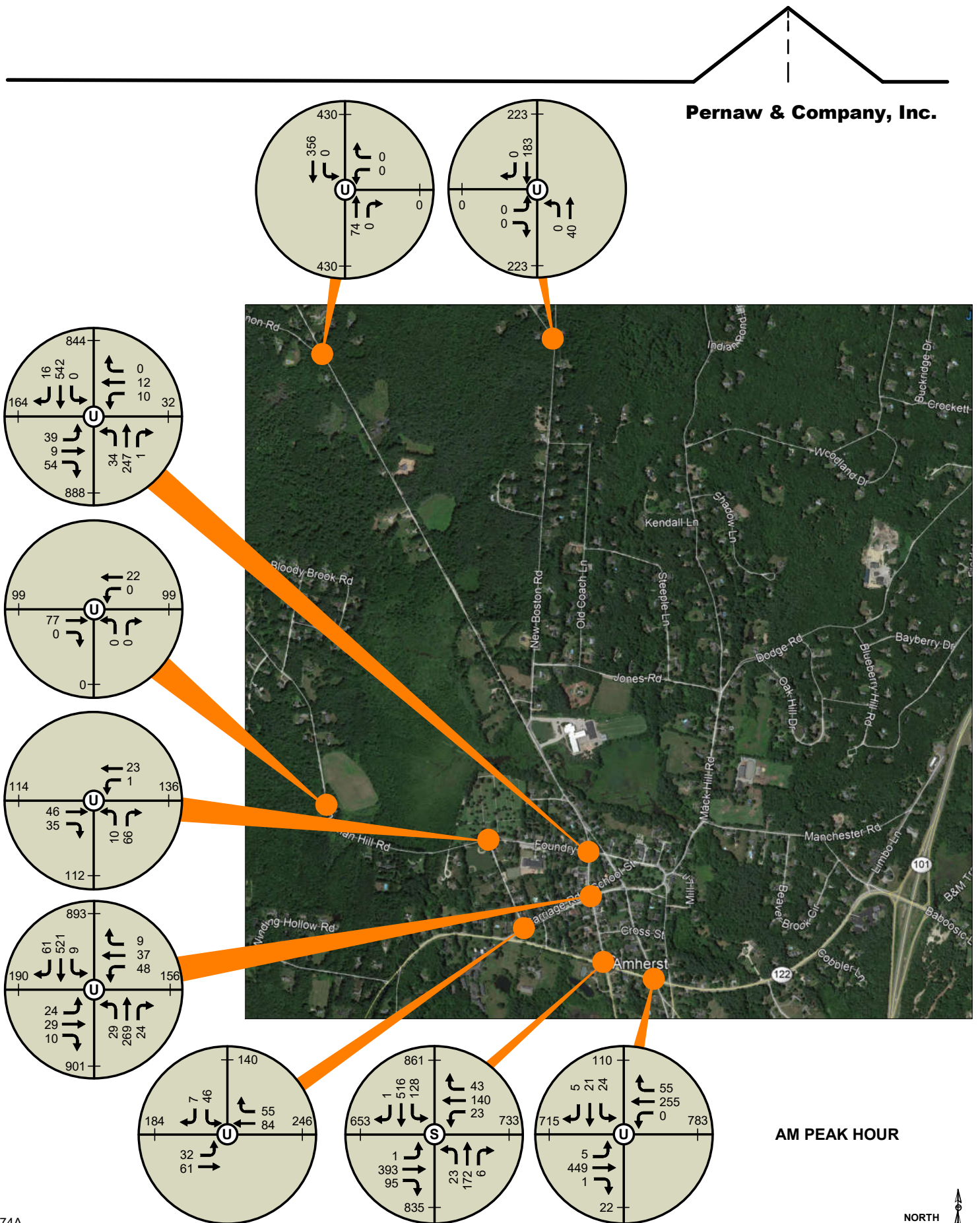
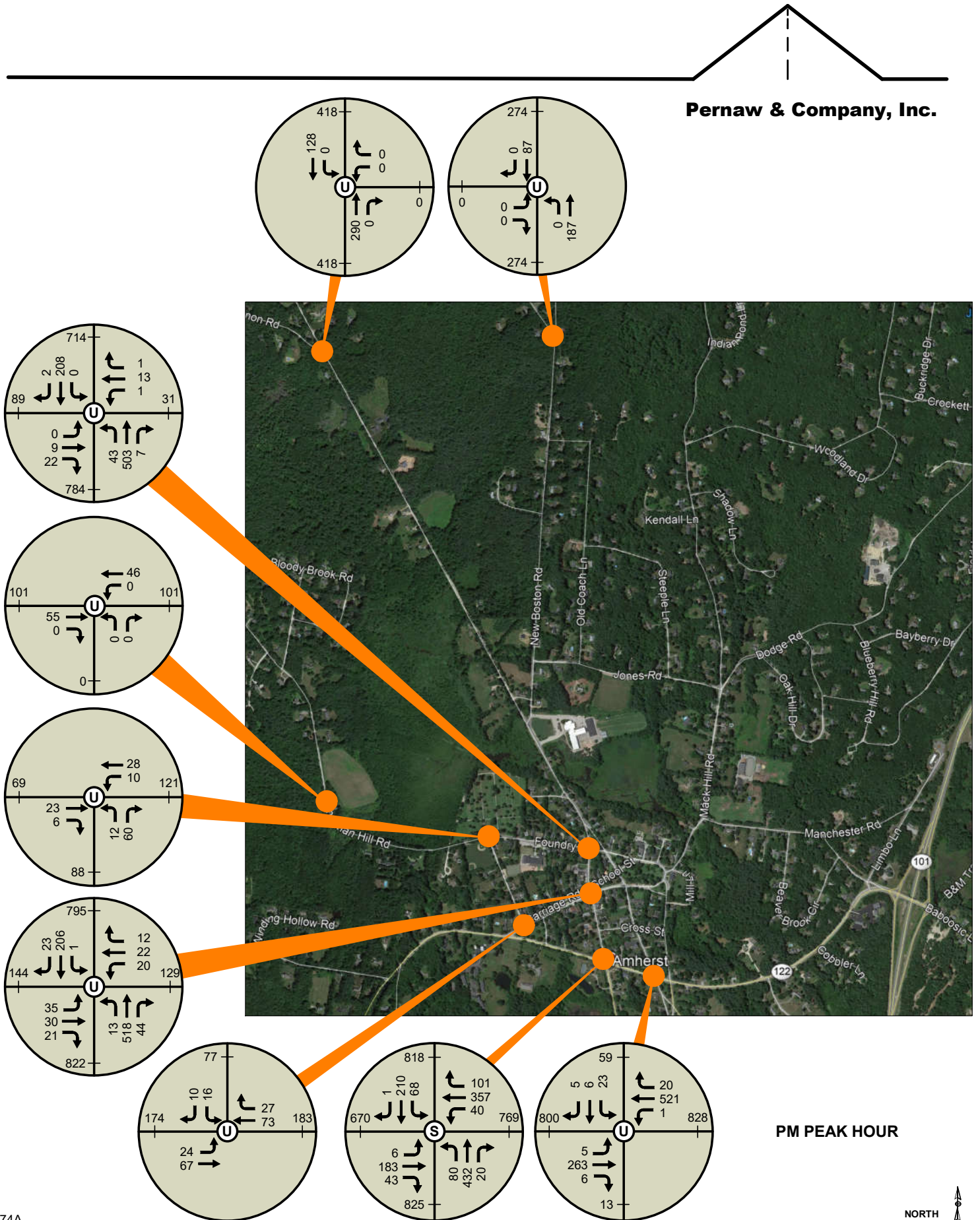


Figure 5

2031 No-Build Traffic Volumes - AM Peak Hour

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PM PEAK HOUR



1974A

Figure 6

2031 No-Build Traffic Volumes - PM Peak Hour

Traffic Impact and Site Access Study, Proposed Residential Developments, Amherst, New Hampshire

SITE GENERATED TRAFFIC

To estimate the quantity of vehicle-trips that will be produced by the TransFarmations and Clearview development projects, Pernaw & Company, Inc. considered the standardized trip-generation rates and equations published by the Institute of Transportation Engineers (ITE)¹ and compared these with “local” trip generation estimates that were derived from traffic counts conducted in Amherst, New Hampshire on Bloody Brook Road (east of Christian Hill Road).

The following table demonstrates that the ITE trip equations under-estimate the AM peak hour trips and over-estimate the PM peak hour trips actually generated by the residences on Bloody Brook Road. Consequently, to produce conservatively high trip generation estimates for the two proposed development projects, the AM peak hour ITE-based estimates were increased by approximately +25%. The PM peak hour ITE-based estimates (adjustment = 1.00) are approximately +20% higher than was actually observed in Amherst.

	Bloody Brook Road Subdivision Trips ¹			ITE Trip Estimate ²	Amherst Adjustment Factor
	Wednesday	Thursday	Average		
AM Peak Hour	30 trips	31 trips	31 trips	25 trips	1.25
PM Peak Hour	26 trips	23 trips	25 trips	30 trips	1.00

¹Turning Movement Count Conducted on December 11 and 12, 2019

²Based on 28 existing dwelling units and trip equation method

Table 1B summarizes the trip generating characteristics for the two development projects based upon ITE Land Use Code 210 (Single-Family Detached Housing), the “Amherst Adjustment Factors” cited above, and the number of dwelling units as the independent variable. The two development projects combined are expected to generate approximately 137 vehicle-trips (35 arrivals, 102 departures) during the weekday AM peak hour and 144 vehicle-trips (91 arrivals, 53 departures) during the weekday PM peak hour, on an average weekday basis.

All vehicle-trips associated with the proposed residential developments are classified as “primary” trips, or new trips to the area. Appendix E contains the trip generation computations for the proposed residential developments, along with diagrams that summarize the distribution of the primary trips at the various study area intersections.

¹ Institute of Transportation Engineers, *Trip Generation Manual*, tenth edition (Washington, D.C., 2017). 1974A

Table 1B

Trip Generation Summary

	Clearview ¹			TransFarmations				Total
	East Side	West Side	Sub Total	Conventional Units ²	Large Units ³	Farm & CSA ⁴	Sub Total	
AM Peak Hour⁵								
Entering	9 veh	10 veh	19 veh	12 veh	2 veh	2 veh	16 veh	35 trips
Exiting	<u>25 veh</u>	<u>27 veh</u>	<u>52 veh</u>	<u>40 veh</u>	2 veh	2 veh	<u>50 veh</u>	<u>102 trips</u>
Total	34 trips	37 trips	71 trips	52 trips	10 trips	4 trips	66 trips	137 trips
PM Peak Hour								
Entering	21 veh	23 veh	44 veh	35 veh	8 veh	4 veh	47 veh	91 trips
Exiting	<u>12 veh</u>	<u>14 veh</u>	<u>26 veh</u>	<u>20 veh</u>	3 veh	4 veh	<u>27 veh</u>	<u>53 trips</u>
Total	33 trips	37 trips	70 trips	55 trips	11 trips	8 trips	74 trips	144 trips
Weekday (24-Hour)⁵								
Entering	221 veh	248 veh	469 veh	363 veh	68 veh	20 veh	451 veh	920 trips
Exiting	<u>221 veh</u>	<u>248 veh</u>	<u>469 veh</u>	<u>363 veh</u>	68 veh	20 veh	<u>451 veh</u>	<u>920 trips</u>
Total	442 trips	496 trips	938 trips	726 trips	136 trips	40 trips	902 trips	1840 trips

¹ Single-Family Detached Housing Units (31 East Side, 35 West Side = 66 Units Total)

² Single-Family & Duplex Units (53 Dwelling Units)

³ Large Units (6 4-Bedrooms Units = ITE Rate x 1.5; 1 6-Bedroom Unit = ITE Rate x 2.0)

⁴ Based on 250 trips/week, K-Factor = 0.10 (AM), 0.20 (PM)

⁵ Local Adjustment Factor = 1.25 (AM)

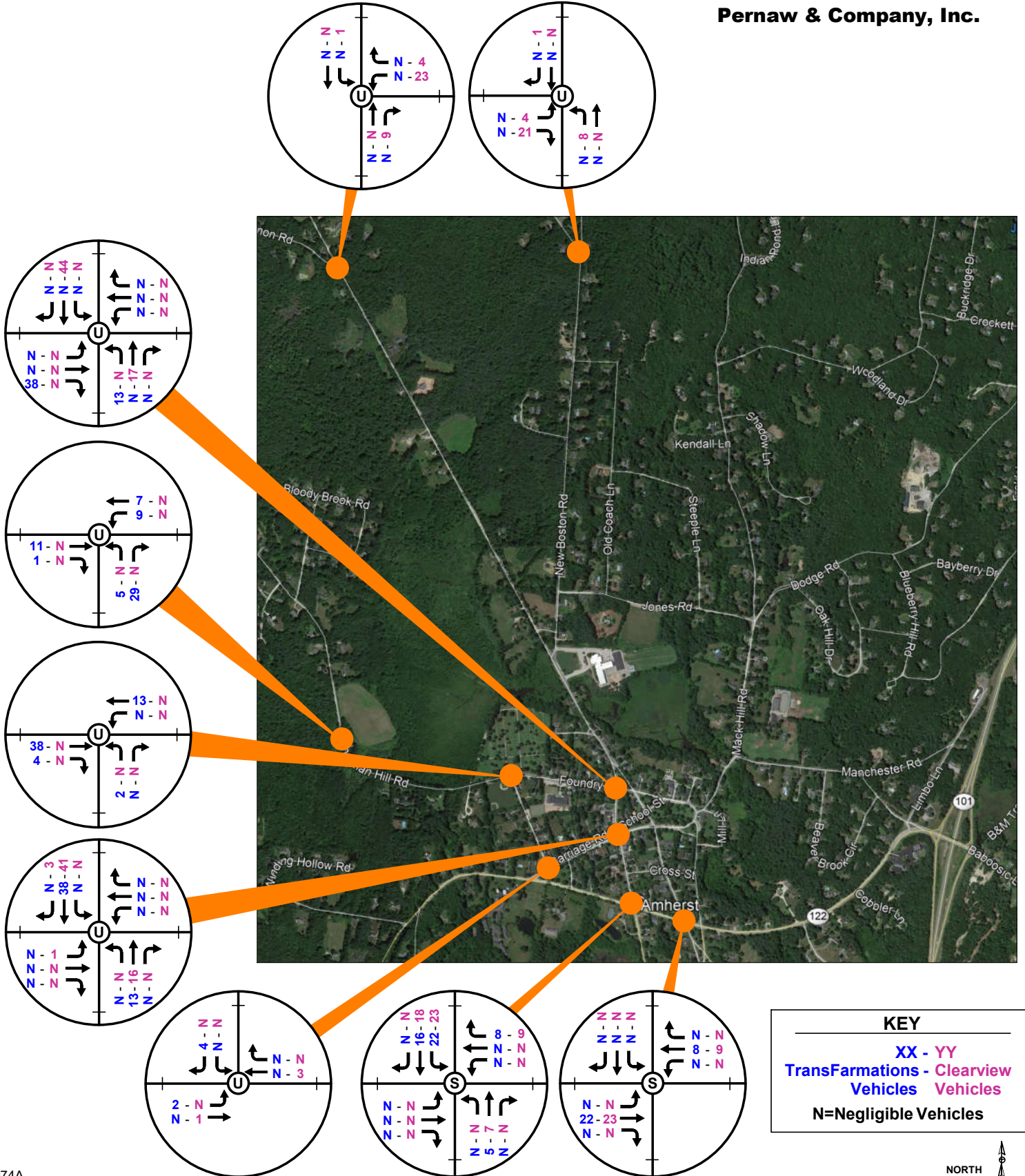
BUILD PROJECTIONS

The traffic increases associated with each development project are summarized on Figure 7 (AM) and Figure 8 (PM) and are based on the trip generation estimates in Table 1B, and the expectation that the primary trips will be distributed in the following manner:

<u>Gateway</u>	<u>TransFarmations</u>	<u>Clearview - West</u>	<u>Clearview - East</u>
To / From Points North via Boston Post Road	0%	15%	0%
To / From Points North via New Boston	0%	0%	15%
To / From Points East via Amherst St	45%	45%	45%
To / From Points South via Boston Post Rd.	30%	35%	35%
To / From Points West via Amherst Street	10%	5%	5%
To / From Points West via Christian Hill Road	<u>15%</u>	<u>0%</u>	<u>0%</u>
	100%	100%	100%

These percentages were based on the analysis of: 1) the census commuting pattern data, 2) the turning movement count that was conducted at Bloody Brook Road and 3) our local knowledge of the study area.

The Build traffic projections with the proposed Clearview and TransFarmations developments for 2021 (opening year) and 2031 (horizon year) are summarized on Figure 9 through Figure 12. These projections are based on the No-Build traffic volumes and the traffic increases for each development (Figure 7 and Figure 8).

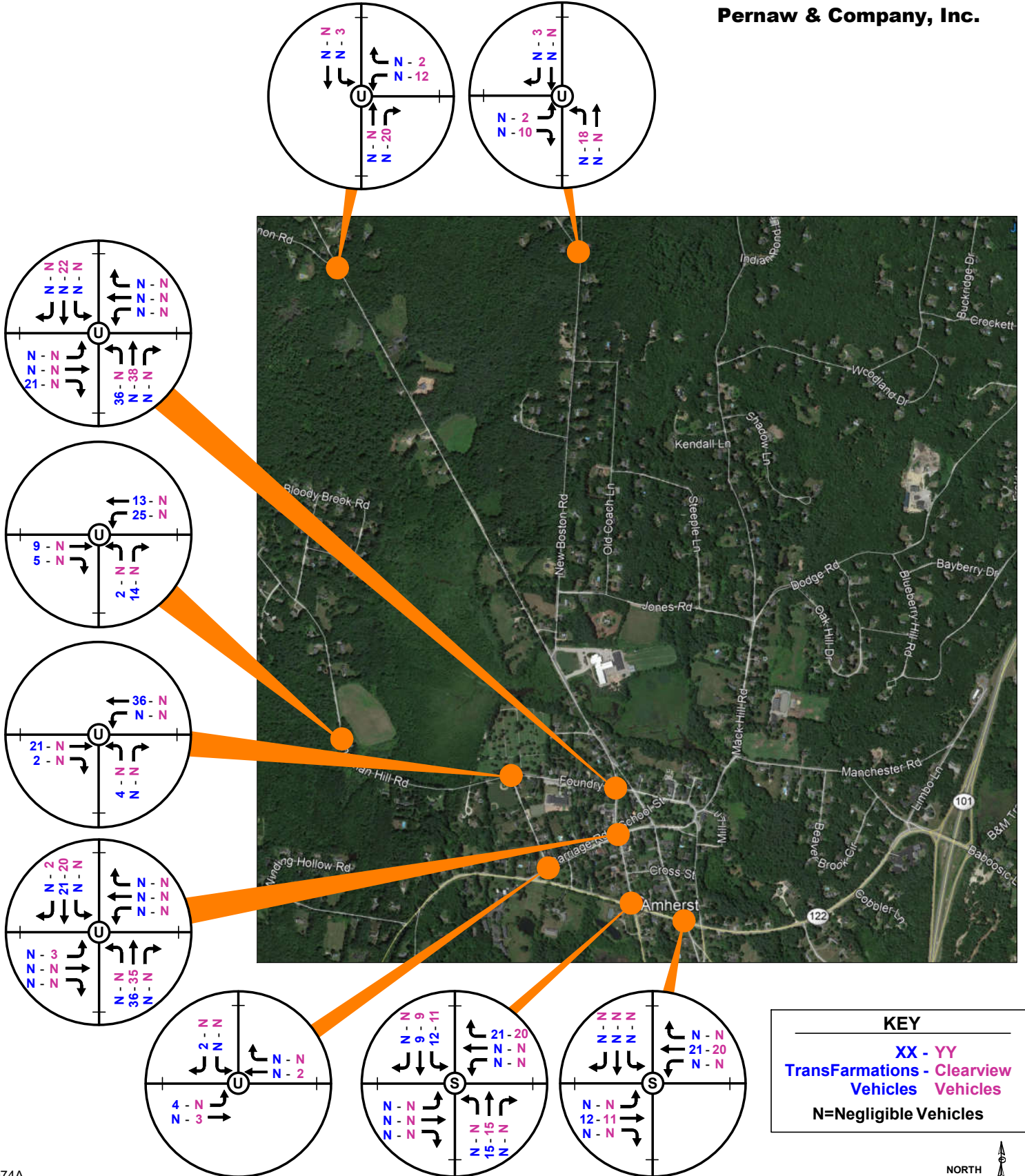


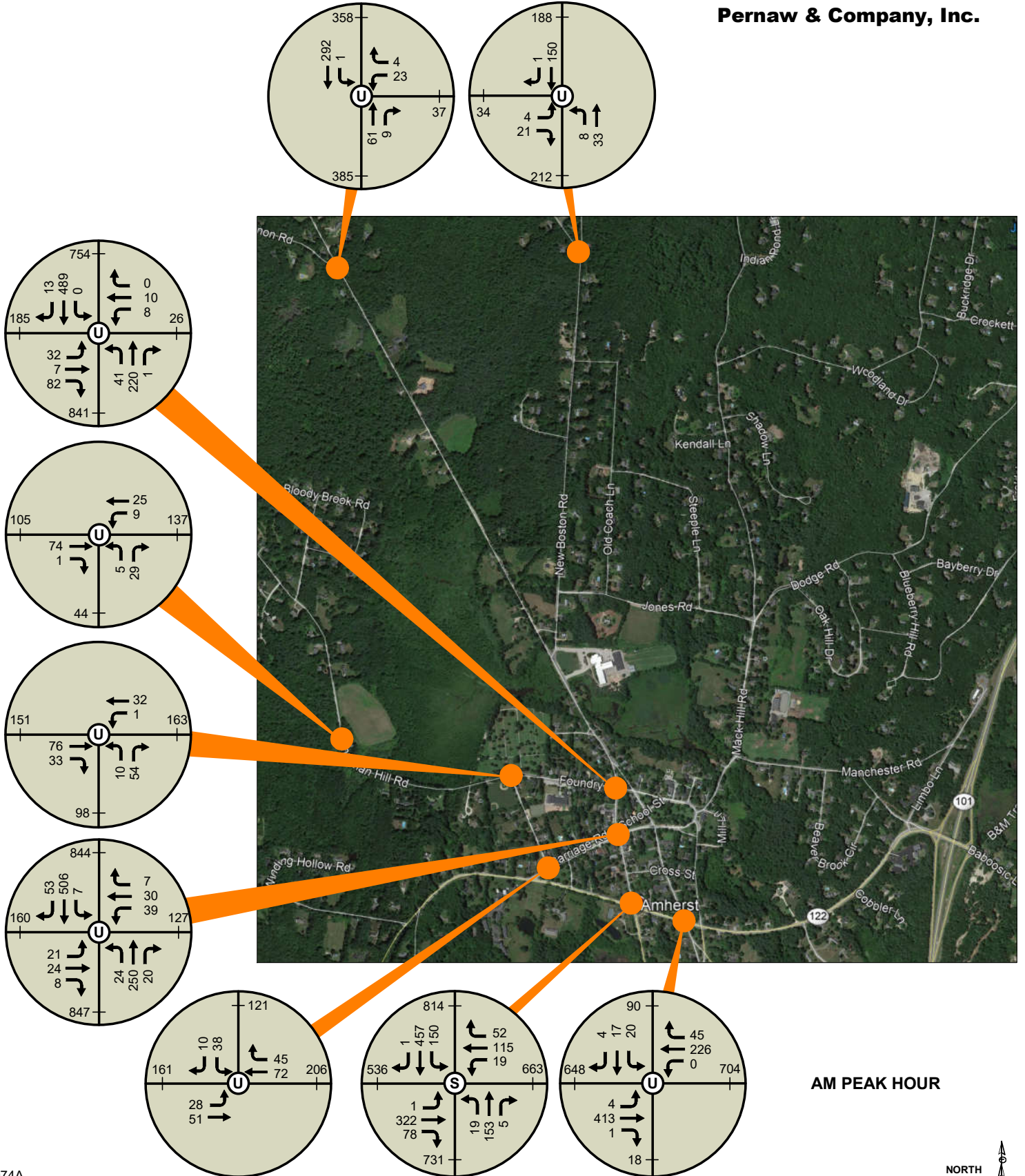
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Figure 7

Site Generated Traffic Volumes - AM Peak Hour

Traffic Impact and Site Access Study, Proposed Residential Developments, Amherst, New Hampshire





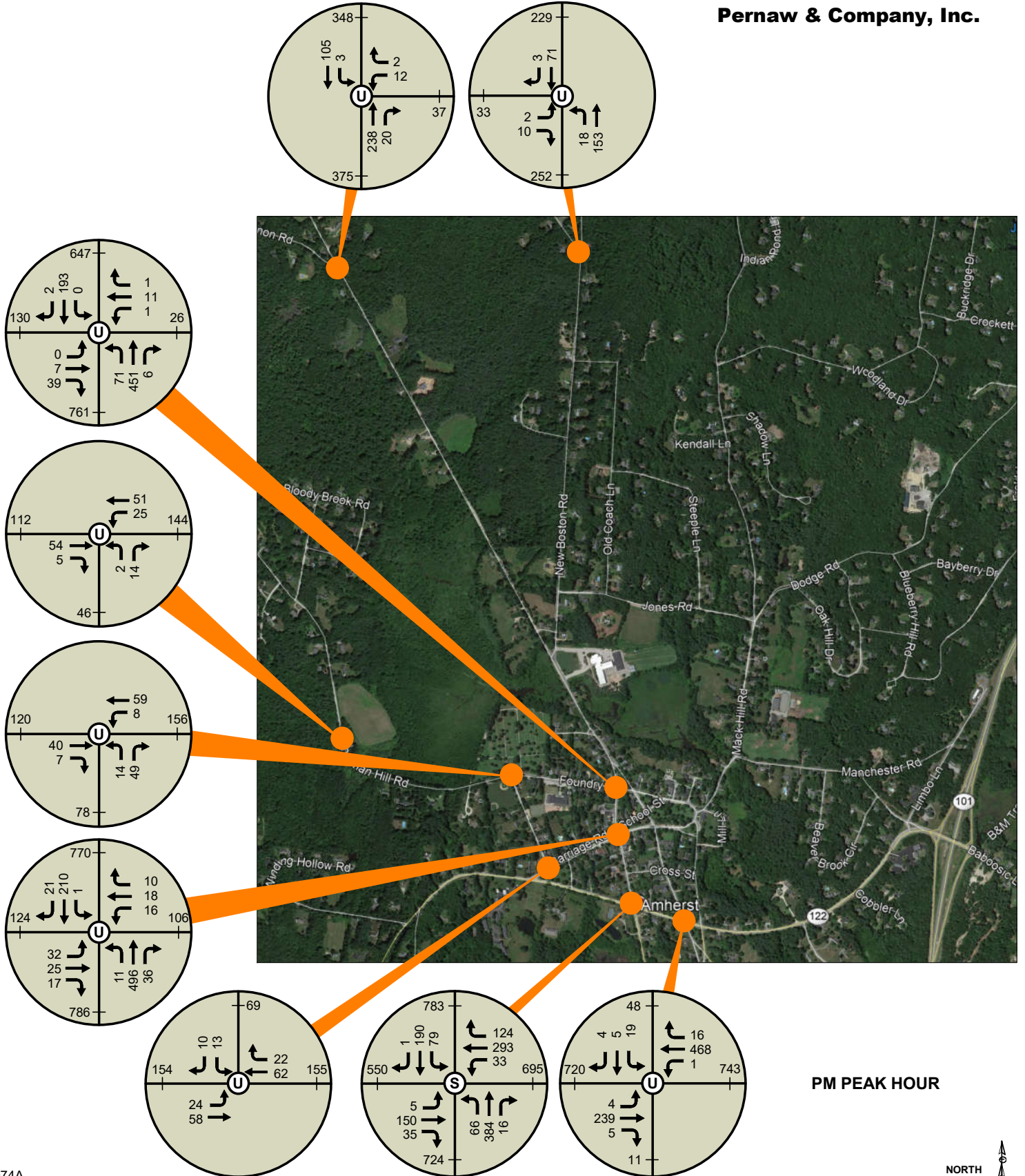
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Figure 9

2021 Build Traffic Volumes - AM Peak Hour

Traffic Impact and Site Access Study, Proposed Residential Developments, Amherst, New Hampshire



PM PEAK HOUR

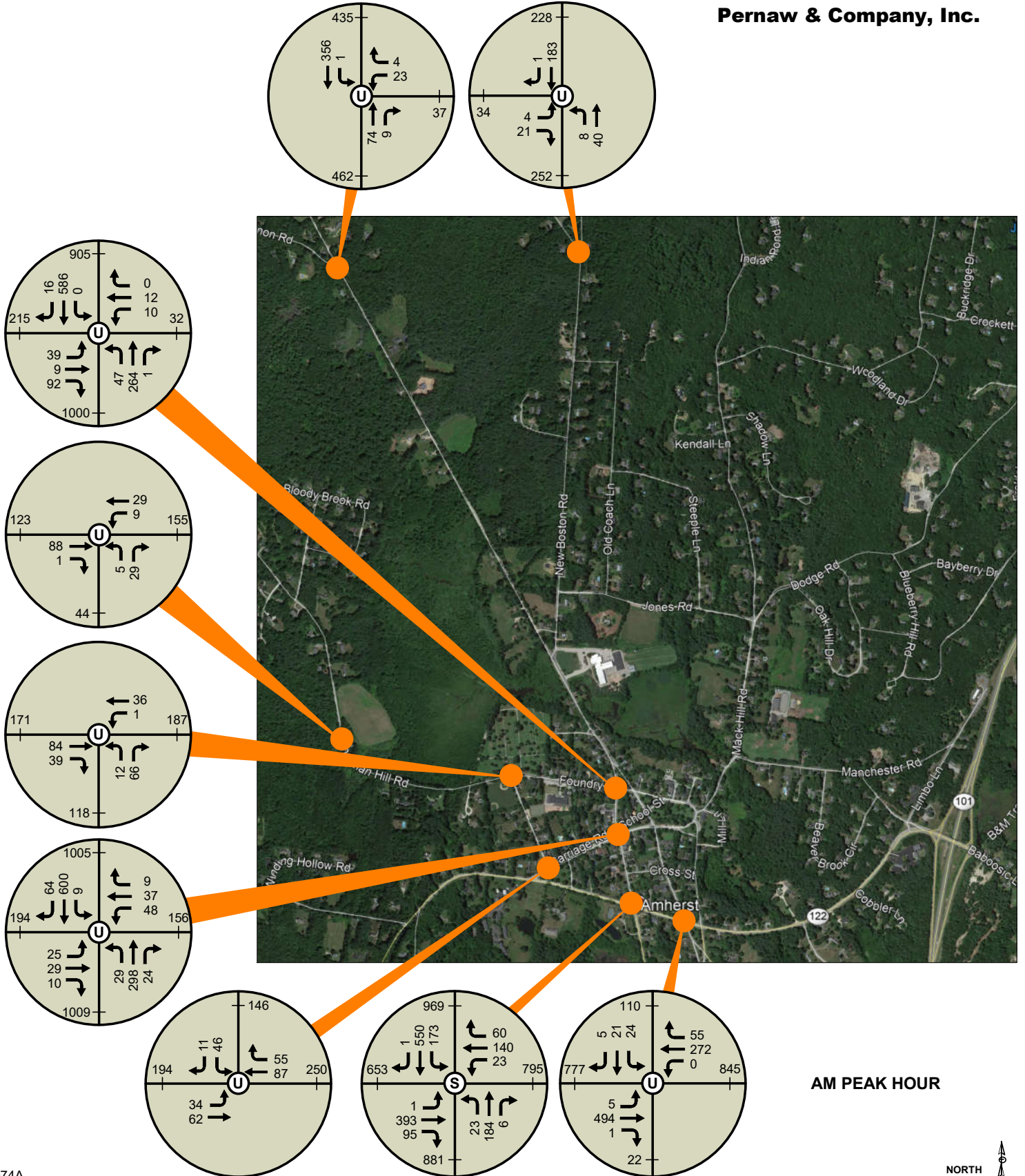


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Figure 10

2021 Build Traffic Volumes - PM Peak Hour

Traffic Impact and Site Access Study, Proposed Residential Developments, Amherst, New Hampshire

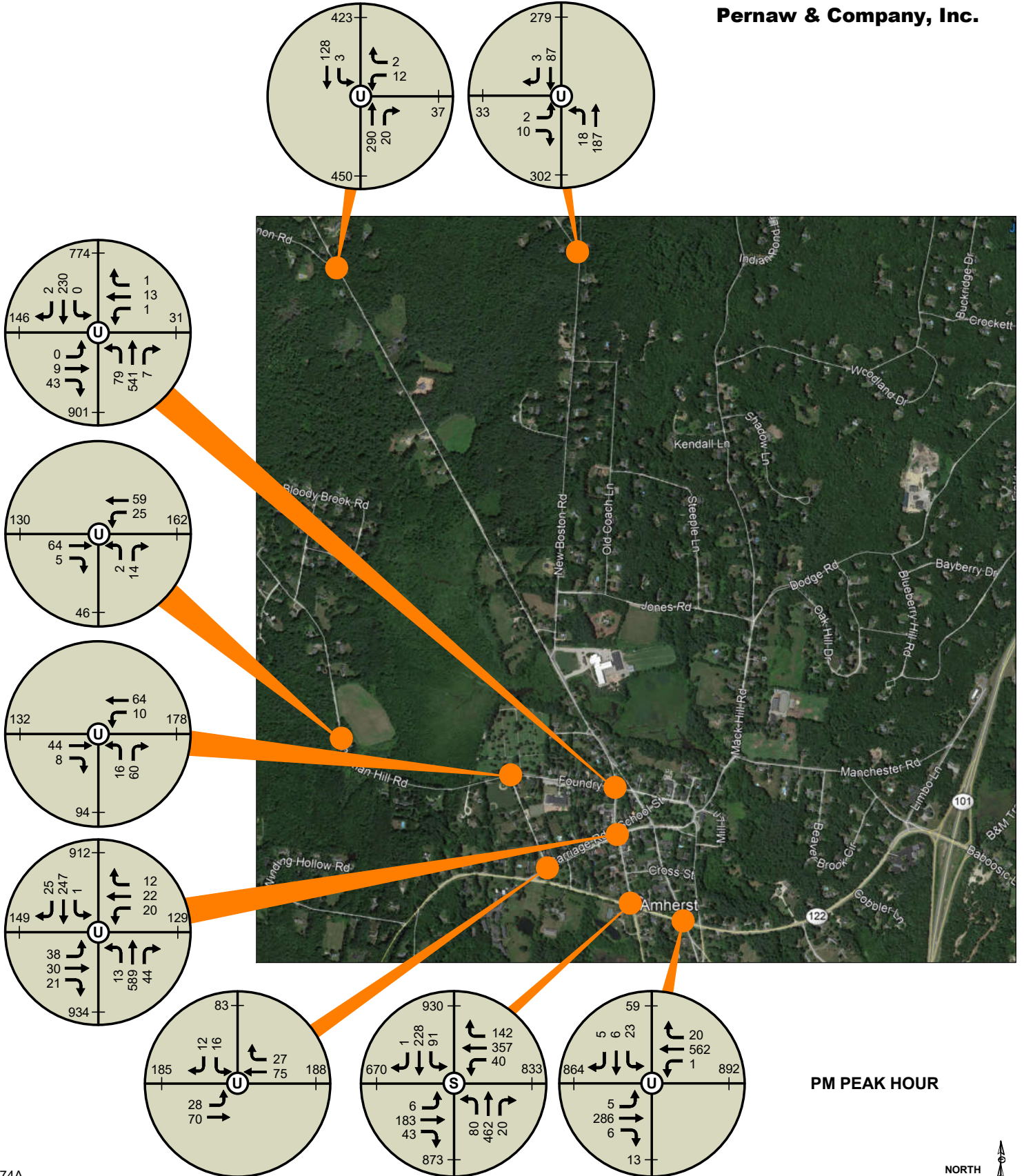


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Figure 11

2031 Build Traffic Volumes - AM Peak Hour

Traffic Impact and Site Access Study, Proposed Residential Developments, Amherst, New Hampshire



PM PEAK HOUR



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Figure 12

2031 Build Traffic Volumes - PM Peak Hour

Traffic Impact and Site Access Study, Proposed Residential Developments, Amherst, New Hampshire

IMPACT SUMMARY

TRAFFIC VOLUME INCREASES

The net impact that the proposed residential developments will have on the study area intersections can be estimated by comparing the No-Build traffic projections with the Build projections. The impacts from each development are summarized on Figure 13 and shows that the following study area intersections will be impacted by both development projects:

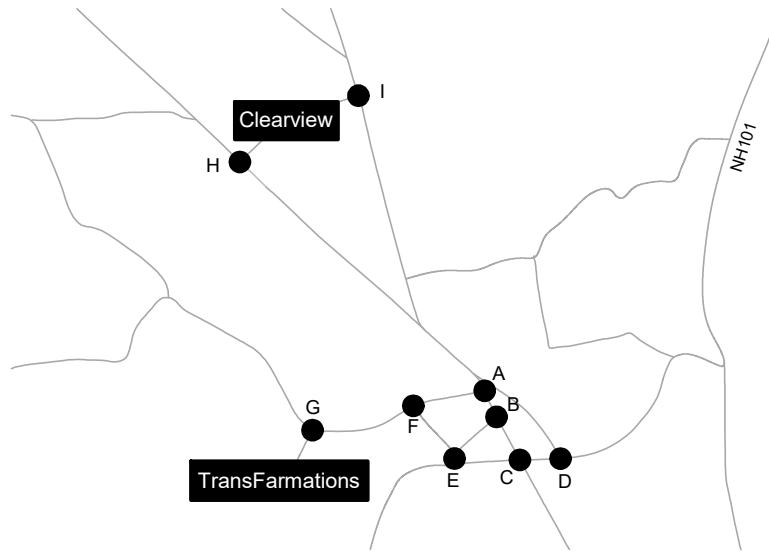
- Boston Post Road / Foundry Street: AM = +51 from TransFarmations, +61 from Clearview
PM = +57 from TransFarmations, + 60 from Clearview
- Boston Post Road / Main Street: AM = +51 from TransFarmations, +61 from Clearview
PM = +57 from TransFarmations, + 60 from Clearview
- Boston Post Road / Amherst Street: AM = +51 from TransFarmations, +57 from Clearview
PM = +57 from TransFarmations, + 55 from Clearview
- Main Street / Davis Street: AM = +6 from TransFarmations, +4 from Clearview
PM = +6 from TransFarmations, +5 from Clearview

The following study area intersection is expected to be impacted primarily by the TransFarmations development:

- Christian Hill / Foundry / Davis: AM = +57 from TransFarmations, negligible from Clearview
PM = +63 from TransFarmations, negligible from Clearview

In terms of percentage increases in overall traffic demand, site traffic from both developments is expected to increase the utilization of the Boston Post Road/Foundry Street intersection by +14% (AM) and +18% (PM) during the peak hour periods. Similarly, the Boston Post Road/Main Street intersection is expected to accommodate increases of +13% (AM) and +15% (PM), and the Boston Post Road/Amherst Street signalized intersection by +9% during both peak hour periods.

To put these impacts into perspective, the NHDOT short-term count station on NH122 (south of Baboosic Lake Road) in 2017 revealed that normal variations in random traffic flow from one day to the next accounted for changes up to +12% during the weekday PM peak hour. A similar NHDOT count on Boston Post Road (over Beaver Brook) indicated that changes of up to +18% occurred during the PM peak hour. From this it is reasonable to conclude that the combined traffic increases associated with the TransFarmations and Clearview developments are comparable to the changes in traffic demand that currently occur in Amherst due to random traffic flow from one day to the next.



Weekday AM Peak Hour

Intersection	2021 No-Build Volumes	Site Generated Volumes			2021 Build Volumes	Percentage Increases		
		Trans- Farmations	Clearview	Both		Trans- Farmations	Clearview	Both
A: BPR / Foundary	791	51	61	112	903	6%	8%	14%
B: BPR / Main	877	51	61	112	989	6%	7%	13%
C: BPR / Amherst	1264	51	57	108	1372	4%	5%	9%
D: Amherst / Middle	668	30	32	62	730	4%	5%	9%
E: Main / Davis	234	6	4	10	244	2%	2%	4%
F: CHR / Foundry / Davis	149	57	0	57	206	38%	0%	38%
G: CHR / Proposed Road A	81	62	0	62	143	77%	0%	77%
H: BPR / Proposed Road B	353	0	37	37	390	0%	10%	10%
I: NBR / Proposed Road C	183	0	34	34	217	0%	19%	19%
Overall Study Area:	4600	308	286	594	5194	7%	6%	13%

Weekday PM Peak Hour

Location	2021 No-Build Volumes	Site Generated Volumes			2021 Build Volumes	Percentage Increases		
		Trans- Farmations	Clearview	Both		Trans- Farmations	Clearview	Both
A: BPR / Foundary	665	57	60	117	782	9%	9%	18%
B: BPR / Main	776	57	60	117	893	7%	8%	15%
C: BPR / Amherst	1264	57	55	112	1376	5%	4%	9%
D: Amherst / Middle	697	33	31	64	761	5%	4%	9%
E: Main / Davis	178	6	5	11	189	3%	3%	6%
F: CHR / Foundry / Davis	114	63	0	63	177	55%	0%	55%
G: CHR / Proposed Road A	83	68	0	68	151	82%	0%	82%
H: BPR / Proposed Road B	343	0	37	37	380	0%	11%	11%
I: NBR / Proposed Road C	224	0	33	33	257	0%	15%	15%
Overall Study Area:	4344	341	281	622	4966	8%	6%	14%



Figure 13

2121 Impact Summary

Traffic Impact and Site Access Study, Proposed Residential Developments, Amherst, New Hampshire

TRAFFIC OPERATIONS AND SAFETY

INTERSECTION CAPACITY – UNSIGNALIZED INTERSECTIONS

The short-range (2021) and long-range (2031) traffic projections form the basis for assessing traffic operations at the five existing and three proposed unsignalized study area intersections from a capacity and delay standpoint. These intersections were analyzed according to the methodologies of the *Highway Capacity Manual 2010*² as replicated by the latest edition of the *Synchro Signal Timing Software (Version 10)*, which is capable of analyzing unsignalized intersections as well.

Capacity and Level of Service (LOS) calculations pertaining to unsignalized intersections address the quality of service for those vehicles turning into and out of the intersecting side street or driveway. The availability of adequate gaps in the traffic stream on the major street actually controls the potential capacity for vehicle movements to and from the minor approaches. Levels of Service are simply letter grades (A-F) which categorize the vehicle delays associated with specific turning maneuvers. The following table describes the criteria used in this analysis.

Table 2	Level-of-Service Criteria for Unsignalized Intersections
Level of Service	Control Delay (seconds/vehicle)
A	≤ 10.0
B	> 10.0 and ≤ 15.0
C	> 15.0 and ≤ 25.0
D	> 25.0 and ≤ 35.0
E	> 35.0 and ≤ 50.0
F	> 50.0

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

² Transportation Research Board, *Highway Capacity Manual* (Washington, D.C., 2010).
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Boston Post Road/Foundry Street – The analysis of this intersection is summarized on Table 3. It should be noted that the capacity analysis methodology is not capable of reflecting the use of police officer control during the morning and school peak hour periods. The analysis indicates that the departure movements from the Foundry Street approaches will operate below capacity in the 2021 opening year, without police officer control, regardless of the two development projects. By 2031 the eastbound approach would become capacity deficient during the morning peak hour period with both development projects fully occupied, and no police officer control. This means that continued use of police officer control is advisable at this intersection during the morning peak hour period. The left-turn movements from Boston Post Road on to Foundry Street will operate at LOS A during all hours of the day through the horizon year and beyond with the developments fully occupied.

Table 3	STOP-Controlled Intersection Capacity Analysis Boston Post Road / Foundry Street								
	Weekday AM Peak Hour ⁵					Weekday PM Peak Hour			
	Delay ¹	V/C ²	LOS ³	Queue ⁴	Delay ¹	V/C ²	LOS ³	Queue ⁴	
Boston Post Road - NB LT									
2019 Existing	8.3	0.02	A	<1	7.7	0.02	A	<1	
2021 No Build	8.6	0.03	A	<1	7.8	0.03	A	<1	
2021 Build	8.8	0.05	A	<1	8.0	0.06	A	<1	
2031 No Build	9.0	0.04	A	<1	8.0	0.04	A	<1	
2031 Build	9.3	0.06	A	<1	8.2	0.07	A	<1	
Foundry Street - EB LT & TH & RT									
2019 Existing	19.2	0.39	C	2	11.2	0.05	B	<1	
2021 No Build	28.0	0.56	D	3	12.0	0.07	B	<1	
2021 Build	50.7	0.82	F	7	12.2	0.12	B	<1	
2031 No Build	72.0	0.89	F	8	13.6	0.10	B	<1	
2031 Build	179.9	1.25	F	16	14.1	0.17	B	1	
Foundry Street - WB LT & TH & RT									
2019 Existing	17.7	0.07	C	<1	14.7	0.06	B	<1	
2021 No Build	22.0	0.10	C	<1	17.0	0.09	C	<1	
2021 Build	30.9	0.15	D	1	20.9	0.11	C	<1	
2031 No Build	32.1	0.18	D	1	21.1	0.13	C	<1	
2031 Build	55.3	0.29	F	1	26.7	0.17	D	1	
Boston Post Road - SB LT									
2019 Existing	0.0	0.00	A	<1	0.0	0.00	A	<1	
2021 No Build	0.0	0.00	A	<1	0.0	0.00	A	<1	
2021 Build	0.0	0.00	A	<1	0.0	0.00	A	<1	
2031 No Build	0.0	0.00	A	<1	0.0	0.00	A	<1	
2031 Build	0.0	0.00	A	<1	0.0	0.00	A	<1	

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

⁵ HCM results do not reflect Police Officer Control during school hours

Appendix F contains the computations pertaining to these analyses.

Boston Post Road/Main Street – This intersection currently operates with stop sign control on all four approaches. The primary advantage associated with All-Way-Stop Control (AWSC) is that vehicle delays occur on each of the four approaches rather than being confined and concentrated on the two minor approaches. The primary disadvantage with AWSC is that intersection capacity is reduced. The analysis of this intersection is summarized on Table 4 and indicates that the southbound and northbound approaches on Boston Post Road have the least available capacity during the AM and PM peak hour periods, respectively. By 2031, the southbound approach will be capacity deficient during the AM peak hour, both with and without site traffic from the two proposed developments. This means that vehicle queues and delays will become longer in future years. Oftentimes drivers will continue to seek alternate routes during peak times. Police officer control, similar to the Foundry Street intersection, could remedy this situation. Appendix F contains the computations pertaining to these analyses.

Table 4	All-Way STOP-Controlled Intersection Capacity Analysis Boston Post Road / Main Street							
	Weekday AM Peak Hour				Weekday PM Peak Hour			
	Delay ¹	V/C ²	LOS ³	Queue ⁴	Delay ¹	V/C ²	LOS ³	Queue ⁴
Boston Post Road - NB LT & TH & RT								
2019 Existing	6.9	0.37	A	86	8.7	0.53	A	104
2021 No Build	7.4	0.47	A	91	9.8	0.67	A	129
2021 Build	8.0	0.54	A	102	10.7	0.79	B	146
2031 No Build	9.8	0.63	A	151	12.6	0.86	B	181
2031 Build	9.2	0.70	A	129	17.4	1.00	C	323
Main Street - EB LT & TH & RT								
2019 Existing	5.2	0.11	A	53	4.8	0.14	A	50
2021 No Build	3.3	0.14	A	53	5.1	0.17	A	56
2021 Build	5.8	0.15	A	53	5.3	0.19	A	51
2031 No Build	5.8	0.19	A	54	5.6	0.23	A	60
2031 Build	6.1	0.21	A	57	5.8	0.26	A	56
Main Street - WB LT & TH & RT								
2019 Existing	5.4	0.20	A	56	4.7	0.08	A	50
2021 No Build	5.9	0.26	A	67	5.2	0.11	A	53
2021 Build	6.1	0.28	A	65	5.1	0.11	A	50
2031 No Build	6.8	0.36	A	68	5.5	0.14	A	55
2031 Build	7.1	0.38	A	75	6.9	0.15	A	54
Boston Post Road - SB LT & TH & RT								
2019 Existing	7.6	0.70	A	119	5.0	0.30	A	56
2021 No Build	9.3	0.88	A	165	5.6	0.38	A	69
2021 Build	12.8	1.04	B	238	5.9	0.48	A	73
2031 No Build	20.9	1.15	C	376	6.1	0.50	A	75
2031 Build	27.6	1.33	D	446	9.2	0.62	A	133

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

Amherst Street/Middle Street – The analysis of this intersection is summarized on Table 5 and indicates that the departure movement from Middle Street will operate at LOS C or higher during all hours of the day through the horizon year, regardless of the proposed residential developments. The left-turn movements from Amherst Street (eastbound and westbound) will also operate at LOS A during all hours of the day through the horizon year. This means that vehicle delays and vehicle queuing will remain short. Appendix F contains the computations pertaining to these analyses.

Table 5	STOP-Controlled Intersection Capacity Analysis Amherst Street / Middle Street							
	Weekday AM Peak Hour				Weekday PM Peak Hour			
	Delay ¹	V/C ²	LOS ³	Queue ⁴	Delay ¹	V/C ²	LOS ³	Queue ⁴
Amherst Street - EB LT & TH & RT								
2019 Existing	7.7	0.00	A	<1	8.1	0.00	A	<1
2021 No Build	7.9	0.00	A	<1	8.3	0.00	A	<1
2021 Build	7.9	0.00	A	<1	8.4	0.00	A	<1
2031 No Build	8.0	0.01	A	<1	8.6	0.01	A	<1
2031 Build	8.1	0.01	A	<1	8.8	0.01	A	<1
Amherst Street - WB LT & TH & RT								
2019 Existing	8.1	0.00	A	<1	7.6	0.00	A	<1
2021 No Build	8.3	0.00	A	<1	7.7	0.00	A	<1
2021 Build	8.5	0.00	A	<1	7.7	0.00	A	<1
2031 No Build	8.6	0.00	A	<1	7.8	0.00	A	<1
2031 Build	8.8	0.00	A	<1	7.8	0.00	A	<1
Middle Street - SB LT & TH & RT								
2019 Existing	13.9	0.13	B	<1	12.9	0.07	B	<1
2021 No Build	16.0	0.18	C	1	14.3	0.09	B	<1
2021 Build	17.4	0.20	C	1	15.3	0.10	C	<1
2031 No Build	20.4	0.27	C	1	17.0	0.14	C	1
2031 Build	22.9	0.31	C	1	18.3	0.15	C	1

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

Proposed Site Access Roads A, B & C – The analysis of the three site access road intersections on Christian Hill Road, Boston Post Road and New Boston Road is summarized on Tables 6, 7 and 8, respectively. In all cases all applicable turning movements to and from site access roads will operate well below capacity and at LOS B or higher during all hours of the day through the 2031 horizon year with both developments fully occupied. Appendix F contains the computations pertaining to these analyses.

Table 6 **STOP-Controlled Intersection Capacity Analysis**
Christian Hill Road / Proposed Road A

	Weekday AM Peak Hour				Weekday PM Peak Hour			
	Delay ¹	V/C ²	LOS ³	Queue ⁴	Delay ¹	V/C ²	LOS ³	Queue ⁴
Christian Hill Road - NB Left-Turn Arrivals								
2021 Build	7.4	0.01	A	<1	7.4	0.02	A	<1
2031 Build	7.4	0.01	A	<1	7.4	0.02	A	<1
Proposed Road A - EB Left & Right Turn Departures								
2021 Build	9.0	0.04	A	<1	8.8	0.02	A	<1
2031 Build	9.1	0.04	A	<1	8.8	0.02	A	<1

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

Table 7 **STOP-Controlled Intersection Capacity Analysis**
Boston Post Road / Proposed Road B

	Weekday AM Peak Hour				Weekday PM Peak Hour			
	Delay ¹	V/C ²	LOS ³	Queue ⁴	Delay ¹	V/C ²	LOS ³	Queue ⁴
Boston Post Road - EB Left-Turn Arrivals								
2021 Build	7.4	0.00	A	<1	7.9	0.00	A	<1
2031 Build	7.4	0.00	A	<1	8.1	0.00	A	<1
Proposed Road B - SB Left & Right Turn Departures								
2021 Build	10.8	0.05	B	<1	11.4	0.03	B	<1
2031 Build	11.5	0.05	B	<1	12.2	0.03	B	<1

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

Table 8 **STOP-Controlled Intersection Capacity Analysis**
New Boston Road / Proposed Road C

	Weekday AM Peak Hour				Weekday PM Peak Hour			
	Delay ¹	V/C ²	LOS ³	Queue ⁴	Delay ¹	V/C ²	LOS ³	Queue ⁴
New Boston Road - NB Left-Turn Arrivals								
2021 Build	7.6	0.01	A	<1	7.4	0.01	A	<1
2031 Build	7.7	0.01	A	<1	7.4	0.01	A	<1
Proposed Road C - EB Left & Right Turn Departures								
2021 Build	9.4	0.03	A	<1	9.0	0.02	A	<1
2031 Build	9.7	0.04	A	<1	9.2	0.02	A	<1

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

Supplemental Intersections - Davis Lane – The analysis of the Christian Hill Road/Foundry Road/Davis Lane and Main Street/Davis Lane intersections is summarized on Table 9 and Table 10, respectively. In all cases all applicable traffic movements will operate well below capacity through 2031 with the proposed developments fully occupied. The departure movements from both Davis Lane approaches will operate at LOS B or higher during all hours of the day through the horizon year. The left-turn arrival movement from Foundry Road and Main Street (to Davis Lane) will operate at LOS A during all hours of the day through 2031 (see Appendix F).

Table 9	STOP-Controlled Intersection Capacity Analysis Christian Hill Road / Foundry Road / Davis Lane							
	Weekday AM Peak Hour				Weekday PM Peak Hour			
	Delay ¹	V/C ²	LOS ³	Queue ⁴	Delay ¹	V/C ²	LOS ³	Queue ⁴
Davis Lane - NB Left & Right-Turn Departures								
2019 Existing	9.4	0.12	A	<1	9.3	0.16	A	1
2021 No Build	9.6	0.14	A	1	9.5	0.19	A	1
2021 Build	10.1	0.16	B	1	10.0	0.22	B	1
2031 No Build	9.9	0.18	A	1	9.9	0.24	A	1
2031 Build	10.4	0.20	B	1	10.4	0.27	B	1
Foundry Road - WB Left-Turn Arrivals								
2019 Existing	7.4	0.00	A	<1	7.3	0.01	A	<1
2021 No Build	7.4	0.00	A	<1	7.3	0.01	A	<1
2021 Build	7.5	0.00	A	<1	7.4	0.01	A	<1
2031 No Build	7.4	0.00	A	<1	7.3	0.01	A	<1
2031 Build	7.6	0.00	A	<1	7.4	0.01	A	<1

Table 10	STOP-Controlled Intersection Capacity Analysis Main Street / Davis Lane							
	Weekday AM Peak Hour				Weekday PM Peak Hour			
	Delay ¹	V/C ²	LOS ³	Queue ⁴	Delay ¹	V/C ²	LOS ³	Queue ⁴
Main Street - EB Left-Turn Arrivals								
2019 Existing	7.8	0.02	A	<1	7.5	0.02	A	<1
2021 No Build	7.9	0.03	A	<1	7.5	0.03	A	<1
2021 Build	7.9	0.03	A	<1	7.5	0.03	A	<1
2031 No Build	8.0	0.03	A	<1	7.6	0.03	A	<1
2031 Build	8.0	0.04	A	<1	7.6	0.04	A	<1
Davis lane - SB Left & Right-Turn Departures								
2019 Existing	10.2	0.07	B	<1	9.8	0.04	A	<1
2021 No Build	10.7	0.09	B	<1	10.1	0.05	B	<1
2021 Build	10.7	0.10	B	<1	10.2	0.06	B	<1
2031 No Build	11.4	0.12	B	<1	10.6	0.07	B	<1
2031 Build	11.5	0.13	B	<1	10.7	0.07	B	<1

INTERSECTION CAPACITY – SIGNALIZED INTERSECTIONS

The Boston Post Road/Amherst Street signalized intersection was also analyzed utilizing the methods of the *Highway Capacity Manual 2000*³ as replicated by the *Synchro Traffic Signal Timing Software (Version 10)*. A traffic flow rate, capacity, Level of Service (LOS), and delay estimate was determined for each critical traffic movement, lane group, and for the overall intersection. Levels of Service are simply letter grades (A-F), which categorize the vehicle delays associated with specific turning maneuvers. The following table describes the criteria used in this analysis.

Level of Service	Control Delay (seconds/vehicle)
A	≤ 10.0
B	> 10.0 and ≤ 20.0
C	> 20.0 and ≤ 35.0
D	> 35.0 and ≤ 55.0
E	> 55.0 and ≤ 80.0
F	> 80.0

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

The **Boston Post Road/Amherst Street** intersection results are summarized on Table 12. The analysis shows that this intersection is currently operating below capacity during the morning and evening peak hour periods, and will continue to do so in the opening year with both residential development projects fully occupied. However, the 2031 long-range analysis indicates that during the morning peak hour certain lane groups within the intersection will be operating close to (without developments) or slightly over capacity (with developments). It should be noted that these findings apply to 2031 peak-month conditions only (not the other 11 months), and it reflects traffic conditions during the peak 15-minute interval within the peak hour (not the whole hour). This intersection is projected to operate below capacity during the 2031 PM peak hour with the two proposed developments fully occupied. In terms of Level of Service, the overall intersection is projected to operate at LOS D or higher during all hours of the day through 2031, with both residential development projects fully occupied.

This analysis also confirmed that the traffic signal timing parameters (allocation of “green” time and cycle lengths) should be updated as traffic increases inevitably occur in future years. The NHDOT maintains this traffic signal system. Appendix G contains the computations pertaining to these analyses.

³Transportation Research Board, *Highway Capacity Manual* (Washington, D.C., 2000).
1974A

Table 12

**Signal-Controlled Intersection Capacity Analysis Summary
Boston Post Road / Amherst Street**

	2019 Existing				2021 No-Build				2021 Build				2031 No-Build				2031 Build					
	V/C ¹	Delay ²	LOS ³	Queue Avg/95 th 4	V/C ¹	Delay ²	LOS ³	Queue Avg/95 th 4	V/C ¹	Delay ²	LOS ³	Queue Avg/95 th 4	V/C ¹	Delay ²	LOS ³	Queue Avg/95 th 4	V/C ¹	Delay ²	LOS ³	Queue Avg/95 th 4		
Weekday AM Peak Hour																						
Amherst Street - EB LT&TH& RT	0.65	14.3	B	3 (6)	0.79	22.5	C	5 (10)	0.86	33.8	C	7 (12)	0.94	47.3	D	11 (17)	1.01	75.5	E	15 (21)		
Amherst Street - WB LT&TH& RT	0.40	11.2	B	2 (2)	0.50	14.7	B	3 (3)	0.63	21.5	C	4 (4)	0.67	26.0	C	6 (5)	0.86	48.3	D	8 (8)		
Boston Post Road - NB LT&TH& RT	0.23	6.3	A	1 (2)	0.26	6.9	A	1 (2)	0.25	6.6	A	2 (2)	0.30	9.1	A	2 (3)	0.30	9.5	A	3 (4)		
Boston Post Road - SB LT&TH& RT	0.73	11.6	B	4 (5)	0.82	16.1	B	6 (8)	0.88	21.1	C	9 (11)	0.93	31.4	C	14 (15)	1.02	53.9	D	25 (23)		
Overall	0.69	11.6	B		0.80	16.5	B		0.87	22.6	C		0.93	32.1	C		1.02	52.9	D			
Cycle Length	45.0				55.0				65.0				80.0				100.0					
Weekday PM Peak Hour																						
Amherst Street - EB LT&TH& RT	0.22	8.0	A	1 (2)	0.29	8.8	A	1 (2)	0.26	8.7	A	1 (2)	0.33	9.3	A	1 (3)	0.32	10.9	B	2 (4)		
Amherst Street - WB LT&TH& RT	0.54	9.3	B	2 (5)	0.69	13.6	B	3 (8)	0.69	13.3	B	4 (7)	0.78	16.9	B	4 (10)	0.82	21.6	C	6 (13)		
Boston Post Road - NB LT&TH& RT	0.55	8.4	A	2 (5)	0.65	10.5	B	3 (6)	0.71	13.3	B	4 (8)	0.81	17.9	B	5 (11)	0.82	19.4	B	6 (13)		
Boston Post Road - SB LT&TH& RT	0.36	7.6	A	1 (3)	0.42	7.8	A	2 (3)	0.57	10.4	B	2 (4)	0.56	10.7	B	3 (4)	0.68	14.5	B	4 (6)		
Overall	0.55	9.2	A		0.67	10.7	B		0.70	12.1	B		0.79	14.9	B		0.82	17.9	B			
Cycle Length	45.0				40.0				45.0				45.0				55.0					

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

AUXILIARY TURN LANE WARRANTS ANALYSIS

Left-Turn Treatment – The type of treatment needed to accommodate a left-turning vehicle from any street or highway to an intersecting side street can range from no treatment, where turning volumes are low; to the provision of a bypass lane for through traffic to travel around left-turning vehicles; to the addition of a formal center turn lane used exclusively by left-turning vehicles for deceleration and storage while waiting to complete their maneuvers.

Analysis of the three proposed Site Access Road intersections using NCHRP 457 guidelines is summarized on Table 13 and it indicates that left-turn treatment will not be warranted for vehicles entering these developments. This finding is due in part to the very low number of vehicles turning left into these developments and the relatively low number of approaching and opposing through vehicles during the peak hour periods.

Right-Turn Treatment – At unsignalized intersections, the type of treatment needed to accommodate right-turning vehicles from any street or highway to any intersecting side street can range from radius only, where turning volumes are low; to the provision of a short 10:1 taper; to the addition of an exclusive right-turn lane, where turning volumes and through traffic volumes are significant.

Analysis of the three proposed Site Access Road intersections using NCHRP 457 guidelines is summarized on Table 14 and it confirms that right-turn treatment is also not warranted for vehicles entering these developments. This finding is due to the relatively low number of approaching vehicles and the percentage that turns right into each development.

Minor-Road Approach Analysis – The type of treatment needed to accommodate exiting vehicles from the minor-road approach at a stop-controlled intersection can range from a single lane (shared left-right lane) in low-volume conditions, to two exit lanes (exclusive left-turn lane and exclusive right-turn lane) where turning volumes and through traffic volumes are significant, to multiple exit lanes in extreme cases.

Analysis of the three proposed Site Access Road intersections using NCHRP 457 guidelines is summarized on Table 15 and it confirms that one shared lane (for left-turn and right-turn departures) for exiting vehicles from each development is sufficient for the anticipated traffic volumes. The results of these analyses are summarized below.

The calculations pertaining to the auxiliary turn lane warrants analyses are found in Appendix H.

Table 13 **Left-Turn Lane Warrants Analysis**
Proposed Site Access Road

	Christian Hill Road		Boston Post Road		New Boston Road	
	2031 AM Build Volumes	2031 PM Build Volumes	2031 AM Build Volumes	2031 PM Build Volumes	2031 AM Build Volumes	2031 PM Build Volumes
Peak Hour Inputs						
Left-Turn Volume (NB)	9	25	1	3	8	18
Advancing Volume (NB)	38	84	357	131	48	205
Opposing Volume (SB)	89	69	83	310	184	90
Percent Lefts	23.7%	29.8%	0.3%	2.3%	16.7%	8.8%
Speed (mph)	30	30	30	30	30	30
Limiting Advancing Volume (veh/h)	411	391	>1000	908	419	616
Conclusion						
Left-Turn Treatment Warranted	NO	NO	NO	NO	NO	NO

Table 14 **Right-Turn Lane Warrants Analysis**
Proposed Site Access Road

	Christian Hill Road		Boston Post Road		New Boston Road	
	2031 AM Build Volumes	2031 PM Build Volumes	2031 AM Build Volumes	2031 PM Build Volumes	2031 AM Build Volumes	2031 PM Build Volumes
Peak Hour Inputs						
Right-Turn Volume (SB)	1	5	9	20	1	3
Total Approach Volume (SB)	89	69	83	310	184	90
Speed (mph)	30	30	30	30	30	30
Limiting Right-Turn Volume (veh/h)	>1000	>1000	>1000	>1000	>1000	>1000
Conclusion						
Add Right-Turn Bay	NO	NO	NO	NO	NO	NO

Table 15 **Minor-Road Approach Geometry**
Proposed Site Access Road

	Christian Hill Road		Boston Post Road		New Boston Road	
	2031 AM Build Volumes	2031 PM Build Volumes	2031 AM Build Volumes	2031 PM Build Volumes	2031 AM Build Volumes	2031 PM Build Volumes
Peak Hour Inputs						
Major-Road Volume (EB-WB)	127	153	440	441	232	295
% Right-Turns on Minor (EB)	85	88	15	14	84	83
Minor-Road Approach Volume	34	16	27	14	25	12
Limiting Minor-Road Volume (veh/h)	644	640	311	310	588	557
Conclusion						
Consider TWO Approach Lanes	NO	NO	NO	NO	NO	NO

SIGHT DISTANCE

Providing adequate stopping sight distances at the three proposed Site Access Road intersections is essential for safety reasons. Drivers exiting from these developments should have sufficient sight distance when looking left and right so that an approaching vehicle has sufficient time to come to a full stop, if necessary. The stopping sight distance for the 30-mph posted speed limit on Christian Hill Road, Boston Post Road, and New Boston Road is 200-feet. It is recommended that at least 305-feet of sight distance (40 mph design speed) be provided at each access road. The roadway plans should include “clear sight distance triangles” on each side of the access road to ensure that roadside grading, vegetation, any signs do not restrict the line of sight at these new intersections.

STUDY FINDINGS AND RECOMMENDATIONS

Based upon the existing conditions data collected at the six existing study area intersections, the anticipated traffic increases from the proposed Clearview and TransFarmations developments, and the analysis of future traffic levels in the study area, Pernaw & Company, Inc. concludes that:

1. The Automatic Traffic Recorder counts conducted in December 2019 (see Page 6) revealed that Boston Post Road (over Beaver Brook) carried approximately 3,000 vehicles per day (vpd), whereas New Boston Road (south of Old Mont Vernon Road) carried approximately 1,800 vpd and Christian Hill Road (south of Bloody Brook Road) carried 620 vpd. The highest hourly traffic volumes occurred during the typical AM and PM commuter periods. Traffic volumes during the School Peak Hour (typically 3:00 to 4:00 PM) were generally lower than during the AM and PM commuter periods.
2. The Boston Post Road/Amherst Street signalized intersection was the busiest study area intersection and 1,057 (AM) and 1,056 (PM) vehicles were observed entering the intersection during the peak hour periods (see Figure 2A & 2D). By way of comparison, this intersection accommodated 875 vehicles during the afternoon school peak hour (see Figure 2B). For comparison purposes, the Boston Post Road/Main Street intersection accommodated 647 vehicles (PM) and the Boston Post Road/Foundry Street intersection accommodated 556 vehicles (PM).
3. The trip generation analysis (see Table 1B) shows that the Clearview development will generate approximately 71 (AM) and 70 (PM) vehicle-trips during the peak hour periods. Similarly, the TransFarmations development will generate approximately 66 (AM) and 74 (PM) vehicle-trips. The majority of site traffic (approximately 85%) from both development projects is expected to travel through the village area to reach NH101 via NH122.
4. The Boston Post Road/Foundry Street intersection is expected to accommodate approximately +117 additional vehicles (+57 from TransFarmations; +60 from Clearview) during the PM peak hour; or an increase of approximately +18% (+9% from TransFarmations; +9% from Clearview per Figure 13). Analysis of this intersection determined that the eastbound approach will likely become capacity deficient during the 2031 AM peak hour period with both development projects fully occupied. This means that police officer control may be needed during the morning peak hour period. During the 2031 PM peak hour all approaches to this intersection are expected to operate well below capacity without police officer control.
5. The Boston Post Road/Main Street intersection is also expected to accommodate approximately +117 additional vehicles during the PM peak hour as depicted above; which translates into an overall increase of +15% (+7% from TransFarmations; +8% from Clearview). Analysis of this intersection with continued use of All-Way Stop Control indicates that the southbound and northbound approaches on Boston Post Road will continue to have the least available capacity during the AM and PM peak hour periods, respectively. By 2031, the southbound approach will be capacity deficient during the AM peak hour, both with and without site traffic from the two proposed developments. If/when this occurs, it is reasonable to expect that drivers will continue to seek alternate routes through the village area during peak times. Police officer control, similar to the Foundry Street intersection, could remedy this situation.
6. The Amherst Street/Middle Street intersection is expected to accommodate approximately +64 additional vehicles (+33 from TransFarmations; +31 from Clearview) during the PM peak hour; which translates into an overall increase of +9%. Analysis of this intersection indicates that the departure movements from Middle Street will operate at well below capacity and at LOS C or higher during all hours of the day through the 2031 horizon year, regardless of the proposed residential developments.

7. The Amherst Street/Boston Post Road signalized intersection is expected to accommodate approximately +112 additional vehicles (+57 from TransFarmations; +55 from Clearview) during the PM peak hour; which translates into an increase of +9%. Analysis of this intersection using the 2031 long-range traffic projections indicates that during the AM peak hour certain approaches to the intersection will be operating close to (without developments) or slightly over capacity (with developments). During the 2031 PM peak hour this intersection is projected to operate below capacity with the two proposed developments fully occupied.
8. Analysis of the Christian Hill Road/Foundry Road/Davis Lane and Main Street/Davis Lane intersections shows that all applicable traffic movements will operate well below capacity through 2031 with the two proposed developments fully occupied. The departure movements from both Davis Lane approaches will operate at LOS B or higher during the AM and PM peak hour periods through the horizon year.
9. Analysis of the proposed site access road intersections on Christian Hill Road, Boston Post Road and New Boston Road demonstrates that all applicable turning movements will operate well below capacity and at LOS B or higher during all hours of the day through the 2031 horizon year with both developments fully occupied. Auxiliary turn lanes are not needed at these new intersections. This means that a single general-purpose travel lane on each approach to these intersections is sufficient for the anticipated traffic volumes. It is recommended that “clear sight distance triangles” be established at each new access road intersection to ensure that at least 305-foot of stopping sight distance (40 mph design speed) is available for exiting drivers when looking left and looking right from the minor approaches. The areas adjacent to the new intersections should include any necessary roadside re-grading and removal of roadside vegetation/plantings to ensure that adequate sight lines are maintained throughout the year. The three proposed access road approaches to the major street should operate under stop sign control (MUTCD #R1-1) and be delineated with an 18-inch solid white stop line.

The “front door” impacts of both development projects are minimized by having multiple access points on the adjacent street system. Clearview is actually comprised of two smaller developments that are separate and distinct; each with a site access road that intersects a different street. Similarly, traffic from the TransFarmations development will be dispersed amongst six separate access points on Christian Hill Road; including one private driveway, five “shared” driveways and one site access road.

Both development projects benefit from having multiple access routes to reach NH122 west (Milford), NH122 south (Hollis) and NH101. There are also alternative travel routes through the village area, using Boston Post Road, Main Street or Middle Street to reach NH122. Clearview residents traveling to/from points east on NH101 can avoid the village area entirely by utilizing the Jones-Mack Hill-Manchester-Narragansett Road route. The availability of multiple travel routes means that site traffic will be dispersed rather than confined to one single route.

While it is obvious that all new development projects create traffic impacts, this study has determined that the combined impact of TransFarmations and Clearview will not significantly alter the prevailing traffic conditions in Amherst on an overall basis. The fact that there is a myriad of travel routes through the village area, and that these will continue to be utilized to varying degrees depending upon the time of day, means that the impacts identified in this study are conservatively overstated. Based on the traffic projections contained herein, the combined impact of both developments is generally comparable to the traffic changes that currently occur in Amherst, from one random day to the next.

It is important to note that in most traffic studies in New Hampshire we find that the PM peak hour represents the highest hourly traffic volume during a typical weekday. In this case, this study shows that the traffic volumes in the village area are highest during the AM peak hour as a result of the two nearby schools. From the data contained herein, it is clear that the traffic impact associated with the two schools far exceeds the impact from the two proposed developments.

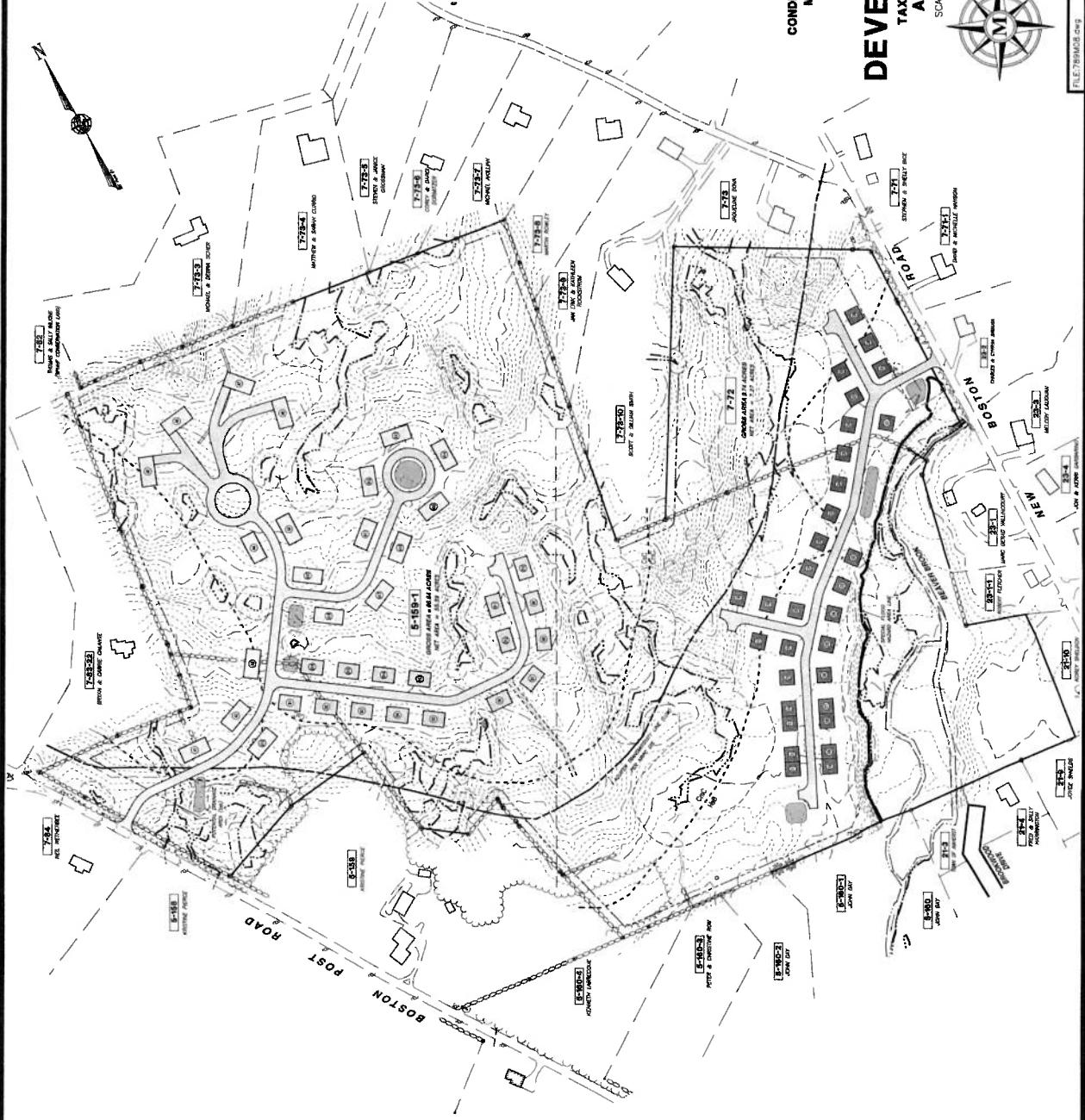


APPENDIX

Appendix A	Conceptual Plans
Appendix B	Automatic Traffic Recorder Counts
Appendix C	Intersection Turning Movement Counts
Appendix D	Seasonal Adjustment Factor / Historical Growth Rate
Appendix E	Site Generated Traffic Volumes / Trip Distribution
Appendix F	Capacity and Level of Service Calculations – Unsignalized
Appendix G	Capacity and Level of Service Calculations - Signalized
Appendix H	Auxiliary Turn Lane Warrants Analysis

Appendix A

Conceptual Plans



CONDITIONAL USE PERMIT - DESIGN REVIEW
 MASTER SITE DEVELOPMENT PLAN
 PREPARED FOR:

CLEARVIEW DEVELOPMENT GROUP

TAX MAP 7 LOT 72 & MAP 6 LOT 159-01
 AMHERST, NEW HAMPSHIRE

SCALE: 1" = 150'

OCTOBER 7, 2019



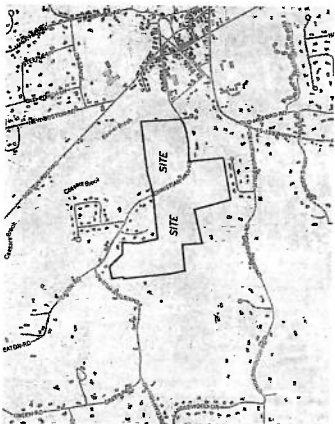
MERIDIAN
 LAND SERVICES, INC.
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 & MAPPING
 110 OLD NASHUA ROAD, AMHERST, NH 03817 TEL: 603-451-1441
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PROJECT NO. 788-08 SHEET NO. 1 OF 3



REV.	DATE	DESCRIPTION	C/O	DR	CK

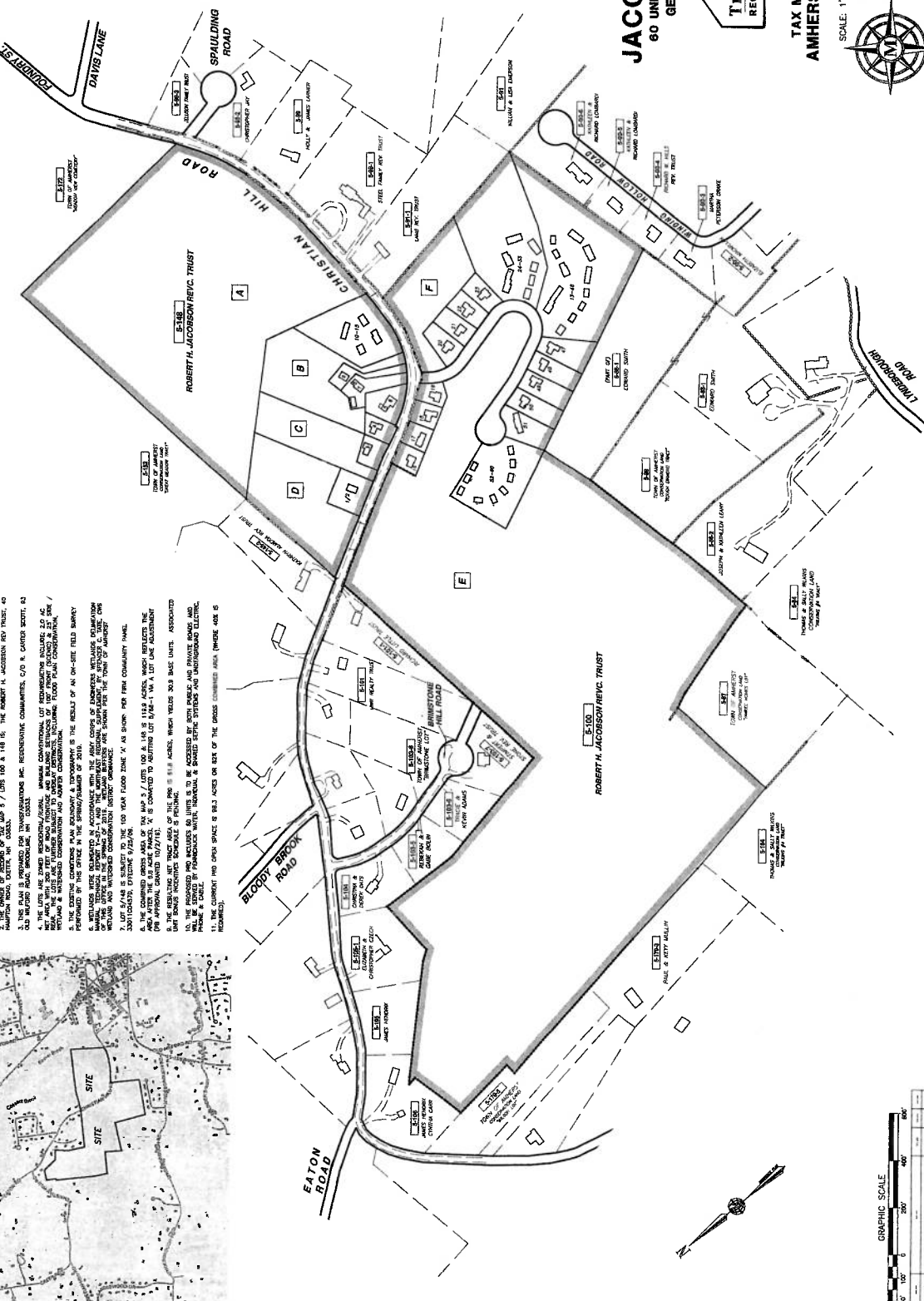
LOCUS MAP (see scale)



NOTES:

1. THE PROPERTY OF THE COMMONWEALTH OF NEW HAMPSHIRE IS TO BE REDEVELOPED IN ACCORDANCE WITH THE PLANNED REDEVELOPMENT CONCEPTS AND THE PLANNED REDEVELOPMENT CONCEPTS.
2. THE OWNER OF RECORD OF THE MAP 5 / LOTS 100 & 148 IS, THE ROBERT N. JACOBSON TRUST, 40 HAMPTON ROAD, SALEM, NH 03078.
3. THE LOTS 100 & 148 ARE CURRENTLY OWNED BY THE ROBERT N. JACOBSON TRUST, 40 HAMPTON ROAD, SALEM, NH 03078.
4. THE LOTS ARE ZONED RESIDENTIAL/GENERAL. THE PLANNED REDEVELOPMENT CONCEPTS INCLUDE 2.0 AC. OF OPEN SPACE AND 1.0 AC. OF OPEN SPACE. THE PLANNED REDEVELOPMENT CONCEPTS INCLUDE 2.0 AC. OF OPEN SPACE AND 1.0 AC. OF OPEN SPACE. THE PLANNED REDEVELOPMENT CONCEPTS INCLUDE 2.0 AC. OF OPEN SPACE AND 1.0 AC. OF OPEN SPACE.
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7. LOT 5/148 IS SUBJECT TO A CONVEYANCE AGREEMENT DATED 6/22/76.
8. THE COMBINED GROSS AREA OF THE MAP 5 / LOTS 100 & 148 IS 114.8 ACRES, WHICH REFLECTS THE TOTAL AREA OF THE MAP 5 / LOTS 100 & 148 AS CORRECTED FOR A LOT LINE ADJUSTMENT (FOR APPROVAL DATED 10/27/10).
9. THE TOTAL AREA OF THE MAP 5 / LOTS 100 & 148 IS 114.8 ACRES, WHICH REFLECTS THE TOTAL AREA OF THE MAP 5 / LOTS 100 & 148 AS CORRECTED FOR A LOT LINE ADJUSTMENT (FOR APPROVAL DATED 10/27/10).
10. THE PROPOSED 60 UNITS ARE TO BE ACCESSED BY BOTH PUBLIC AND PRIVATE DRIVEWAYS. THE PROPOSED 60 UNITS ARE TO BE ACCESSED BY BOTH PUBLIC AND PRIVATE DRIVEWAYS. THE PROPOSED 60 UNITS ARE TO BE ACCESSED BY BOTH PUBLIC AND PRIVATE DRIVEWAYS.
11. THE CURRENT TWO OPEN SPACES OF 2.0 ACRES ON EACH OF THE GROSS COMBINED AREAS (HEREIN ARE SO INDICATED).

5-100	GROSS AREA = 81.7 ACRES NET AREA = 46.1 ACRES
5-148	GROSS AREA = 33.1 ACRES NET AREA = 15.4 ACRES



JACOBSON FARM
60 UNIT C.U.P. DESIGN REVIEW
GENERAL LAYOUT MAP



TAX MAP 5 LOTS 100 & 148
AMHERST, NEW HAMPSHIRE

SCALE: 1" = 200' DECEMBER 13, 2019



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PROJECT NO. 10805240 SHEET NO. 1 OF 6

GRAPHIC SCALE

REV.	DATE	DESCRIPTION	E/C	D/R	C/K

Appendix B

Automatic Traffic Recorder Counts



Transportation Data Management System

List View All DIRs

Record	1	of 1	Goto Record	go
Location ID	82013060	MPO ID		
Type	SPOT	HPMS ID		
On NHS	No	On HPMS	No	
LRS ID	S0000122__	LRS Loc Pt.		
SF Group	04	Route Type		
AF Group	04	Route	NH 122	
GF Group	E	Active	Yes	
Class Dist Grp	Default	Category	4	
Seas Clss Grp	Default			
WIM Group	Default			
QC Group	Default			
Funct'l Class	Major Collector	Milepost		
Located On	Amherst St			
Loc On Alias	NH 122 (AMHERST ST) SOUTH OF BABOOSIC LAKE RD (EB-WB) (81013010-81013011)			
More Detail				
STATION DATA				

Directions: 2-WAY EB WB ?

AADT ?

Year	AADT	DHV-30	K %	D %	PA	BC	Src
2019	7,757 ³		11	57	7,103 (92%)	654 (8%)	Grown from 2018
2018	7,665 ³		11	57	7,068 (92%)	597 (8%)	Grown from 2017
2017	7,515	815	11	57	6,931 (92%)	583 (8%)	
2016	8,090 ³				7,378 (91%)	712 (9%)	Grown from 2015
2015	7,931 ³						Grown from 2014

1-5 of 21

Travel Demand Model										
Model Year	Model AADT	AM PHV	AM PPV	MD PHV	MD PPV	PM PHV	PM PPV	NT PHV	NT PPV	

VOLUME COUNT			
	Date	Int	Total
	Thu 9/14/2017	60	8,462
	Wed 9/13/2017	60	7,883
	Tue 9/12/2017	60	8,409
	Sat 6/14/2014	60	7,949
	Fri 6/13/2014	60	8,538
	Thu 6/12/2014	60	8,820
	Wed 6/11/2014	60	8,393

VOLUME TREND ?	
Year	Annual Growth
2019	1%
2018	2%
2017	-7%
2016	2%
2015	3%
2014	4%
2011	1%



Excel Version

Weekly Volume Report			
Location ID:	82013060	Type:	SPOT
Located On:	Amherst St	:	
Direction:	2-WAY		
Community:	AMHERST	Period:	Mon 9/11/2017 - Sun 9/17/2017
AADT:	7515		

Start Time	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Avg	Graph
12:00 AM		25	31	30				29	0.3%
1:00 AM		8	14	13				12	0.1%
2:00 AM		12	13	12				12	0.1%
3:00 AM		8	3	21				11	0.1%
4:00 AM		39	39	45				41	0.5%
5:00 AM		116	123	101				113	1.4%
6:00 AM		404	407	428				413	5.0%
7:00 AM		660	638	657				652	7.9%
8:00 AM		528	614	621				588	7.1%
9:00 AM		443	362	409				405	4.9%
10:00 AM		419	382	407				403	4.9%
11:00 AM		457	440	435				444	5.4%
12:00 PM		534	441	505				493	6.0%
1:00 PM		493	437	488				473	5.7%
2:00 PM		553	502	544				533	6.5%
3:00 PM		757	652	645				685	8.3%
4:00 PM		715	689	782				729	8.8%
5:00 PM		815	728	798				780	9.5%
6:00 PM		543	498	582				541	6.6%
7:00 PM		392	331	369				364	4.4%
8:00 PM		236	250	283				256	3.1%
9:00 PM		134	173	158				155	1.9%
10:00 PM		75	75	81				77	0.9%
11:00 PM		43	41	48				44	0.5%
Total	0	8,409	7,883	8,462	0	0	0		
24hr Total		8409	7883	8462				8,251	
AM Pk Hr		7:00	7:00	7:00					
AM Peak		660	638	657				652	
PM Pk Hr		5:00	5:00	5:00					
PM Peak		815	728	798				780	
% Pk Hr		9.69%	9.24%	9.43%				9.45%	

12% Δ



Excel Version

Weekly Volume Report			
Location ID:	82013064	Type:	SPOT
Located On:	Boston Post Rd	:	
Direction:	2-WAY		
Community:	AMHERST	Period:	Mon 7/22/2019 - Sun 7/28/2019
AA DT:	OVER BEAVER BROOK		

Start Time	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Avg	Graph
12:00 AM		9	9	15	10	15	18	13	0.5%
1:00 AM		7	5	7	8	12	6	8	0.3%
2:00 AM		2	4	8	6	10	5	6	0.2%
3:00 AM		11	8	9	9	8	6	9	0.3%
4:00 AM		39	39	32	26	7	8	25	0.9%
5:00 AM		79	78	73	60	20	16	54	2.0%
6:00 AM		171	165	168	139	44	31	120	4.4%
7:00 AM		266	253	255	227	76	52	188	6.9%
8:00 AM		210	242	216	177	117	73	173	6.3%
9:00 AM		159	176	188	168	169	110	162	5.9%
10:00 AM		125	144	139	149	166	147	145	5.3%
11:00 AM		139	131	155	157	190	147	153	5.6%
12:00 PM		169	183	146	166	178	156	166	6.1%
1:00 PM		161	162	154	164	165	151	160	5.8%
2:00 PM		140	186	183	207	173	131	170	6.2%
3:00 PM		172	193	210	213	161	178	188	6.9%
4:00 PM		250	256	257	285	169	136	226	8.3%
5:00 PM		238	291	296	266	163	113	228	8.4%
6:00 PM		230	212	198	195	111	114	177	6.5%
7:00 PM		119	139	153	140	97	95	124	4.5%
8:00 PM		86	116	112	86	90	73	94	3.4%
9:00 PM		81	74	85	81	74	52	75	2.7%
10:00 PM		24	39	57	61	46	32	43	1.6%
11:00 PM		14	23	24	31	35	18	24	0.9%
Total	0	2,901	3,128	3,140	3,031	2,296	1,868		
24hr Total		2901	3128	3140	3031	2296	1868	2,727	
AM Pk Hr		7:00	7:00	7:00	7:00	11:00	10:00		
AM Peak		266	253	255	227	190	147	223	
PM Pk Hr		4:00	5:00	5:00	4:00	12:00	3:00		
PM Peak		250	291	296	285	178	178	246	
% Pk Hr		9.17%	9.30%	9.43%	9.40%	8.28%	9.53%	9.19%	

18% Δ

Automatic Traffic Recorder Count #1 - Boston Post Rd (Over Beaver Brook)

Direction	12/11/2019 Wednesday			12/12/2019 Thursday			
	NB	SB	Total	NB	SB	Total	
	12:00 AM	5	1	6	0	0	0
12:15 AM	1	0	1	1	1	2	
12:30 AM	1	0	1	1	0	1	
12:45 AM	0	0	0	0	0	0	3
1:00 AM	0	1	1	3	0	3	6
1:15 AM	0	1	1	0	0	0	4
1:30 AM	0	1	1	0	0	0	3
1:45 AM	1	1	2	1	1	2	5
2:00 AM	0	1	1	0	0	0	2
2:15 AM	0	0	0	0	1	1	3
2:30 AM	0	1	1	0	1	1	4
2:45 AM	0	0	0	0	0	0	2
3:00 AM	1	1	2	0	2	2	4
3:15 AM	1	2	3	0	0	0	3
3:30 AM	1	1	2	0	1	1	3
3:45 AM	0	3	3	1	0	1	4
4:00 AM	1	3	4	0	4	4	6
4:15 AM	1	3	4	1	2	3	9
4:30 AM	1	7	8	1	4	5	13
4:45 AM	1	16	17	0	17	17	29
5:00 AM	1	14	15	0	11	11	36
5:15 AM	2	18	20	0	20	20	53
5:30 AM	2	20	22	2	21	23	71
5:45 AM	0	19	19	1	21	22	76
6:00 AM	4	25	29	4	29	33	98
6:15 AM	8	35	43	3	32	35	113
6:30 AM	6	60	66	7	62	69	159
6:45 AM	4	64	68	5	71	76	213
7:00 AM	9	74	83	11	66	77	257
7:15 AM	7	52	59	15	51	66	288
7:30 AM	8	56	64	12	65	77	296
7:45 AM	12	54	66	13	62	75	295
8:00 AM	17	57	74	7	47	54	272
8:15 AM	17	33	50	23	50	73	279
8:30 AM	14	44	58	11	40	51	253
8:45 AM	15	28	43	4	26	30	208
9:00 AM	7	27	34	10	23	33	187
9:15 AM	10	33	43	11	25	36	150
9:30 AM	13	17	30	11	18	29	128
9:45 AM	17	26	43	17	24	41	139
10:00 AM	8	21	29	11	20	31	137
10:15 AM	10	7	17	14	17	31	132
10:30 AM	0	21	21	13	13	26	129
10:45 AM	12	19	31	4	24	28	116
11:00 AM	8	21	29	10	22	32	117
11:15 AM	16	14	30	13	22	35	121
11:30 AM	12	13	25	9	25	34	129

Automatic Traffic Recorder Count #1 - Boston Post Rd (Over Beaver Brook)

Direction	12/11/2019 Wednesday			12/12/2019 Thursday				
	NB	SB	Total	NB	SB	Total		
11:45 AM	12	21	33	117	13	27	40	141
12:00 PM	10	13	23	111	14	11	25	134
12:15 PM	8	15	23	104	21	10	31	130
12:30 PM	10	15	25	104	11	14	25	121
12:45 PM	20	11	31	102	22	15	37	118
1:00 PM	19	17	36	115	18	12	30	123
1:15 PM	9	17	26	118	15	17	32	124
1:30 PM	10	16	26	119	16	9	25	124
1:45 PM	15	15	30	118	19	20	39	126
2:00 PM	17	26	43	125	32	22	54	150
2:15 PM	18	11	29	128	15	20	35	153
2:30 PM	24	17	41	143	32	11	43	171
2:45 PM	24	15	39	152	37	16	53	185
3:00 PM	27	14	41	150	31	16	47	178
3:15 PM	41	16	57	178	36	23	59	202
3:30 PM	33	21	54	191	49	27	76	235
3:45 PM	34	14	48	200	38	19	57	239
4:00 PM	27	24	51	210	33	26	59	251
4:15 PM	47	10	57	210	38	21	59	251
4:30 PM	51	10	61	217	54	15	69	244
4:45 PM	34	23	57	226	40	20	60	247
5:00 PM	63	29	92	267	46	15	61	249
5:15 PM	48	16	64	274	51	18	69	259
5:30 PM	54	20	74	287	67	20	87	277
5:45 PM	42	13	55	285	53	13	66	283
6:00 PM	44	21	65	258	34	16	50	272
6:15 PM	32	10	42	236	50	20	70	273
6:30 PM	31	17	48	210	37	25	62	248
6:45 PM	30	10	40	195	35	12	47	229
7:00 PM	35	11	46	176	32	13	45	224
7:15 PM	31	11	42	176	32	11	43	197
7:30 PM	17	9	26	154	23	9	32	167
7:45 PM	15	6	21	135	25	5	30	150
8:00 PM	26	2	28	117	28	9	37	142
8:15 PM	21	7	28	103	14	8	22	121
8:30 PM	14	4	18	95	21	11	32	121
8:45 PM	13	6	19	93	13	9	22	113
9:00 PM	11	5	16	81	22	2	24	100
9:15 PM	15	3	18	71	17	6	23	101
9:30 PM	13	4	17	70	12	1	13	82
9:45 PM	7	0	7	58	7	3	10	70
10:00 PM	11	1	12	54	5	1	6	52
10:15 PM	14	0	14	50	3	4	7	36
10:30 PM	6	3	9	42	3	3	6	29
10:45 PM	1	4	5	40	5	2	7	26
11:00 PM	1	1	2	30	3	1	4	24
11:15 PM	5	1	6	22	4	1	5	22

Automatic Traffic Recorder Count #1 - Boston Post Rd (Over Beaver Brook)

Direction	12/11/2019 Wednesday			12/12/2019 Thursday			
	NB	SB	Total	NB	SB	Total	Total
11:30 PM	2	1	3	5	0	5	21
11:45 PM	3	0	3	3	0	3	17
	1349	1471		1484	1550		
Daily Total:	2820			3034			

Automatic Traffic Recorder Count #2 - New Boston Rd (S of Old Mont Vernon Rd)

Direction	12/11/2019 Wednesday			Total	12/12/2019 Thursday			Total
	NB	SB	Total		NB	SB	Total	
12:00 AM	2	0	2		3	0	3	
12:15 AM	2	0	2		1	0	1	
12:30 AM	0	1	1		0	0	0	
12:45 AM	0	0	0	5	1	1	2	6
1:00 AM	1	0	1	4	1	1	2	5
1:15 AM	0	0	0	2	1	0	1	5
1:30 AM	0	0	0	1	0	0	0	5
1:45 AM	1	1	2	3	0	0	0	3
2:00 AM	0	0	0	2	0	0	0	1
2:15 AM	0	0	0	2	0	0	0	0
2:30 AM	1	4	5	7	0	0	0	0
2:45 AM	0	0	0	5	0	2	2	2
3:00 AM	1	0	1	6	1	1	2	4
3:15 AM	0	0	0	6	0	0	0	4
3:30 AM	0	0	0	1	0	1	1	5
3:45 AM	0	0	0	1	0	1	1	4
4:00 AM	0	1	1	1	0	2	2	4
4:15 AM	0	3	3	4	0	1	1	5
4:30 AM	0	5	5	9	0	8	8	12
4:45 AM	0	2	2	11	1	3	4	15
5:00 AM	1	4	5	15	1	7	8	21
5:15 AM	0	11	11	23	0	15	15	35
5:30 AM	0	6	6	24	0	9	9	36
5:45 AM	1	5	6	28	1	6	7	39
6:00 AM	0	9	9	32	1	14	15	46
6:15 AM	3	16	19	40	2	25	27	58
6:30 AM	3	30	33	67	2	20	22	71
6:45 AM	3	24	27	88	4	38	42	106
7:00 AM	4	39	43	122	4	27	31	122
7:15 AM	5	24	29	132	5	17	22	117
7:30 AM	10	33	43	142	7	38	45	140
7:45 AM	6	32	38	153	6	34	40	138
8:00 AM	7	36	43	153	8	28	36	143
8:15 AM	4	21	25	149	7	22	29	150
8:30 AM	12	18	30	136	5	29	34	139
8:45 AM	9	15	24	122	3	17	20	119
9:00 AM	12	19	31	110	9	15	24	107
9:15 AM	2	13	15	100	6	10	16	94
9:30 AM	7	13	20	90	5	14	19	79
9:45 AM	3	12	15	81	3	14	17	76
10:00 AM	4	15	19	69	3	15	18	70
10:15 AM	5	10	15	69	5	7	12	66
10:30 AM	6	9	15	64	8	12	20	67
10:45 AM	9	11	20	69	9	10	19	69
11:00 AM	6	6	12	62	10	19	29	80
11:15 AM	4	14	18	65	3	11	14	82
11:30 AM	6	7	13	63	8	6	14	76

Automatic Traffic Recorder Count #2 - New Boston Rd (S of Old Mont Vernon Rd)

Direction	12/11/2019 Wednesday			Total	12/12/2019 Thursday			Total
	NB	SB			NB	SB		
11:45 AM	5	13	18	61	11	8	19	76
12:00 PM	11	5	16	65	15	9	24	71
12:15 PM	7	7	14	61	16	7	23	80
12:30 PM	13	8	21	69	7	11	18	84
12:45 PM	11	7	18	69	14	10	24	89
1:00 PM	12	10	22	75	8	10	18	83
1:15 PM	5	6	11	72	10	10	20	80
1:30 PM	13	7	20	71	10	7	17	79
1:45 PM	14	12	26	79	16	13	29	84
2:00 PM	7	13	20	77	8	5	13	79
2:15 PM	7	9	16	82	21	14	35	94
2:30 PM	26	8	34	96	25	10	35	112
2:45 PM	26	12	38	108	26	11	37	120
3:00 PM	21	13	34	122	26	13	39	146
3:15 PM	25	6	31	137	23	12	35	146
3:30 PM	18	8	26	129	31	6	37	148
3:45 PM	21	9	30	121	18	17	35	146
4:00 PM	26	7	33	120	22	12	34	141
4:15 PM	25	9	34	123	30	10	40	146
4:30 PM	30	17	47	144	20	15	35	144
4:45 PM	30	9	39	153	24	8	32	141
5:00 PM	35	15	50	170	39	6	45	152
5:15 PM	33	18	51	187	30	10	40	152
5:30 PM	33	6	39	179	40	11	51	168
5:45 PM	37	7	44	184	21	10	31	167
6:00 PM	17	13	30	164	25	14	39	161
6:15 PM	20	9	29	142	26	10	36	157
6:30 PM	19	9	28	131	14	16	30	136
6:45 PM	22	8	30	117	21	5	26	131
7:00 PM	19	4	23	110	13	3	16	108
7:15 PM	24	6	30	111	17	4	21	93
7:30 PM	18	4	22	105	19	4	23	86
7:45 PM	10	1	11	86	18	7	25	85
8:00 PM	11	1	12	75	20	1	21	90
8:15 PM	14	2	16	61	28	7	35	104
8:30 PM	21	1	22	61	18	5	23	104
8:45 PM	18	4	22	72	14	3	17	96
9:00 PM	12	7	19	79	12	1	13	88
9:15 PM	11	1	12	75	14	0	14	67
9:30 PM	10	4	14	67	12	1	13	57
9:45 PM	8	0	8	53	6	3	9	49
10:00 PM	3	0	3	37	8	2	10	46
10:15 PM	6	0	6	31	7	0	7	39
10:30 PM	7	1	8	25	2	0	2	28
10:45 PM	0	1	1	18	2	1	3	22
11:00 PM	2	0	2	17	5	2	7	19
11:15 PM	3	0	3	14	2	0	2	14

Automatic Traffic Recorder Count #2 - New Boston Rd (S of Old Mont Vernon Rd)

Direction	12/11/2019 Wednesday			12/12/2019 Thursday		
	NB	SB	Total	NB	SB	Total
11:30 PM	4	1	5	2	0	2
11:45 PM	5	0	5	3	0	3
	915	787		953	844	
Daily Total:	1702			1797		

Automatic Traffic Recorder Count #3 - Christian Hill Rd (S of Bloody Brook Rd)

Direction	12/11/2019 Wednesday			Total	12/12/2019 Thursday			Total
	WB	EB	Total		WB	EB	Total	
12:00 AM	0	0	0		0	0	0	
12:15 AM	1	0	1		0	0	0	
12:30 AM	0	0	0		1	0	1	
12:45 AM	2	0	2	3	0	0	0	1
1:00 AM	0	0	0	3	0	0	0	1
1:15 AM	0	0	0	2	0	0	0	1
1:30 AM	0	0	0	2	0	0	0	0
1:45 AM	1	0	1	1	0	0	0	0
2:00 AM	0	0	0	1	0	0	0	0
2:15 AM	0	0	0	1	0	0	0	0
2:30 AM	0	0	0	1	1	2	3	3
2:45 AM	0	0	0	0	0	0	0	3
3:00 AM	0	0	0	0	0	0	0	3
3:15 AM	0	1	1	1	0	0	0	3
3:30 AM	0	0	0	1	0	1	1	1
3:45 AM	1	0	1	2	0	0	0	1
4:00 AM	0	1	1	3	0	0	0	1
4:15 AM	0	1	1	3	0	0	0	1
4:30 AM	0	0	0	3	1	0	1	1
4:45 AM	0	1	1	3	0	0	0	1
5:00 AM	0	0	0	2	0	0	0	1
5:15 AM	0	1	1	2	1	2	3	4
5:30 AM	0	5	5	7	0	4	4	7
5:45 AM	0	2	2	8	0	2	2	9
6:00 AM	0	1	1	9	0	2	2	11
6:15 AM	0	2	2	10	2	4	6	14
6:30 AM	1	2	3	8	0	7	7	17
6:45 AM	5	8	13	19	3	10	13	28
7:00 AM	0	11	11	29	1	10	11	37
7:15 AM	0	6	6	33	1	7	8	39
7:30 AM	2	8	10	40	4	11	15	47
7:45 AM	2	13	15	42	3	18	21	55
8:00 AM	4	17	21	52	4	14	18	62
8:15 AM	5	8	13	59	4	10	14	68
8:30 AM	3	9	12	61	1	4	5	58
8:45 AM	1	5	6	52	2	9	11	48
9:00 AM	3	2	5	36	0	6	6	36
9:15 AM	3	11	14	37	6	2	8	30
9:30 AM	3	7	10	35	6	7	13	38
9:45 AM	6	5	11	40	3	5	8	35
10:00 AM	1	5	6	41	3	6	9	38
10:15 AM	2	3	5	32	5	10	15	45
10:30 AM	1	1	2	24	3	4	7	39
10:45 AM	4	3	7	20	1	4	5	36
11:00 AM	2	2	4	18	4	0	4	31
11:15 AM	5	3	8	21	0	7	7	23
11:30 AM	2	5	7	26	4	6	10	26

Automatic Traffic Recorder Count #3 - Christian Hill Rd (S of Bloody Brook Rd)

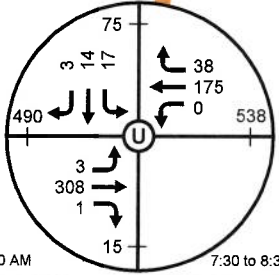
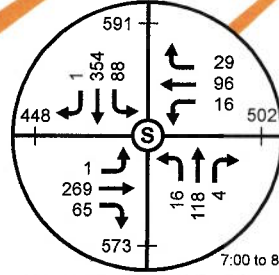
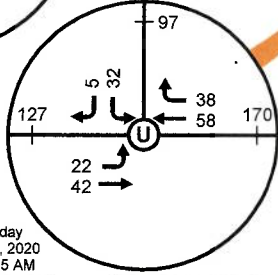
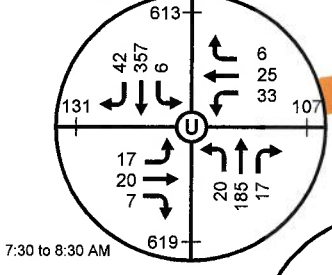
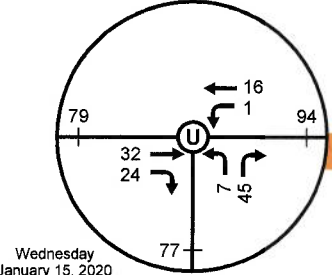
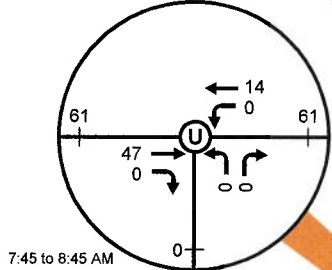
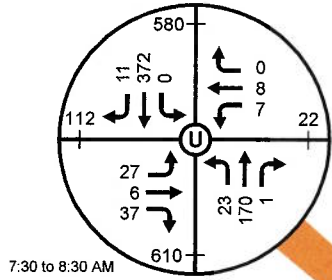
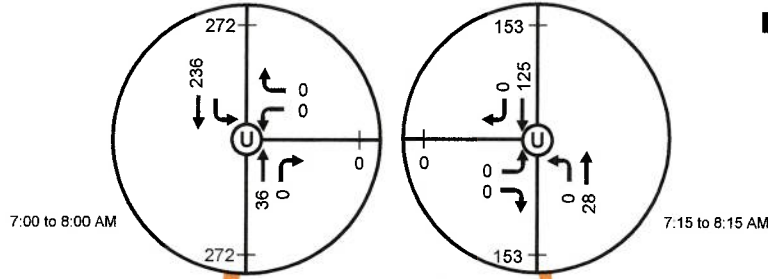
Direction	12/11/2019 Wednesday			12/12/2019 Thursday				
	WB	EB	Total	WB	EB	Total		
11:45 AM	3	8	11	30	2	5	7	28
12:00 PM	2	4	6	32	4	4	8	32
12:15 PM	7	2	9	33	4	5	9	34
12:30 PM	3	8	11	37	4	9	13	37
12:45 PM	5	3	8	34	5	2	7	37
1:00 PM	2	3	5	33	5	2	7	36
1:15 PM	5	1	6	30	3	6	9	36
1:30 PM	1	3	4	23	3	3	6	29
1:45 PM	10	4	14	29	4	4	8	30
2:00 PM	8	9	17	41	4	4	8	31
2:15 PM	4	6	10	45	5	3	8	30
2:30 PM	6	5	11	52	5	6	11	35
2:45 PM	4	6	10	48	5	3	8	35
3:00 PM	7	4	11	42	5	1	6	33
3:15 PM	13	9	22	54	6	5	11	36
3:30 PM	4	10	14	57	7	8	15	40
3:45 PM	6	3	9	56	8	11	19	51
4:00 PM	6	5	11	56	9	8	17	62
4:15 PM	5	3	8	42	8	11	19	70
4:30 PM	11	3	14	42	10	4	14	69
4:45 PM	4	4	8	41	10	3	13	63
5:00 PM	10	5	15	45	9	6	15	61
5:15 PM	9	6	15	52	11	5	16	58
5:30 PM	7	6	13	51	9	1	10	54
5:45 PM	11	6	17	60	8	8	16	57
6:00 PM	8	3	11	56	9	4	13	55
6:15 PM	6	3	9	50	4	5	9	48
6:30 PM	5	2	7	44	6	6	12	50
6:45 PM	7	5	12	39	5	5	10	44
7:00 PM	7	5	12	40	6	0	6	37
7:15 PM	3	1	4	35	6	5	11	39
7:30 PM	10	2	12	40	6	2	8	35
7:45 PM	3	1	4	32	5	1	6	31
8:00 PM	1	1	2	22	6	2	8	33
8:15 PM	3	1	4	22	3	0	3	25
8:30 PM	6	0	6	16	5	2	7	24
8:45 PM	3	1	4	16	4	0	4	22
9:00 PM	3	0	3	17	4	1	5	19
9:15 PM	1	1	2	15	6	0	6	22
9:30 PM	1	0	1	10	1	0	1	16
9:45 PM	3	0	3	9	0	0	0	12
10:00 PM	2	1	3	9	1	0	1	8
10:15 PM	2	2	4	11	0	1	1	3
10:30 PM	1	0	1	11	1	0	1	3
10:45 PM	3	0	3	11	0	0	0	3
11:00 PM	3	0	3	11	2	0	2	4
11:15 PM	2	0	2	9	3	0	3	6

Automatic Traffic Recorder Count #3 - Christian Hill Rd (S of Bloody Brook Rd)

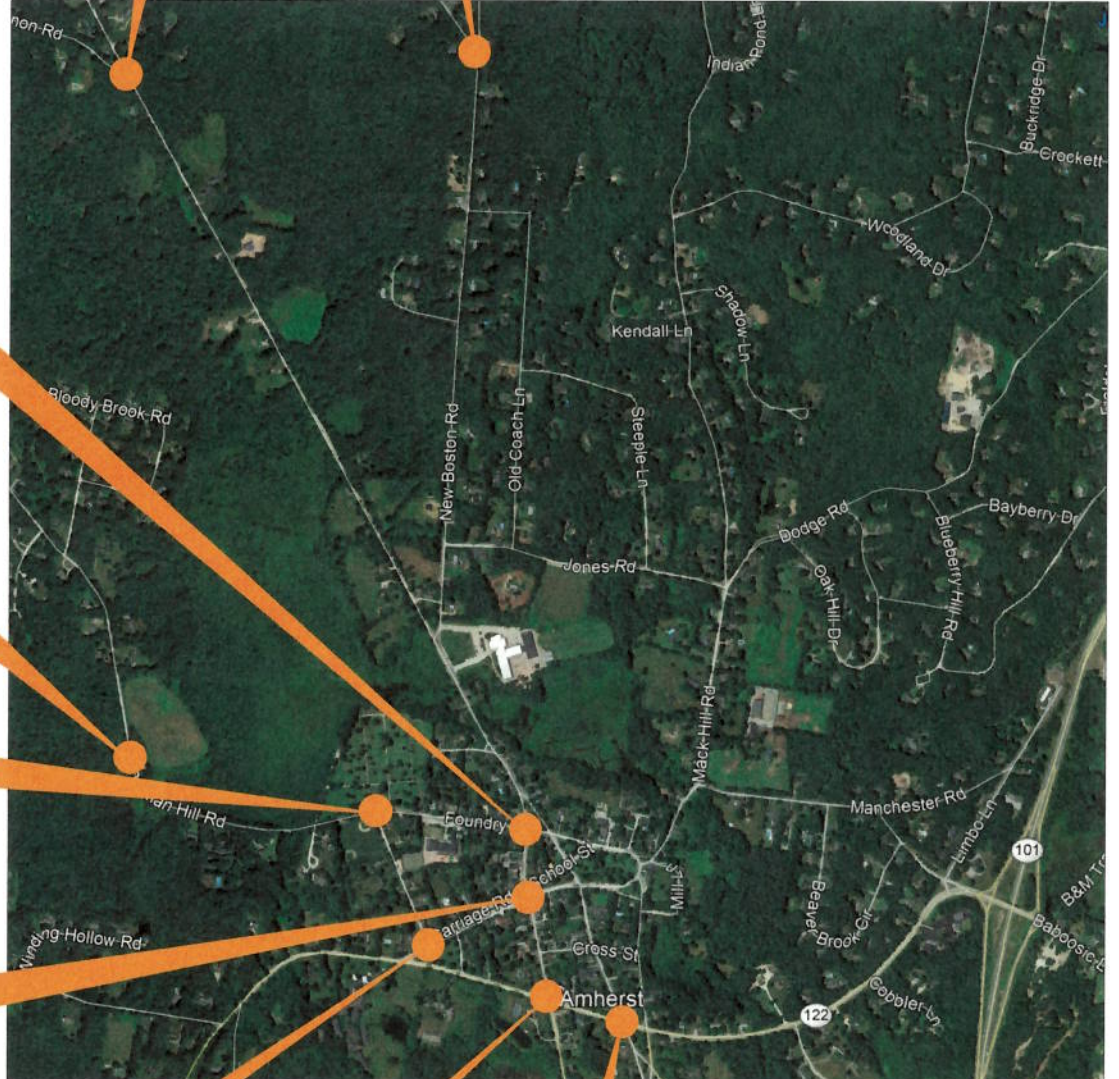
Direction	12/11/2019 Wednesday			12/12/2019 Thursday		
	WB	EB	Total	WB	EB	Total
11:30 PM	2	0	2	0	0	0
11:45 PM	1	0	1	1	0	1
	299	304		301	335	
Daily Total:	603			636		

Appendix C

Intersection Turning Movement Counts

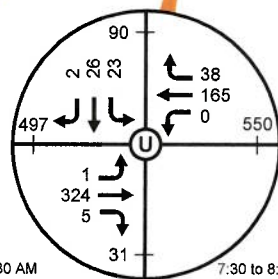
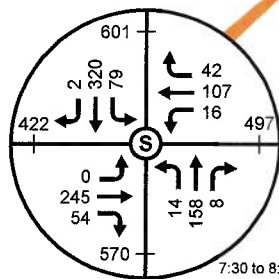
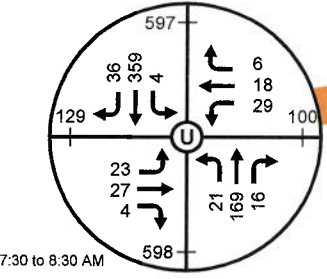
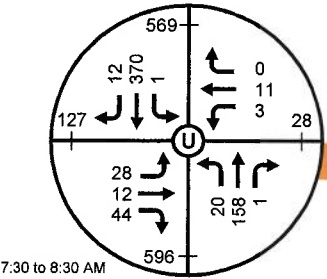
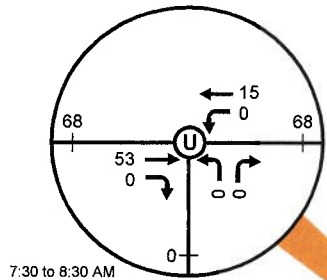
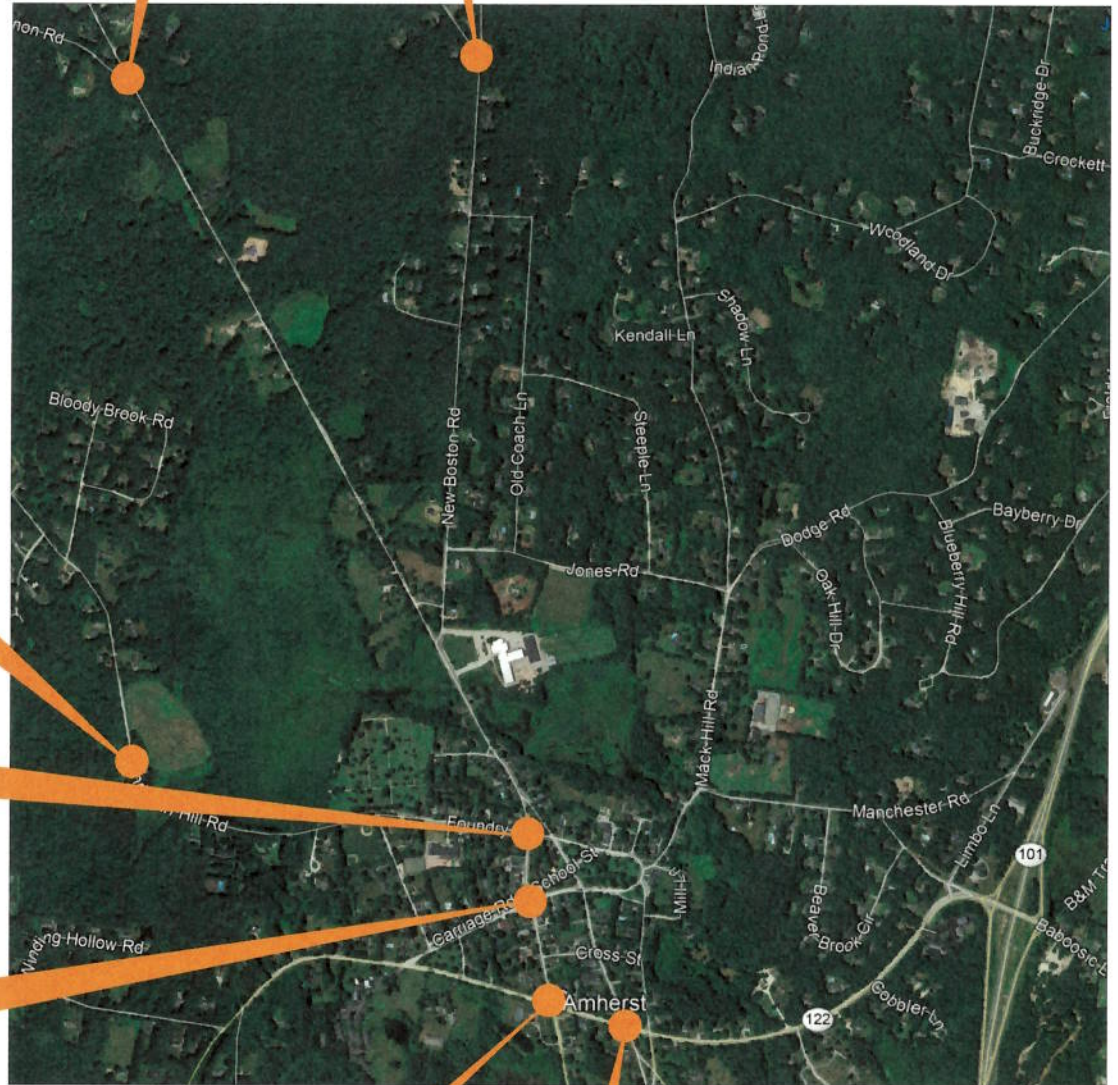
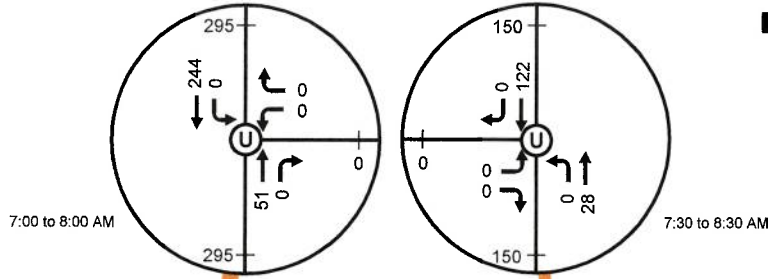


AM PEAK HOUR
Wednesday, December 11, 2019
 7:00 to 8:00 AM
 7:15 to 8:15 AM
 7:30 to 8:30 AM
 7:45 to 8:45 AM



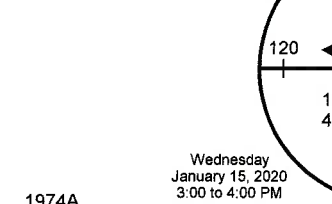
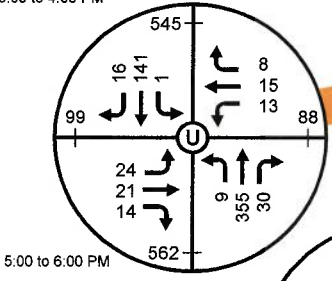
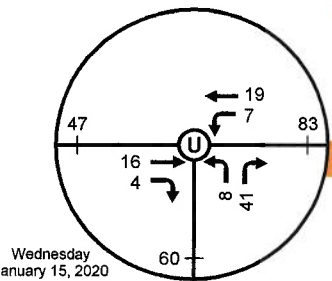
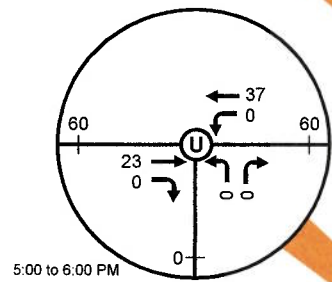
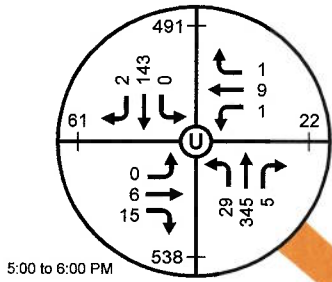
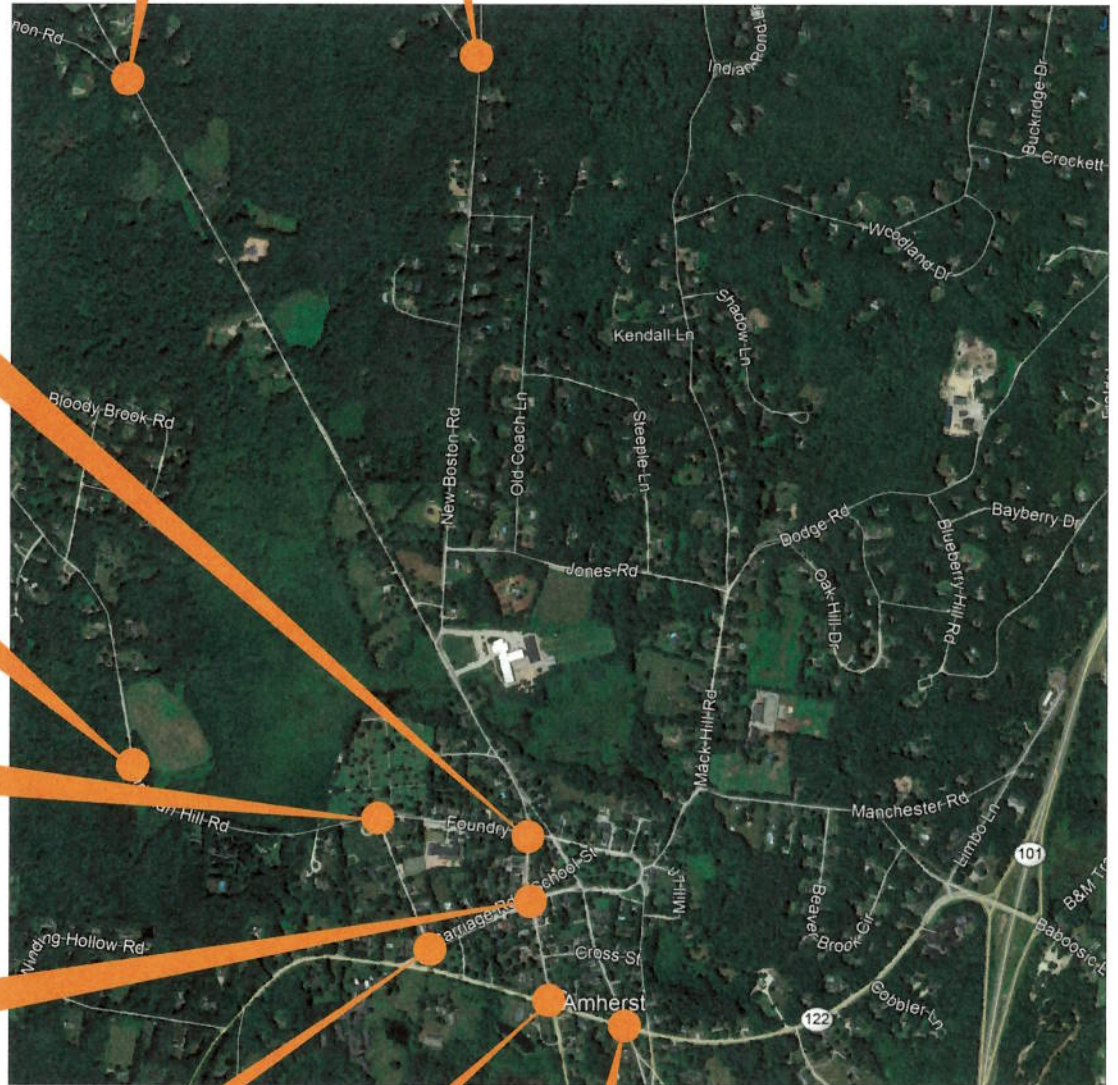
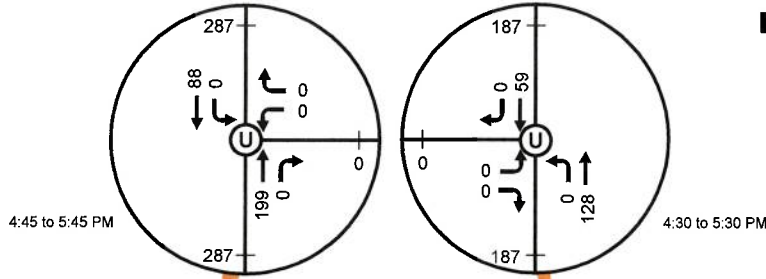
1974A
 Wednesday
 January 15, 2020
 7:45 to 8:45 AM



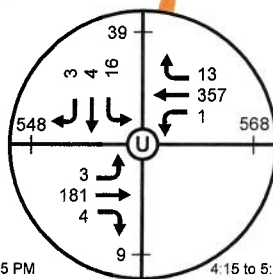
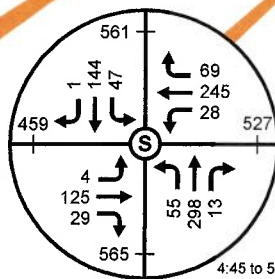


AM PEAK HOUR
Thursday, December 12, 2019
7:00 to 8:00 AM
7:30 to 8:30 AM



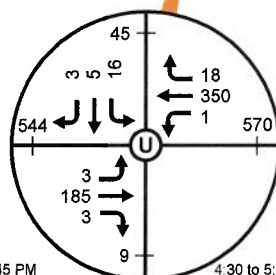
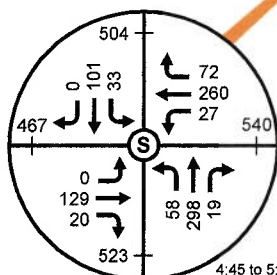
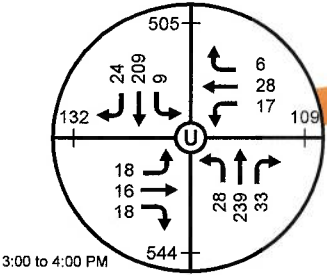
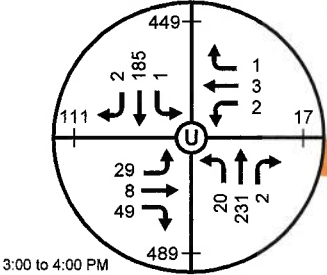
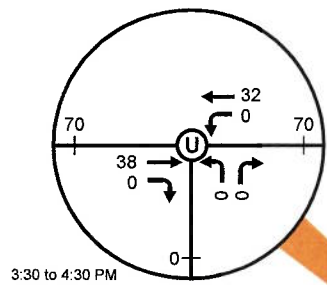
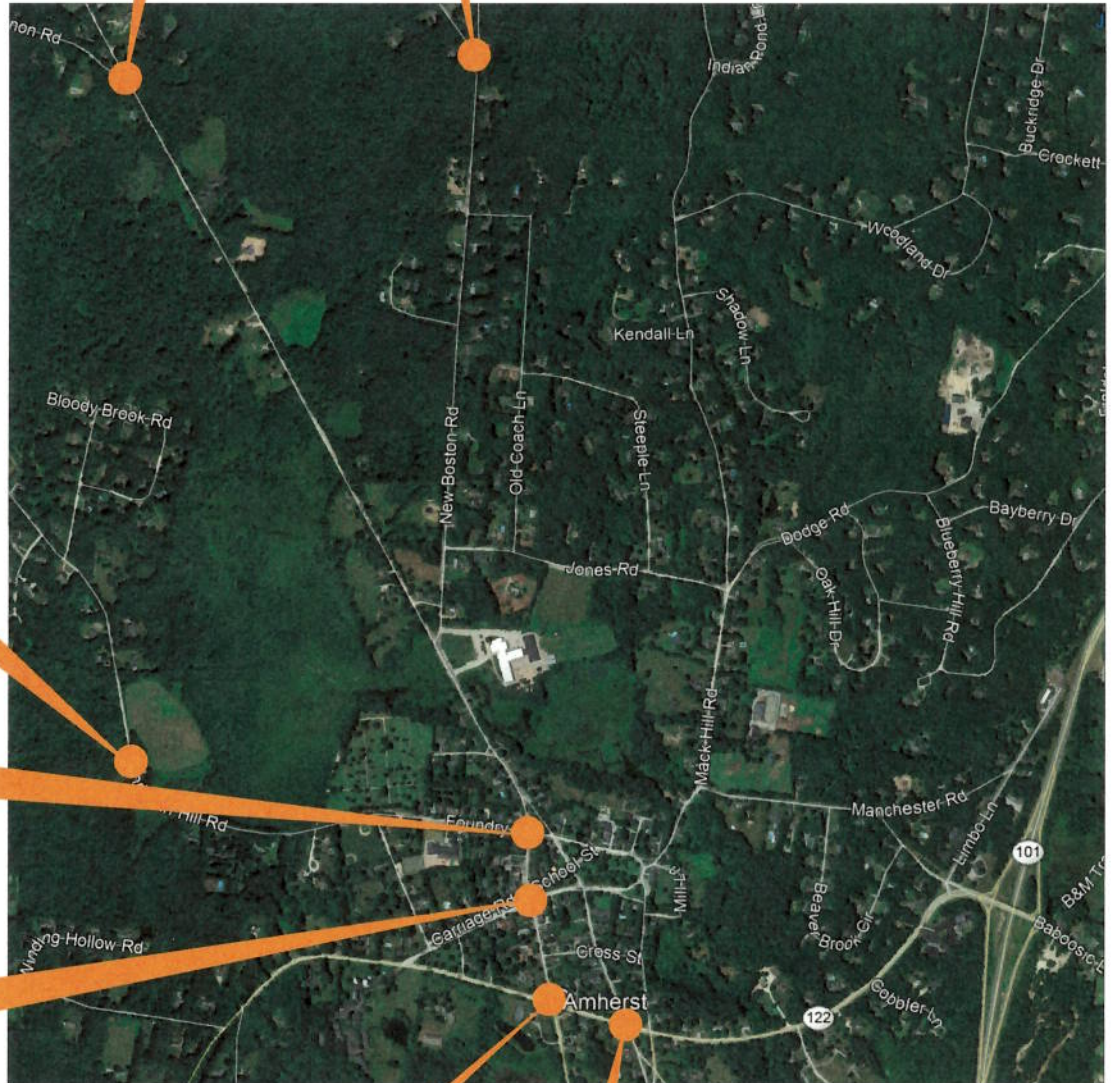
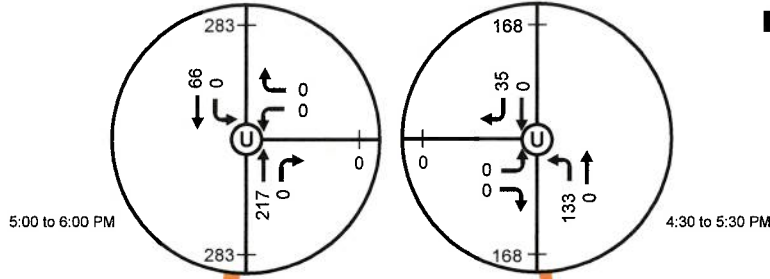


1974A



PM PEAK HOUR
Wednesday, December 11, 2019
3:00 to 4:00 PM
4:15 to 5:15 PM
4:30 to 5:30 PM
4:45 to 5:45 PM
5:00 to 6:00 PM





PM PEAK HOUR
Thursday, December 12, 2019
 3:00 to 4:00 PM
 3:30 to 4:30 PM
 4:30 to 5:30 PM
 4:45 to 5:45 PM
 5:00 to 6:00 PM

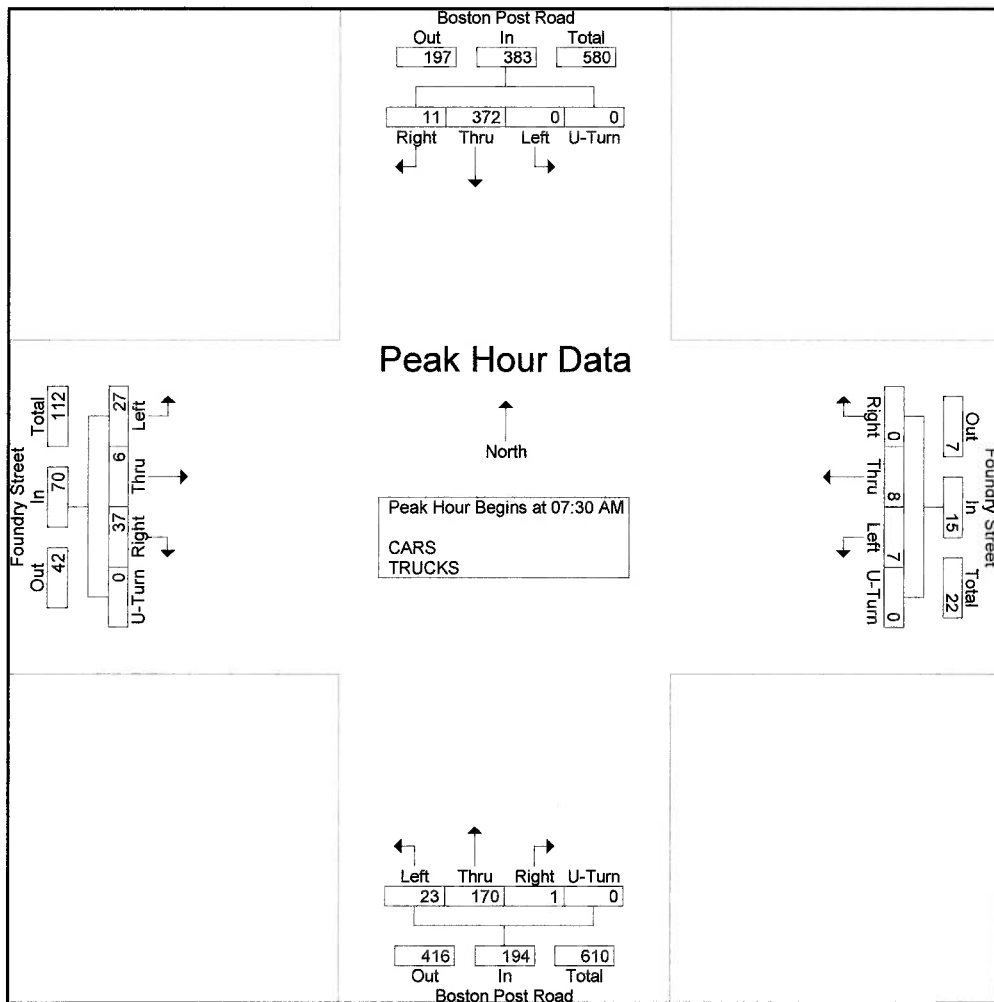


Stephen G. Pernaw & Company, Inc.
P.O. Box 1721
Concord, New Hampshire 03302

Weather: Clear
Collected By: MV
Job Number: 1974A
Town/State: Amherst, NH

File Name : 1974A_INT_A_AM_&_PM Wed
Site Code : 1974A
Start Date : 12/11/2019
Page No : 2

Start Time	Boston Post Road From North					Foundry Street From East					Boston Post Road From South					Foundry Street From West					Int. Total
	Right	Thru	Left	U-Turn	App Total	Right	Thru	Left	U-Turn	App Total	Right	Thru	Left	U-Turn	App Total	Right	Thru	Left	U-Turn	App Total	
Peak Hour Analysis From 07:00 AM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	2	95	0	0	97	0	1	4	0	5	1	34	7	0	42	6	0	1	0	7	151
07:45 AM	1	87	0	0	88	0	1	1	0	2	0	41	4	0	45	6	0	2	0	8	143
08:00 AM	3	80	0	0	83	0	4	0	0	4	0	46	8	0	54	7	2	6	0	15	156
08:15 AM	5	110	0	0	115	0	2	2	0	4	0	49	4	0	53	18	4	18	0	40	212
Total Volume	11	372	0	0	383	0	8	7	0	15	1	170	23	0	194	37	6	27	0	70	662
% App. Total	2.9	97.1	0	0		0	53.3	46.7	0		0.5	87.6	11.9	0		52.9	8.6	38.6	0		
PHF	.550	.845	.000	.000	.833	.000	.500	.438	.000	.750	.250	.867	.719	.000	.898	.514	.375	.375	.000	.438	.781

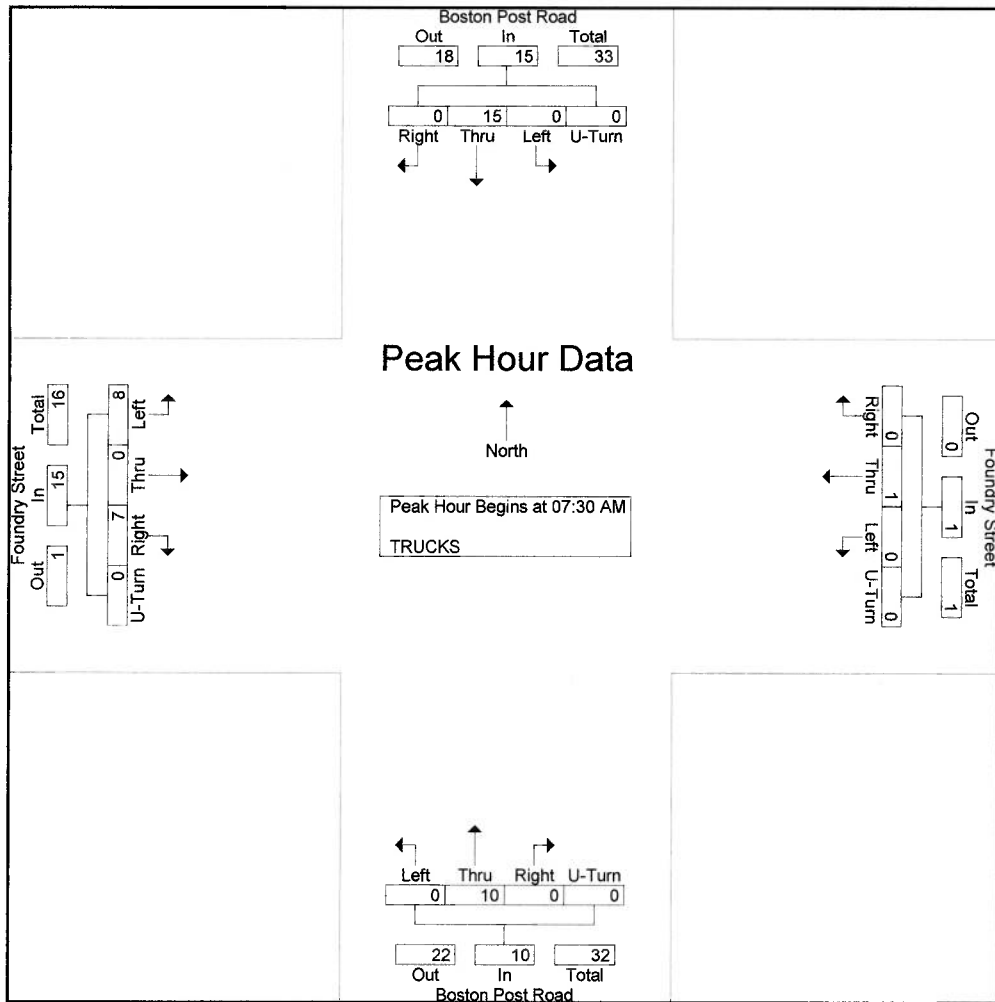


Stephen G. Pernaw & Company, Inc.
P.O. Box 1721
Concord, New Hampshire 03302

Weather: Clear
Collected By: MV
Job Number: 1974A
Town/State: Amherst, NH

File Name : 1974A_INT_A_AM_&_PM Wed
Site Code : 1974A
Start Date : 12/11/2019
Page No : 2

Start Time	Boston Post Road From North					Foundry Street From East					Boston Post Road From South					Foundry Street From West					Int. Total	
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total		
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																						
Peak Hour for Entire Intersection Begins at 07:30 AM																						
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1
07:45 AM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0
08:00 AM	0	1	0	0	1	0	0	0	0	0	0	5	0	0	5	1	0	3	0	4	0	10
08:15 AM	0	13	0	0	13	0	1	0	0	1	0	1	0	0	1	6	0	5	0	11	0	26
Total Volume	0	15	0	0	15	0	1	0	0	1	0	10	0	0	10	7	0	8	0	15	0	41
% App. Total	0	100	0	0		0	100	0	0		0	100	0	0		46.7	0	53.3	0			
PHF	.000	.288	.000	.000	.288	.000	.250	.000	.000	.250	.000	.500	.000	.000	.500	.292	.000	.400	.000	.341		.394



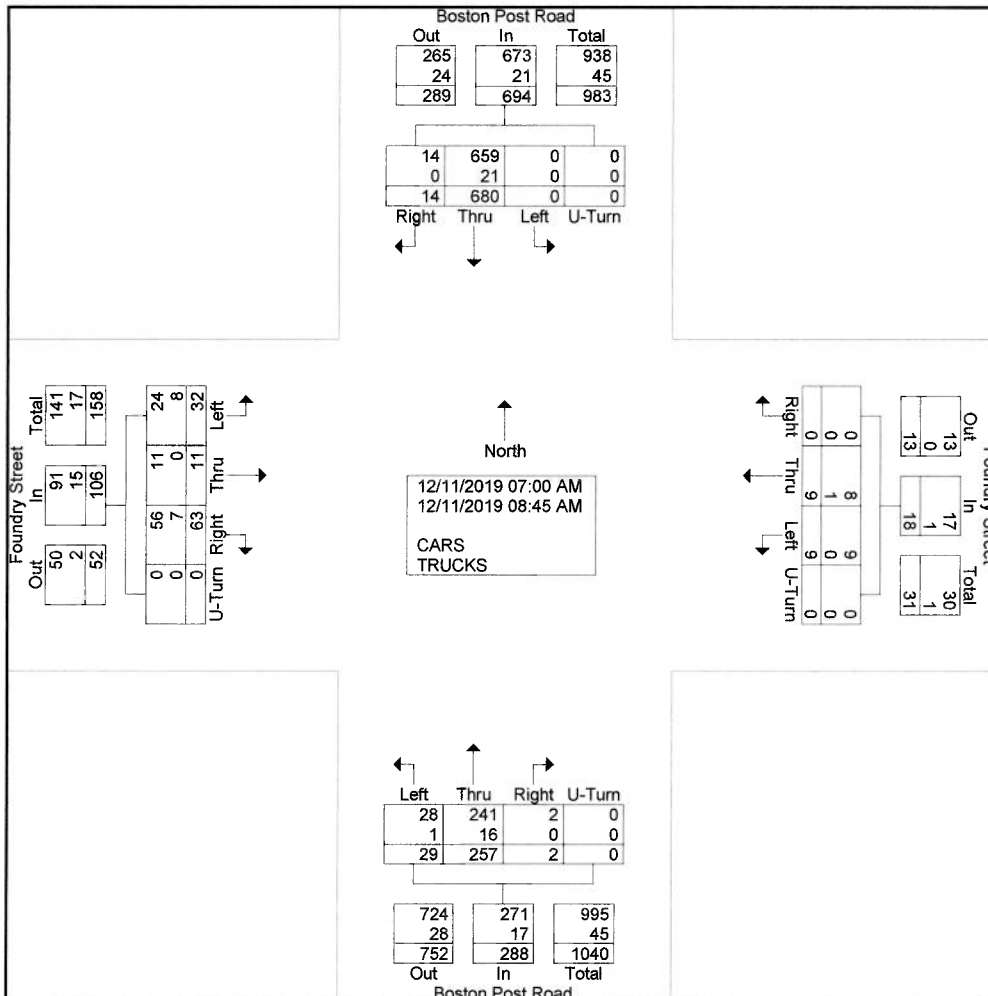
Stephen G. Pernaw & Company, Inc.
P.O. Box 1721
Concord, New Hampshire 03302

Weather: Clear
Collected By: MV
Job Number: 1974A
Town/State: Amherst, NH

File Name : 1974A_INT_A_AM_&_PM Wed
Site Code : 1974A
Start Date : 12/11/2019
Page No : 1

Groups Printed- CARS - TRUCKS

Start Time	Boston Post Road From North					Foundry Street From East					Boston Post Road From South					Foundry Street From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
07:00 AM	0	118	0	0	118	0	0	1	0	1	0	15	0	0	15	8	1	2	0	11	145
07:15 AM	0	73	0	0	73	0	0	1	0	1	0	25	2	0	27	3	1	1	0	5	106
07:30 AM	2	95	0	0	97	0	1	4	0	5	1	34	7	0	42	6	0	1	0	7	151
07:45 AM	1	87	0	0	88	0	1	1	0	2	0	41	4	0	45	6	0	2	0	8	143
Total	3	373	0	0	376	0	2	7	0	9	1	115	13	0	129	23	2	6	0	31	545
08:00 AM	3	80	0	0	83	0	4	0	0	4	0	46	8	0	54	7	2	6	0	15	156
08:15 AM	5	110	0	0	115	0	2	2	0	4	0	49	4	0	53	18	4	18	0	40	212
08:30 AM	3	71	0	0	74	0	0	0	0	0	1	27	3	0	31	8	3	2	0	13	118
08:45 AM	0	46	0	0	46	0	1	0	0	1	0	20	1	0	21	7	0	0	0	7	75
Total	11	307	0	0	318	0	7	2	0	9	1	142	16	0	159	40	9	26	0	75	561
Grand Total	14	680	0	0	694	0	9	9	0	18	2	257	29	0	288	63	11	32	0	106	1106
Apprch %	2	98	0	0		0	50	50	0		0.7	89.2	10.1	0		59.4	10.4	30.2	0		
Total %	1.3	61.5	0	0	62.7	0	0.8	0.8	0	1.6	0.2	23.2	2.6	0	26	5.7	1	2.9	0	9.6	
CARS	14	659	0	0	673	0	8	9	0	17	2	241	28	0	271	56	11	24	0	91	1052
% CARS	100	96.9	0	0	97	0	88.9	100	0	94.4	100	93.8	96.6	0	94.1	88.9	100	75	0	85.8	95.1
TRUCKS	0	21	0	0	21	0	1	0	0	1	0	16	1	0	17	7	0	8	0	15	54
% TRUCKS	0	3.1	0	0	3	0	11.1	0	0	5.6	0	6.2	3.4	0	5.9	11.1	0	25	0	14.2	4.9



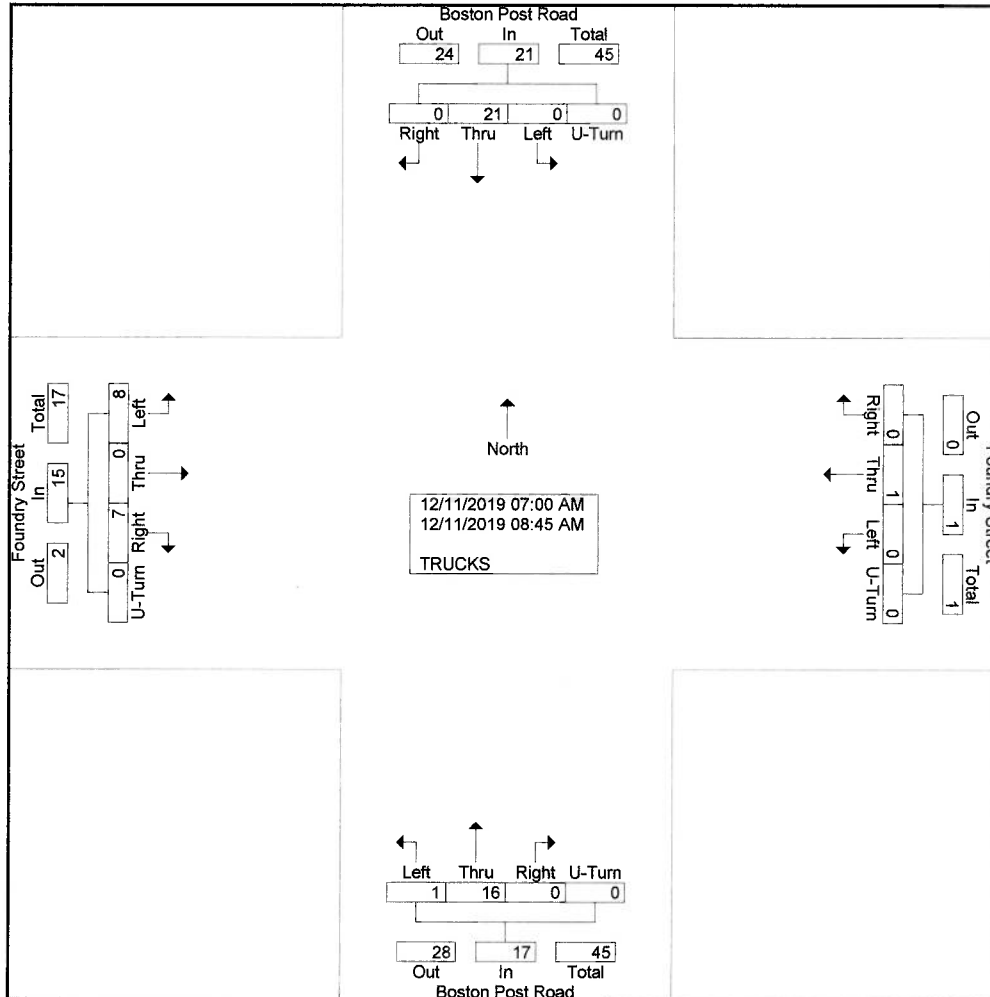
Stephen G. Pernaw & Company, Inc.
P.O. Box 1721
Concord, New Hampshire 03302

Weather: Clear
Collected By: MV
Job Number: 1974A
Town/State: Amherst, NH

File Name : 1974A_INT_A_AM_&_PM Wed
Site Code : 1974A
Start Date : 12/11/2019
Page No : 1

Groups Printed- TRUCKS

Start Time	Boston Post Road From North					Foundry Street From East					Boston Post Road From South					Foundry Street From West					Int. Total					
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total						
07:00 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
07:15 AM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
07:45 AM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	4
Total	0	4	0	0	4	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	11
08:00 AM	0	1	0	0	1	0	0	0	0	0	0	5	0	0	5	1	0	3	0	4	0	0	0	0	0	10
08:15 AM	0	13	0	0	13	0	1	0	0	1	0	1	0	0	1	6	0	5	0	11	0	0	0	0	0	26
08:30 AM	0	2	0	0	2	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	4
08:45 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
Total	0	17	0	0	17	0	1	0	0	1	0	9	1	0	10	7	0	8	0	15	0	0	0	0	0	43
Grand Total	0	21	0	0	21	0	1	0	0	1	0	16	1	0	17	7	0	8	0	15	0	0	0	0	0	54
Apprch %	0	100	0	0		0	100	0	0		0	94.1	5.9	0		46.7	0	53.3	0		0	0	0	0		
Total %	0	38.9	0	0	38.9	0	1.9	0	0	1.9	0	29.6	1.9	0	31.5	13	0	14.8	0	27.8	0	0	0	0		

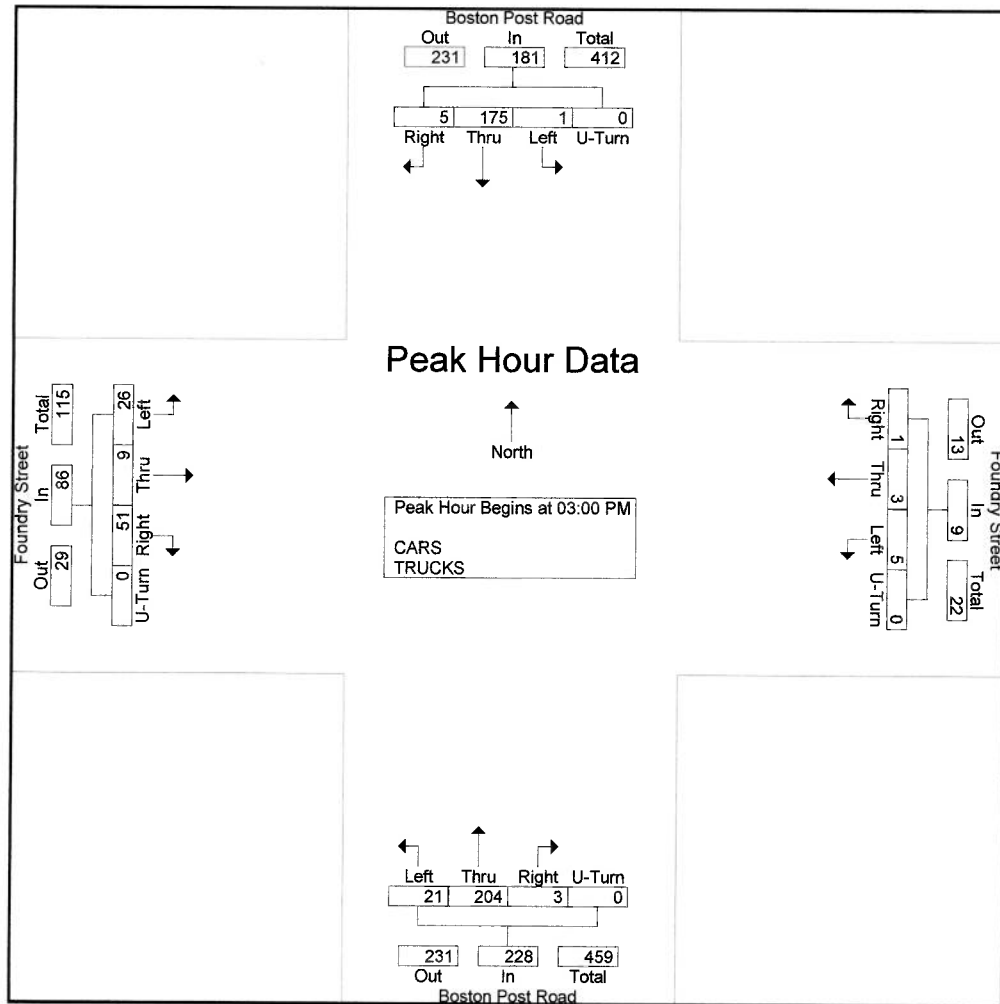


Stephen G. Pernaw & Company, Inc.
P.O. Box 1721
Concord, New Hampshire 03302

Weather: Clear
Collected By: MV
Job Number: 1974A
Town/State: Amherst, NH

File Name : 1974A_INT_A_Wed_AM_&_PM
Site Code : 1974A
Start Date : 12/11/2019
Page No : 2

Start Time	Boston Post Road From North					Foundry Street From East					Boston Post Road From South					Foundry Street From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:00 PM																					
03:00 PM	1	40	0	0	41	0	1	1	0	2	1	52	5	0	58	21	4	24	0	49	150
03:15 PM	3	50	0	0	53	0	1	1	0	2	1	50	6	0	57	7	4	0	0	11	123
03:30 PM	0	43	0	0	43	1	0	2	0	3	1	46	5	0	52	12	1	0	0	13	111
03:45 PM	1	42	1	0	44	0	1	1	0	2	0	56	5	0	61	11	0	2	0	13	120
Total Volume	5	175	1	0	181	1	3	5	0	9	3	204	21	0	228	51	9	26	0	86	504
% App. Total	2.8	96.7	0.6	0		11.1	33.3	55.6	0		1.3	89.5	9.2	0		59.3	10.5	30.2	0		
PHF	.417	.875	.250	.000	.854	.250	.750	.625	.000	.750	.750	.911	.875	.000	.934	.607	.563	.271	.000	.439	.840

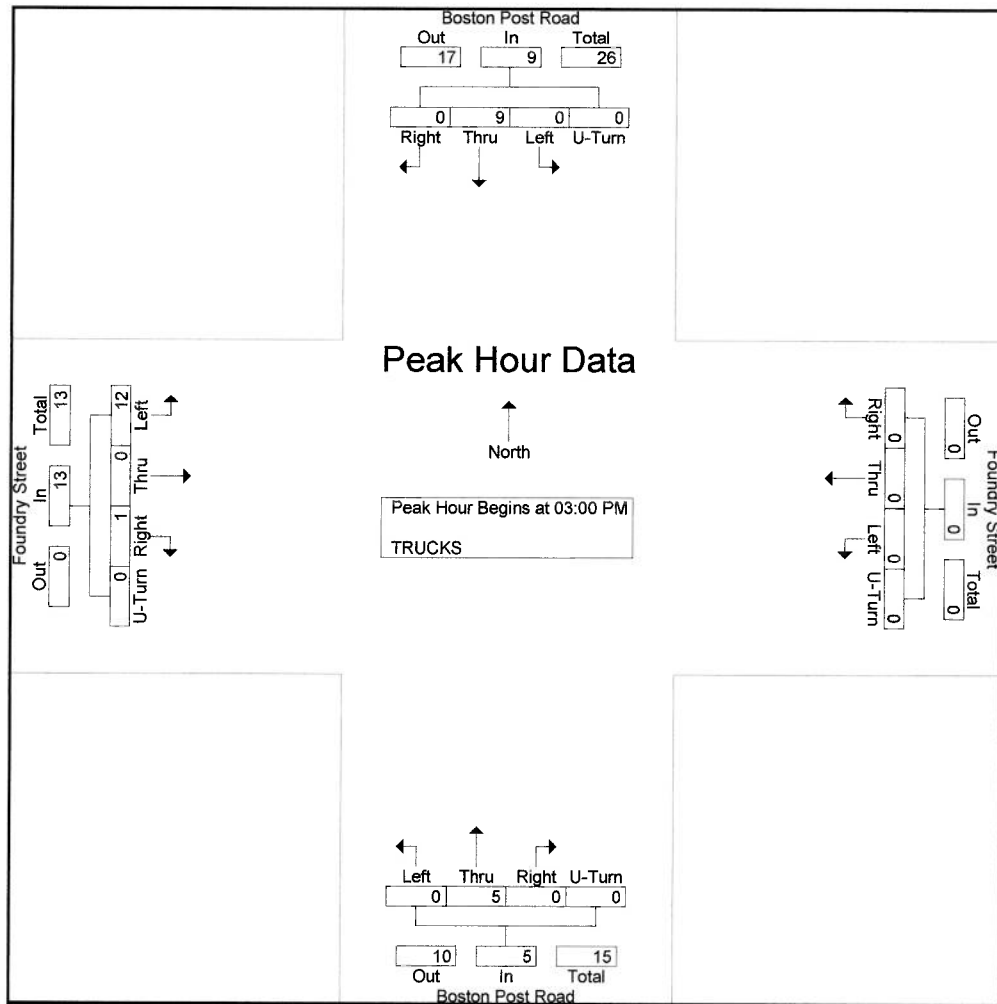


Stephen G. Pernaw & Company, Inc.
P.O. Box 1721
Concord, New Hampshire 03302

Weather: Clear
Collected By: MV
Job Number: 1974A
Town/State: Amherst, NH

File Name : 1974A_INT_A_Wed_AM_&_PM
Site Code : 1974A
Start Date : 12/11/2019
Page No : 2

Start Time	Boston Post Road From North					Foundry Street From East					Boston Post Road From South					Foundry Street From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:00 PM																					
03:00 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	12	0	12	14
03:15 PM	0	8	0	0	8	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	11
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
03:45 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	9	0	0	9	0	0	0	0	0	0	5	0	0	5	1	0	12	0	13	27
% App. Total	0	100	0	0		0	0	0	0		0	100	0	0		7.7	0	92.3	0		
PHF	.000	.281	.000	.000	.281	.000	.000	.000	.000	.000	.000	.625	.000	.000	.625	.250	.000	.250	.000	.271	.482

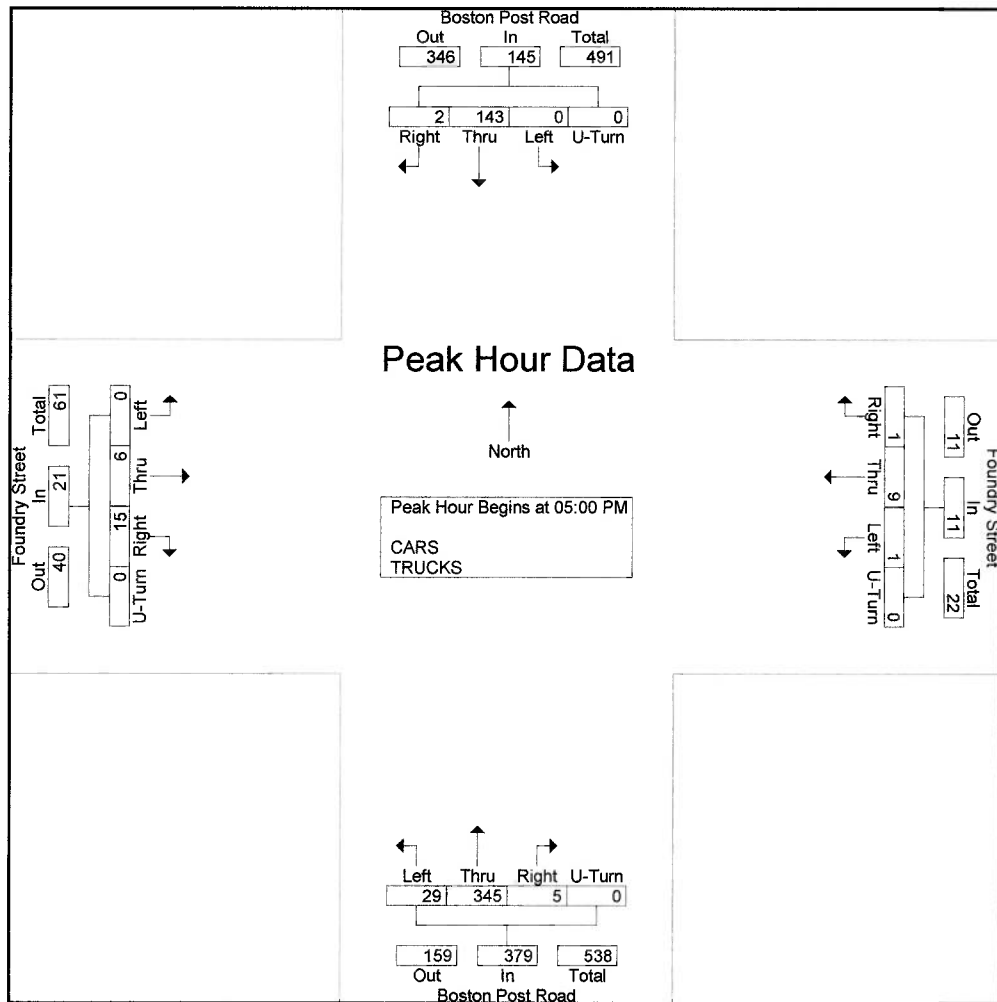


Stephen G. Pernaw & Company, Inc.
P.O. Box 1721
Concord, New Hampshire 03302

Weather: Clear
Collected By: MV
Job Number: 1974A
Town/State: Amherst, NH

File Name : 1974A_INT_A_AM_&_PM Wed
Site Code : 1974A
Start Date : 12/11/2019
Page No : 3

Start Time	Boston Post Road From North					Foundry Street From East					Boston Post Road From South					Foundry Street From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	1	53	0	0	54	1	2	0	0	3	1	92	8	0	101	7	1	0	0	8	166
05:15 PM	1	38	0	0	39	0	1	0	0	1	2	87	6	0	95	3	0	0	0	3	138
05:30 PM	0	38	0	0	38	0	1	0	0	1	1	85	7	0	93	4	2	0	0	6	138
05:45 PM	0	14	0	0	14	0	5	1	0	6	1	81	8	0	90	1	3	0	0	4	114
Total Volume	2	143	0	0	145	1	9	1	0	11	5	345	29	0	379	15	6	0	0	21	556
% App. Total	1.4	98.6	0	0		9.1	81.8	9.1	0		1.3	91	7.7	0		71.4	28.6	0	0		
PHF	.500	.675	.000	.000	.671	.250	.450	.250	.000	.458	.625	.938	.906	.000	.938	.536	.500	.000	.000	.656	.837

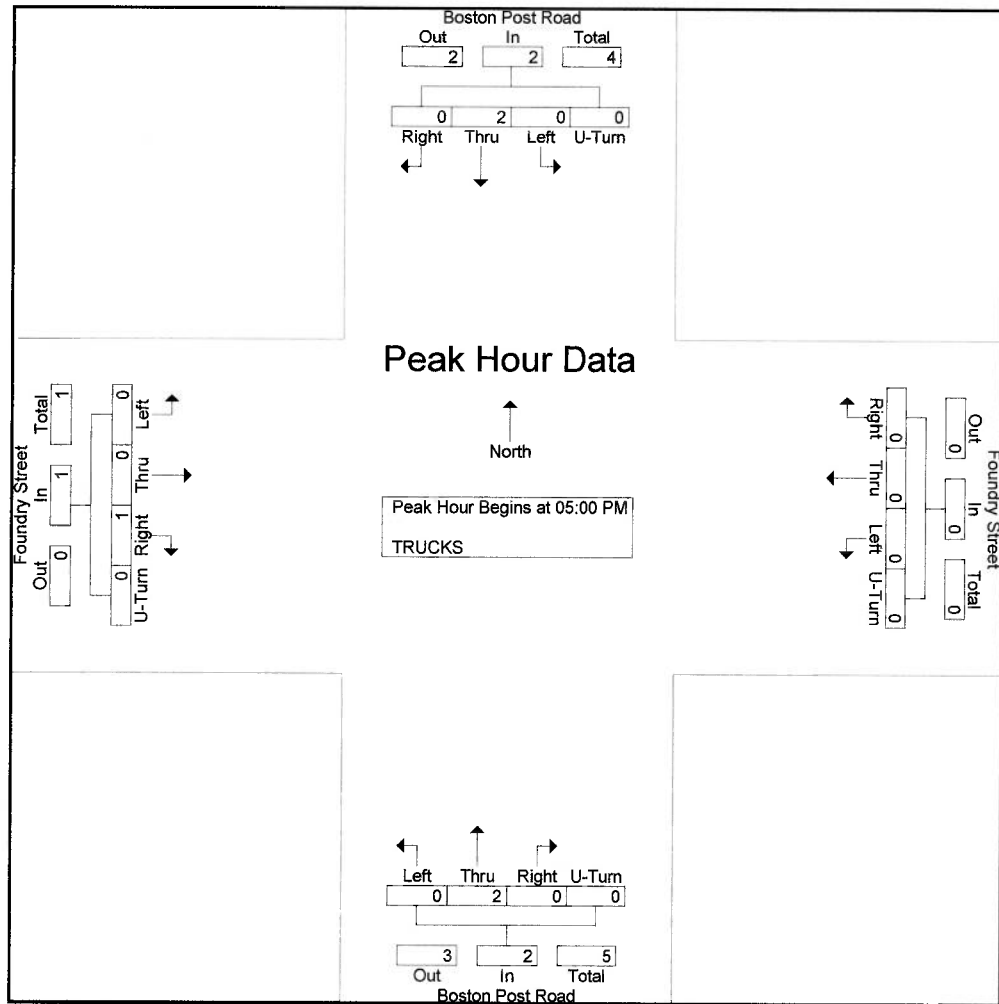


Stephen G. Pernaw & Company, Inc.
P.O. Box 1721
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Weather: Clear
Collected By: MV
Job Number: 1974A
Town/State: Amherst, NH

File Name : 1974A_INT_A_AM_&_PM Wed
Site Code : 1974A
Start Date : 12/11/2019
Page No : 3

Start Time	Boston Post Road From North					Foundry Street From East					Boston Post Road From South					Foundry Street From West					Int. Total	
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total		
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																						
Peak Hour for Entire Intersection Begins at 05:00 PM																						
05:00 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	3	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	5	0
% App. Total	0	100	0	0	0	0	0	0	0	0	0	100	0	0	0	100	0	0	0	0	0	0
PHF	.000	.250	.000	.000	.250	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250	.250	.000	.000	.000	.250	.417	



Stephen G. Pernaw & Company, Inc.
P.O. Box 1721
Concord, New Hampshire 03302

Weather: Clear
Collected By: MV
Job Number: 1974A
Town/State: Amherst, NH

File Name : 1974A_INT_A_AM_&_PM Wed
Site Code : 1974A
Start Date : 12/11/2019
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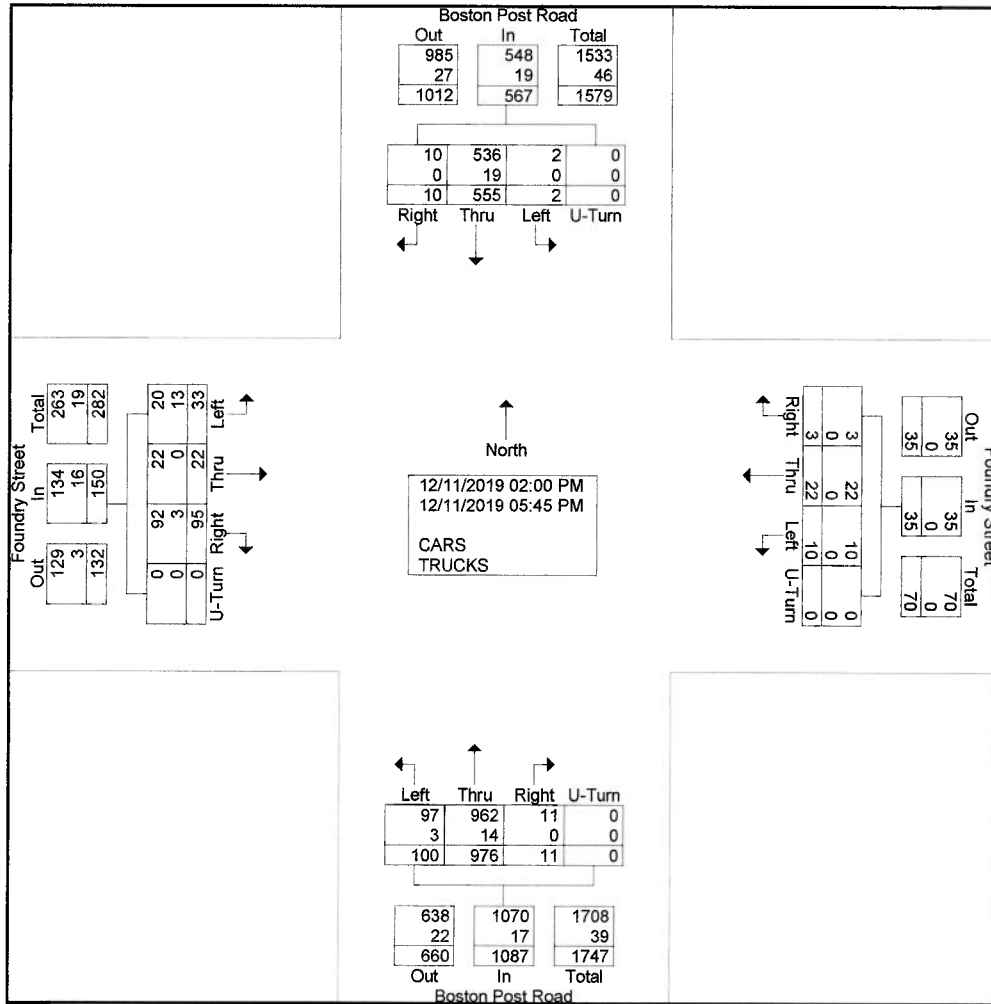
Groups Printed- CARS - TRUCKS

Start Time	Boston Post Road From North					Foundry Street From East					Boston Post Road From South					Foundry Street From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
02:00 PM	0	42	0	0	42	0	1	0	0	1	0	34	7	0	41	6	0	0	0	6	90
02:15 PM	0	31	0	0	31	1	0	1	0	2	1	32	4	0	37	6	0	0	0	6	76
02:30 PM	0	26	1	0	27	0	1	0	0	1	0	56	7	0	63	4	1	1	0	6	97
02:45 PM	0	24	0	0	24	0	0	0	0	0	0	45	7	0	52	5	1	2	0	8	84
Total	0	123	1	0	124	1	2	1	0	4	1	167	25	0	193	21	2	3	0	26	347
03:00 PM	1	40	0	0	41	0	1	1	0	2	1	52	5	0	58	21	4	24	0	49	150
03:15 PM	3	50	0	0	53	0	1	1	0	2	1	50	6	0	57	7	4	0	0	11	123
03:30 PM	0	43	0	0	43	1	0	2	0	3	1	46	5	0	52	12	1	0	0	13	111
03:45 PM	1	42	1	0	44	0	1	1	0	2	0	56	5	0	61	11	0	2	0	13	120
Total	5	175	1	0	181	1	3	5	0	9	3	204	21	0	228	51	9	26	0	86	504
04:00 PM	0	32	0	0	32	0	1	1	0	2	0	54	7	0	61	3	2	3	0	8	103
04:15 PM	0	24	0	0	24	0	4	0	0	4	0	68	8	0	76	2	0	0	0	2	106
04:30 PM	1	26	0	0	27	0	2	1	0	3	1	81	7	0	89	3	2	0	0	5	124
04:45 PM	2	32	0	0	34	0	1	1	0	2	1	57	3	0	61	0	1	1	0	2	99
Total	3	114	0	0	117	0	8	3	0	11	2	260	25	0	287	8	5	4	0	17	432
05:00 PM	1	53	0	0	54	1	2	0	0	3	1	92	8	0	101	7	1	0	0	8	166
05:15 PM	1	38	0	0	39	0	1	0	0	1	2	87	6	0	95	3	0	0	0	3	138
05:30 PM	0	38	0	0	38	0	1	0	0	1	1	85	7	0	93	4	2	0	0	6	138
05:45 PM	0	14	0	0	14	0	5	1	0	6	1	81	8	0	90	1	3	0	0	4	114
Total	2	143	0	0	145	1	9	1	0	11	5	345	29	0	379	15	6	0	0	21	556
Grand Total	10	555	2	0	567	3	22	10	0	35	11	976	100	0	1087	95	22	33	0	150	1839
Apprch %	1.8	97.9	0.4	0		8.6	62.9	28.6	0		1	89.8	9.2	0		63.3	14.7	22	0		
Total %	0.5	30.2	0.1	0	30.8	0.2	1.2	0.5	0	1.9	0.6	53.1	5.4	0	59.1	5.2	1.2	1.8	0	8.2	
CARS	10	536	2	0	548	3	22	10	0	35	11	962	97	0	1070	92	22	20	0	134	1787
% CARS	100	96.6	100	0	96.6	100	100	100	0	100	100	98.6	97	0	98.4	96.8	100	60.6	0	89.3	97.2
TRUCKS	0	19	0	0	19	0	0	0	0	0	0	14	3	0	17	3	0	13	0	16	52
% TRUCKS	0	3.4	0	0	3.4	0	0	0	0	0	0	1.4	3	0	1.6	3.2	0	39.4	0	10.7	2.8

Stephen G. Pernaw & Company, Inc.
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Weather: Clear
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Job Number: 1974A
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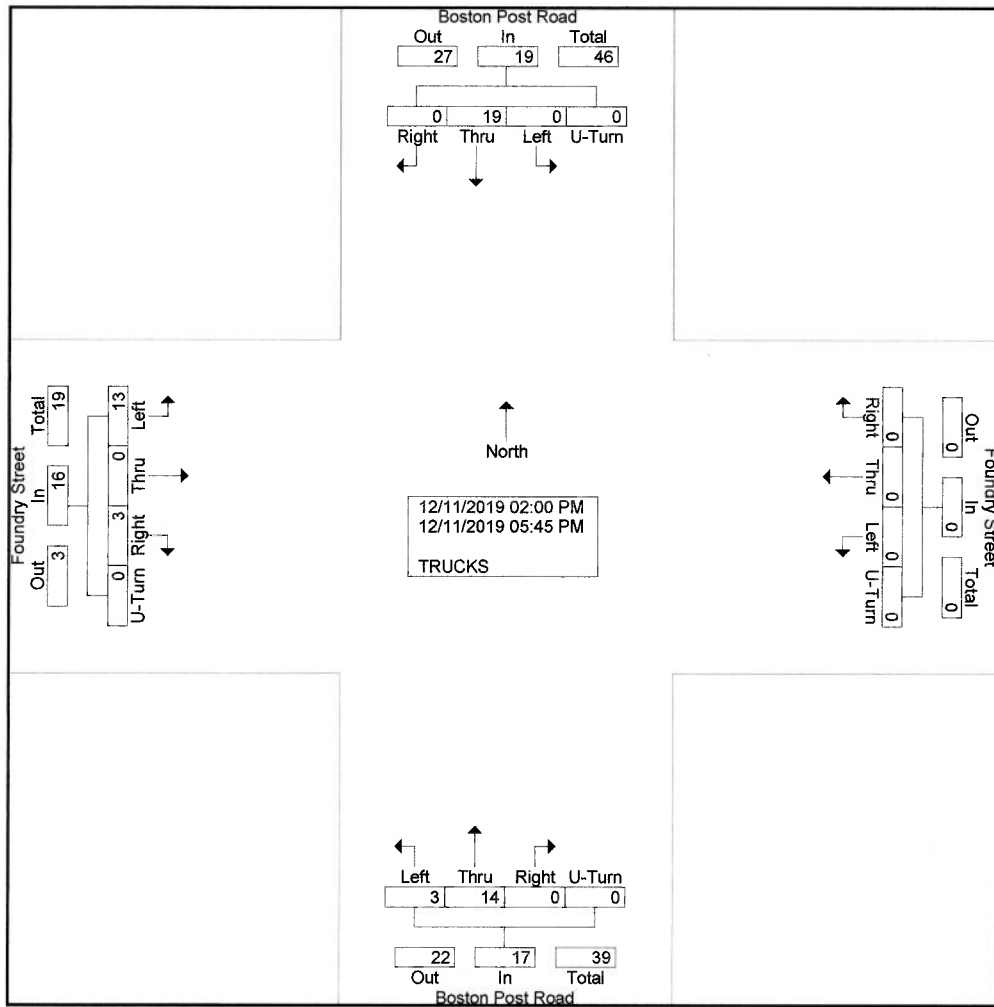
Groups Printed- TRUCKS

Start Time	Boston Post Road From North					Foundry Street From East					Boston Post Road From South					Foundry Street From West					Int. Total					
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total						
02:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1
02:30 PM	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	5
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	2	0	3	0	0	1	0	0	0	0	1	0	1	4
Total	0	3	0	0	3	0	0	0	0	0	0	4	3	0	7	1	0	1	0	0	0	0	1	0	2	12
03:00 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	12	0	0	0	0	12	0	12	14
03:15 PM	0	8	0	0	8	0	0	0	0	0	0	2	0	0	2	1	0	0	0	0	0	0	0	0	1	11
03:30 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
03:45 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
Total	0	9	0	0	9	0	0	0	0	0	0	5	0	0	5	1	0	12	0	0	0	0	13	0	27	
04:00 PM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	4
04:15 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
04:30 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3
04:45 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
Total	0	5	0	0	5	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	8
05:00 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	1	0	0	0	0	0	0	0	0	1	3
05:30 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
05:45 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
Total	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	1	0	0	0	0	0	0	0	0	1	5
Grand Total	0	19	0	0	19	0	0	0	0	0	0	14	3	0	17	3	0	13	0	0	0	0	16	0	52	
Apprch %	0	100	0	0		0	0	0	0		0	82.4	17.6	0		18.8	0	81.2	0		0	0	0	0		
Total %	0	36.5	0	0	36.5	0	0	0	0	0	0	26.9	5.8	0	32.7	5.8	0	25	0	30.8						

Stephen G. Pernaw & Company, Inc.
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Weather: Clear
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Job Number: 1974A
Town/State: Amherst, NH

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Site Code : 1974A
Start Date : 12/11/2019
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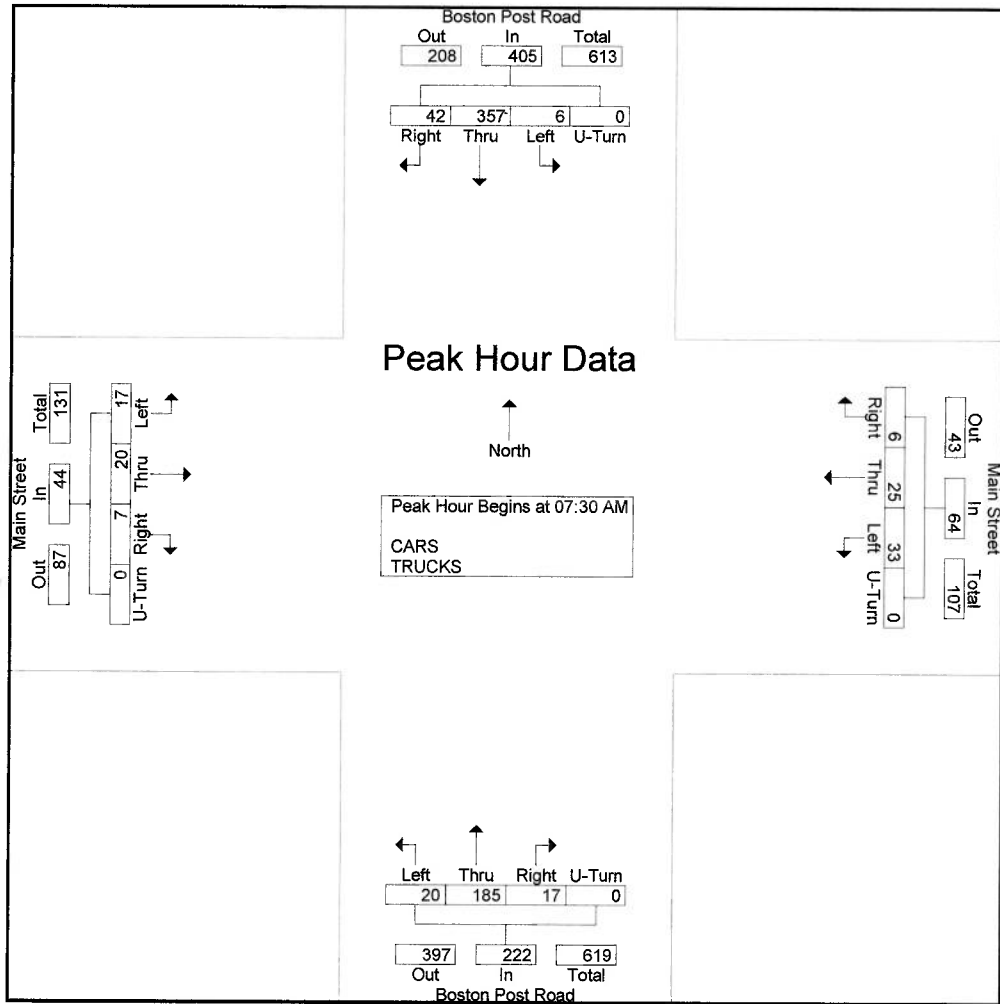


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Page No : 2

Start Time	Boston Post Road From North					Main Street From East					Boston Post Road From South					Main Street From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	3	97	2	0	102	1	4	8	0	13	3	46	1	0	50	0	4	4	0	8	173
07:45 AM	1	89	0	0	90	2	2	6	0	10	5	43	3	0	51	1	4	2	0	7	158
08:00 AM	9	69	3	0	81	2	5	4	0	11	5	47	8	0	60	1	6	9	0	16	168
08:15 AM	29	102	1	0	132	1	14	15	0	30	4	49	8	0	61	5	6	2	0	13	236
Total Volume	42	357	6	0	405	6	25	33	0	64	17	185	20	0	222	7	20	17	0	44	735
% App. Total	10.4	88.1	1.5	0		9.4	39.1	51.6	0		7.7	83.3	9	0		15.9	45.5	38.6	0		
PHF	.362	.875	.500	.000	.767	.750	.446	.550	.000	.533	.850	.944	.625	.000	.910	.350	.833	.472	.000	.688	.779

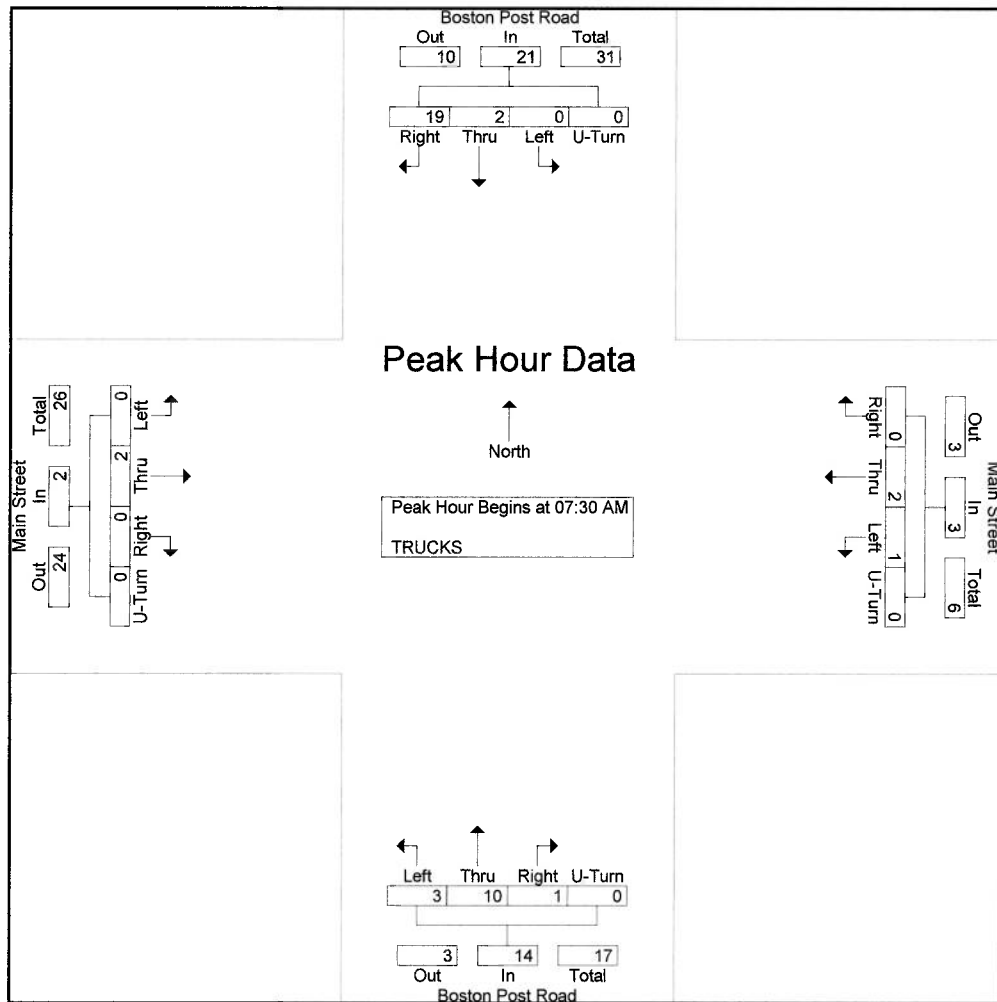


Stephen G. Pernaw & Company, Inc.
P.O. Box 1721
Concord, New Hampshire 03302

Weather: Clear
Collected By: MV
Job Number: 1974A
Town/State: Amherst, NH

File Name : 1974A_INT_B_Wed_AM_&_PM
Site Code : 1974A
Start Date : 12/11/2019
Page No : 2

Start Time	Boston Post Road From North					Main Street From East					Boston Post Road From South					Main Street From West					Int. Total	
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total		
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																						
Peak Hour for Entire Intersection Begins at 07:30 AM																						
07:30 AM	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	2
07:45 AM	0	0	0	0	0	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	0	4
08:00 AM	0	1	0	0	1	0	0	0	0	0	0	5	3	0	8	0	2	0	0	0	0	2
08:15 AM	19	1	0	0	20	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0
Total Volume	19	2	0	0	21	0	2	1	0	3	1	10	3	0	14	0	2	0	0	0	0	2
% App. Total	90.5	9.5	0	0		0	66.7	33.3	0		7.1	71.4	21.4	0		0	100	0	0		0	
PHF	.250	.500	.000	.000	.263	.000	.250	.250	.000	.375	.250	.500	.250	.000	.438	.000	.250	.000	.000	.250		.435



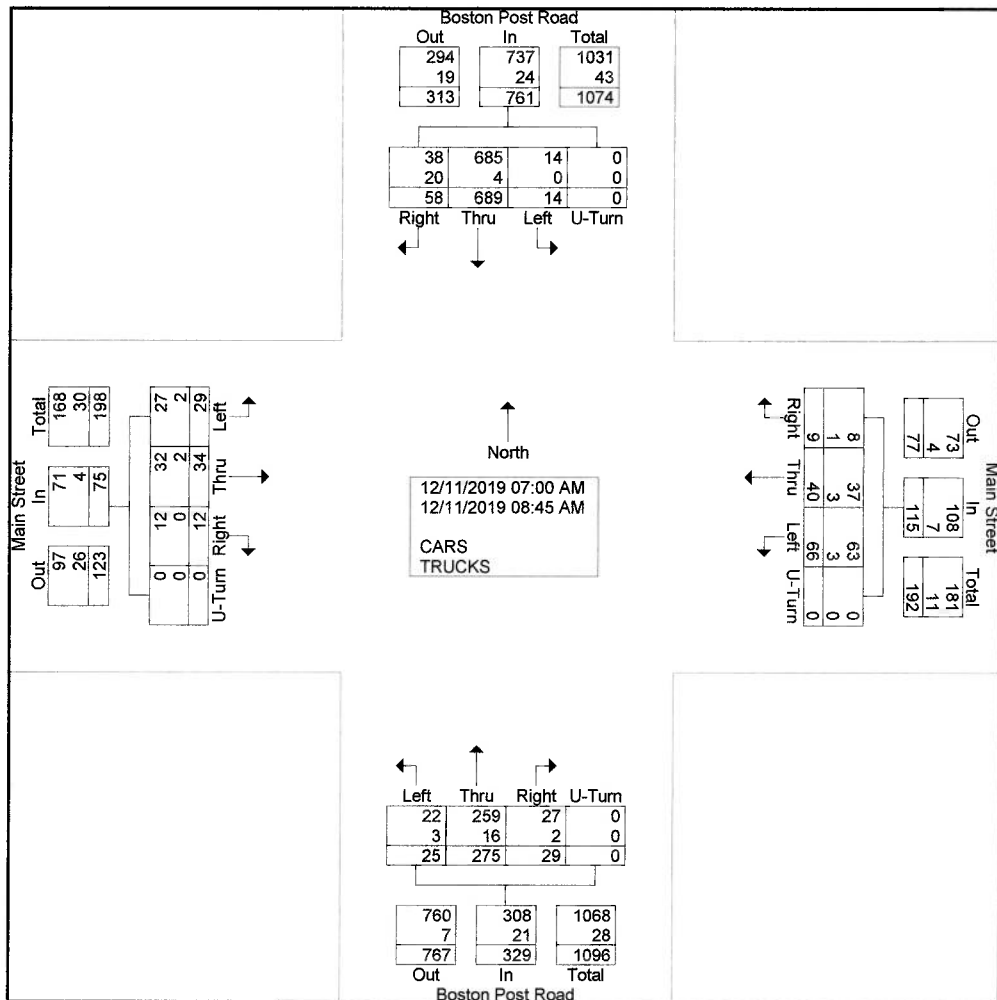
Stephen G. Pernaw & Company, Inc.
P.O. Box 1721
Concord, New Hampshire 03302

Weather: Clear
Collected By: MV
Job Number: 1974A
Town/State: Amherst, NH

File Name : 1974A_INT_B_Wed_AM_&_PM
Site Code : 1974A
Start Date : 12/11/2019
Page No : 1

Groups Printed- CARS - TRUCKS

Start Time	Boston Post Road From North					Main Street From East					Boston Post Road From South					Main Street From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
07:00 AM	2	126	2	0	130	2	1	18	0	21	2	13	0	0	15	1	0	2	0	3	169
07:15 AM	0	74	1	0	75	0	4	4	0	8	5	26	1	0	32	1	3	4	0	8	123
07:30 AM	3	97	2	0	102	1	4	8	0	13	3	46	1	0	50	0	4	4	0	8	173
07:45 AM	1	89	0	0	90	2	2	6	0	10	5	43	3	0	51	1	4	2	0	7	158
Total	6	386	5	0	397	5	11	36	0	52	15	128	5	0	148	3	11	12	0	26	623
08:00 AM	9	69	3	0	81	2	5	4	0	11	5	47	8	0	60	1	6	9	0	16	168
08:15 AM	29	102	1	0	132	1	14	15	0	30	4	49	8	0	61	5	6	2	0	13	236
08:30 AM	11	76	4	0	91	0	2	5	0	7	2	31	3	0	36	1	7	3	0	11	145
08:45 AM	3	56	1	0	60	1	8	6	0	15	3	20	1	0	24	2	4	3	0	9	108
Total	52	303	9	0	364	4	29	30	0	63	14	147	20	0	181	9	23	17	0	49	657
Grand Total	58	689	14	0	761	9	40	66	0	115	29	275	25	0	329	12	34	29	0	75	1280
Apprch %	7.6	90.5	1.8	0		7.8	34.8	57.4	0		8.8	83.6	7.6	0		16	45.3	38.7	0		
Total %	4.5	53.8	1.1	0	59.5	0.7	3.1	5.2	0	9	2.3	21.5	2	0	25.7	0.9	2.7	2.3	0	5.9	
CARS	38	685	14	0	737	8	37	63	0	108	27	259	22	0	308	12	32	27	0	71	1224
% CARS	65.5	99.4	100	0	96.8	88.9	92.5	95.5	0	93.9	93.1	94.2	88	0	93.6	100	94.1	93.1	0	94.7	95.6
TRUCKS	20	4	0	0	24	1	3	3	0	7	2	16	3	0	21	0	2	2	0	4	56
% TRUCKS	34.5	0.6	0	0	3.2	11.1	7.5	4.5	0	6.1	6.9	5.8	12	0	6.4	0	5.9	6.9	0	5.3	4.4



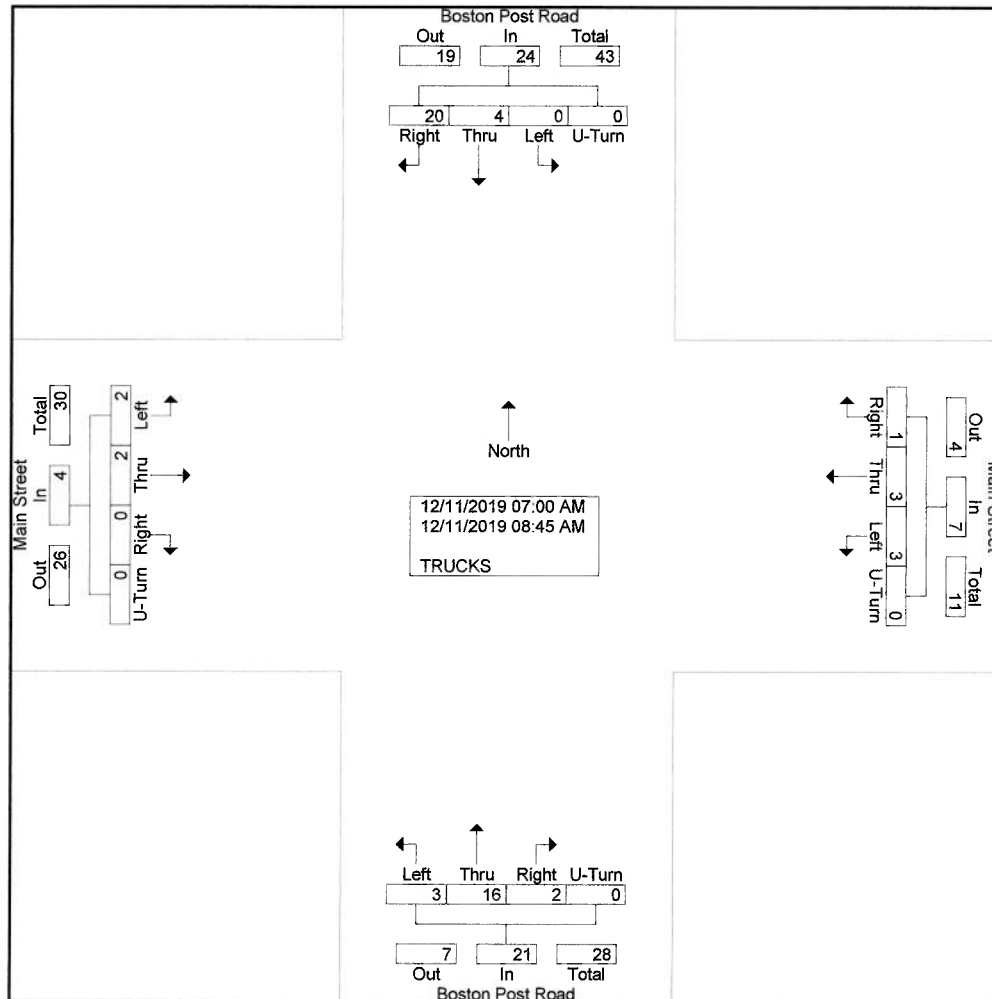
Stephen G. Pernaw & Company, Inc.
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Concord, New Hampshire 03302

Weather: Clear
Collected By: MV
Job Number: 1974A
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File Name : 1974A_INT_B_Wed_AM_&_PM
Site Code : 1974A
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Page No : 1

Groups Printed- TRUCKS

Start Time	Boston Post Road From North					Main Street From East					Boston Post Road From South					Main Street From West					Int. Total			
	Right	Thru	Left	U-Turn	App Total	Right	Thru	Left	U-Turn	App Total	Right	Thru	Left	U-Turn	App Total	Right	Thru	Left	U-Turn	App Total				
07:00 AM	0	0	0	0	0	1	0	1	0	2	1	2	0	0	3	0	0	0	0	0	0	0	0	5
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	0	0	1	2
07:30 AM	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	2
07:45 AM	0	0	0	0	0	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	0	0	0	4
Total	0	0	0	0	0	1	0	2	0	3	2	7	0	0	9	0	0	1	0	1	0	0	1	13
08:00 AM	0	1	0	0	1	0	0	0	0	0	0	5	3	0	8	0	2	0	0	2	0	0	0	11
08:15 AM	19	1	0	0	20	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	0	23
08:30 AM	1	1	0	0	2	0	0	1	0	1	0	1	0	0	1	0	0	1	0	1	0	0	1	5
08:45 AM	0	1	0	0	1	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	0	0	0	4
Total	20	4	0	0	24	0	3	1	0	4	0	9	3	0	12	0	2	1	0	3	0	0	1	43
Grand Total	20	4	0	0	24	1	3	3	0	7	2	16	3	0	21	0	2	2	0	4	0	0	2	56
Apprch %	83.3	16.7	0	0		14.3	42.9	42.9	0		9.5	76.2	14.3	0		0	50	50	0		0	0	0	
Total %	35.7	7.1	0	0	42.9	1.8	5.4	5.4	0	12.5	3.6	28.6	5.4	0	37.5	0	3.6	3.6	0	7.1	0	0	0	

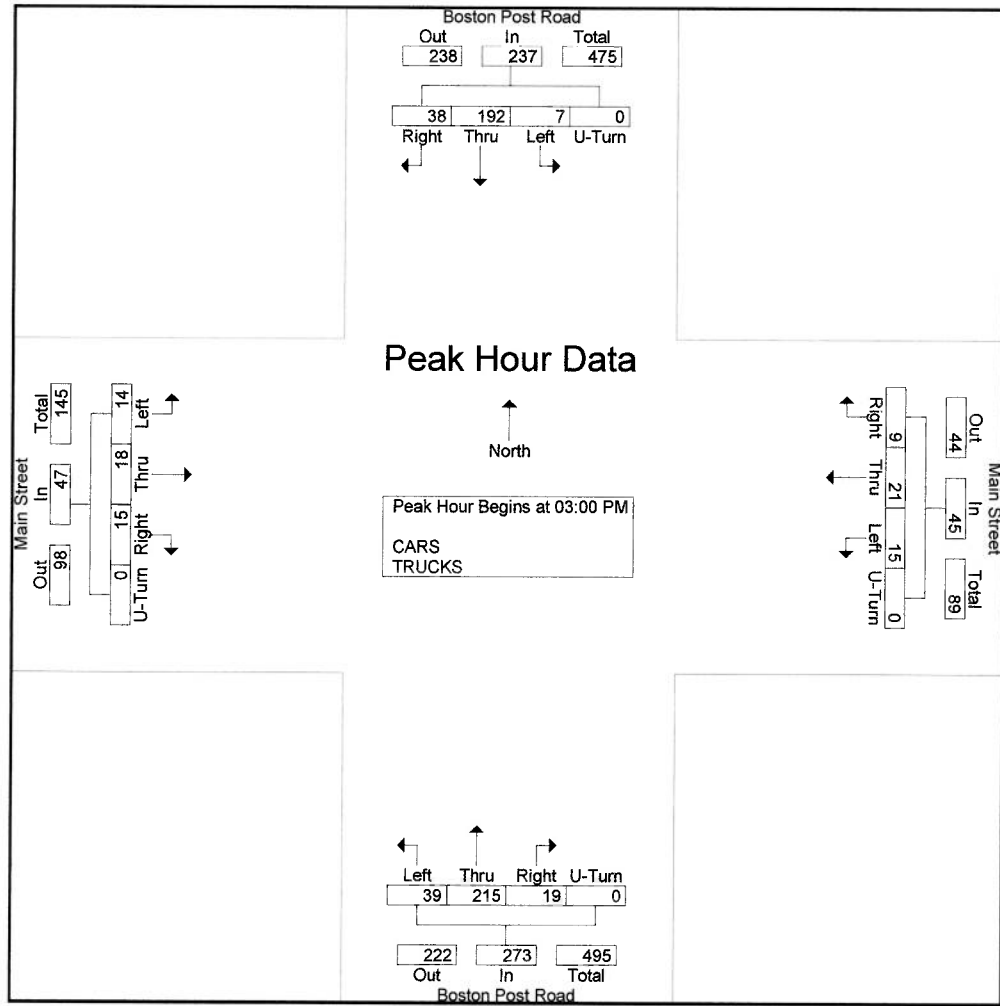


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Weather: Clear
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Job Number: 1974A
Town/State: Amherst, NH

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Site Code : 1974A
Start Date : 12/11/2019
Page No : 2

Start Time	Boston Post Road From North					Main Street From East					Boston Post Road From South					Main Street From West					Int. Total
	Right	Thru	Left	U-Turn	App Total	Right	Thru	Left	U-Turn	App Total	Right	Thru	Left	U-Turn	App Total	Right	Thru	Left	U-Turn	App Total	
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:00 PM																					
03:00 PM	7	51	1	0	59	2	7	1	0	10	4	54	21	0	79	4	7	4	0	15	163
03:15 PM	12	50	2	0	64	3	3	7	0	13	5	53	9	0	67	6	5	2	0	13	157
03:30 PM	13	43	2	0	58	1	6	3	0	10	7	51	6	0	64	2	2	5	0	9	141
03:45 PM	6	48	2	0	56	3	5	4	0	12	3	57	3	0	63	3	4	3	0	10	141
Total Volume	38	192	7	0	237	9	21	15	0	45	19	215	39	0	273	15	18	14	0	47	602
% App. Total	16	81	3	0		20	46.7	33.3	0		7	78.8	14.3	0		31.9	38.3	29.8	0		
PHF	.731	.941	.875	.000	.926	.750	.750	.536	.000	.865	.679	.943	.464	.000	.864	.625	.643	.700	.000	.783	.923

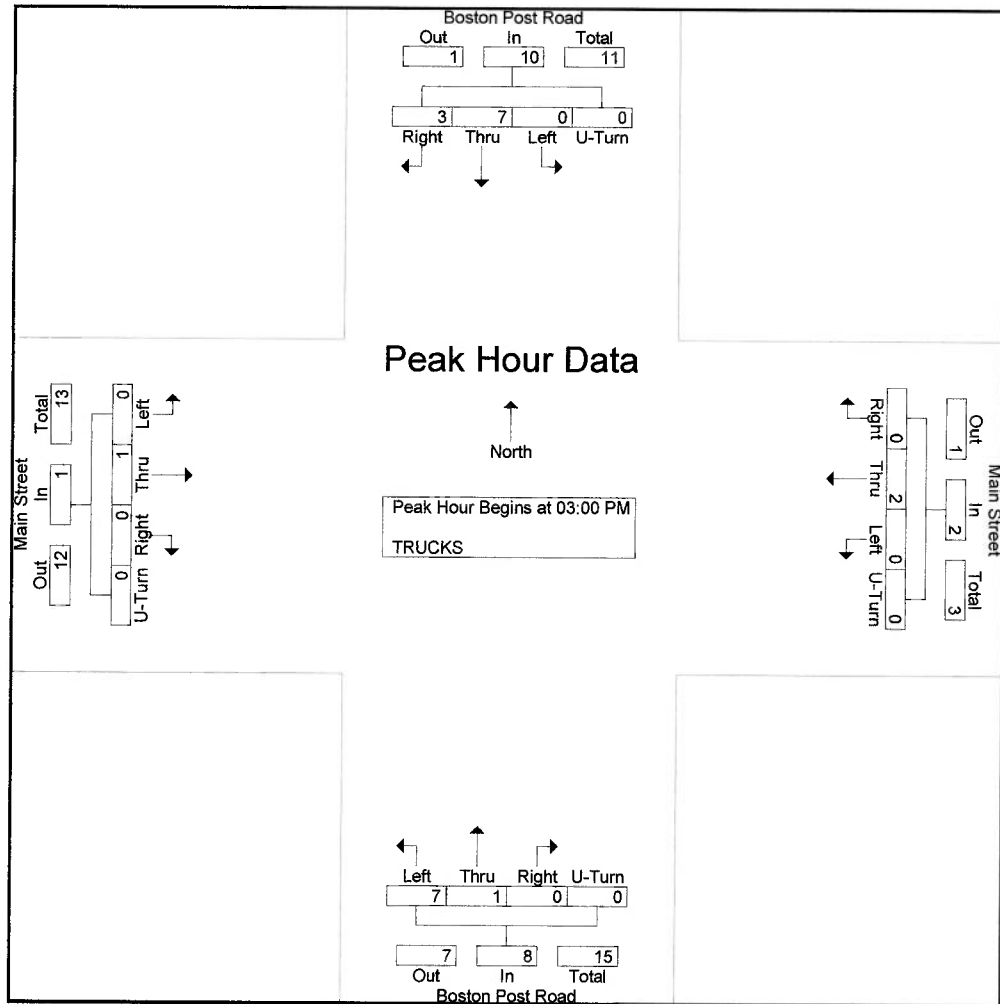


Stephen G. Pernaw & Company, Inc.
P.O. Box 1721
Concord, New Hampshire 03302

Weather: Clear
Collected By: MV
Job Number: 1974A
Town/State: Amherst, NH

File Name : 1974A_INT_B_Wed_AM_&_PM
Site Code : 1974A
Start Date : 12/11/2019
Page No : 2

Start Time	Boston Post Road From North					Main Street From East					Boston Post Road From South					Main Street From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:00 PM																					
03:00 PM	1	0	0	0	1	0	1	0	0	1	0	0	7	0	7	0	0	0	0	0	0
03:15 PM	1	7	0	0	8	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
Total Volume	3	7	0	0	10	0	2	0	0	2	0	1	7	0	8	0	1	0	0	1	21
% App. Total	30	70	0	0		0	100	0	0		0	12.5	87.5	0		0	100	0	0		
PHF	.750	.250	.000	.000	.313	.000	.500	.000	.000	.500	.000	.250	.250	.000	.286	.000	.250	.000	.000	.250	.583

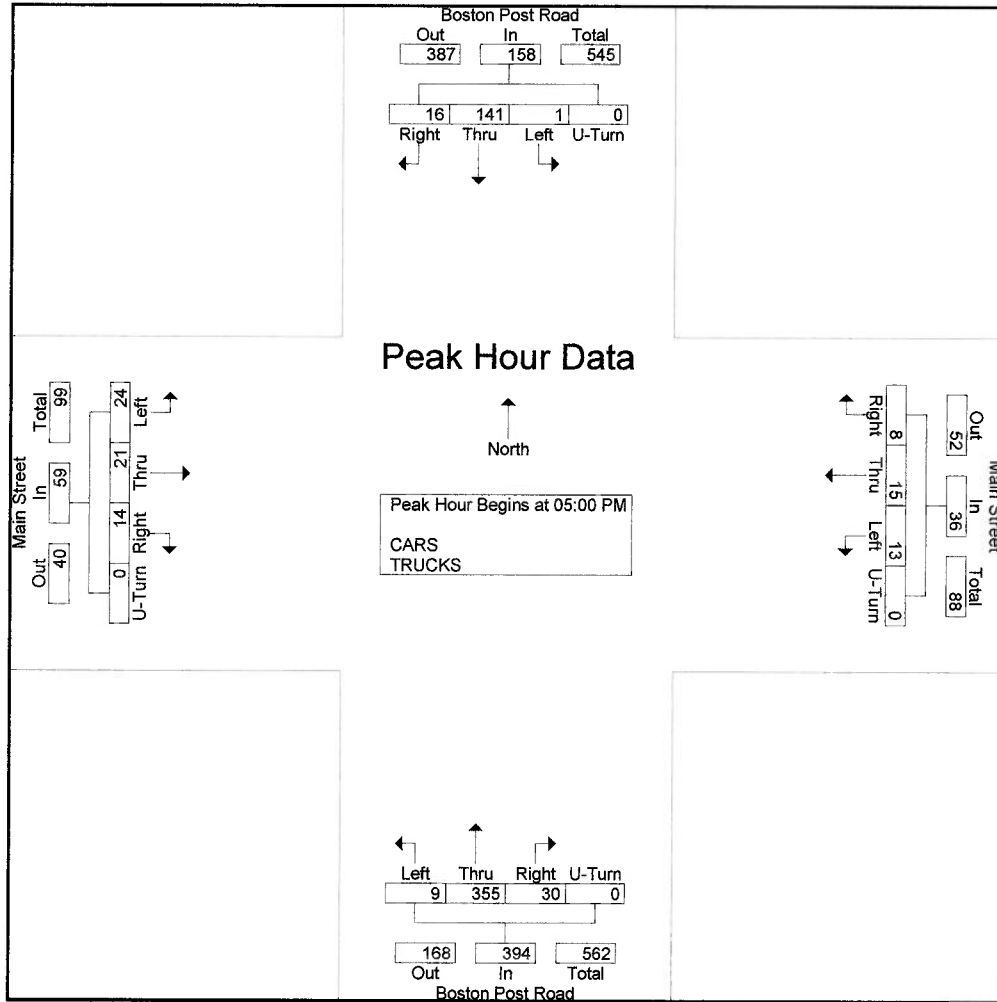


Stephen G. Pernaw & Company, Inc.
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Weather: Clear
Collected By: MV
Job Number: 1974A
Town/State: Amherst, NH

File Name : 1974A_INT_B_Wed_AM_&_PM
Site Code : 1974A
Start Date : 12/11/2019
Page No : 3

Start Time	Boston Post Road From North					Main Street From East					Boston Post Road From South					Main Street From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	3	54	0	0	57	2	4	4	0	10	9	96	1	0	106	4	3	5	0	12	185
05:15 PM	7	32	0	0	39	1	2	2	0	5	6	87	4	0	97	5	8	9	0	22	163
05:30 PM	4	39	0	0	43	3	3	2	0	8	8	87	3	0	98	5	7	2	0	14	163
05:45 PM	2	16	1	0	19	2	6	5	0	13	7	85	1	0	93	0	3	8	0	11	136
Total Volume	16	141	1	0	158	8	15	13	0	36	30	355	9	0	394	14	21	24	0	59	647
% App. Total	10.1	89.2	0.6	0		22.2	41.7	36.1	0		7.6	90.1	2.3	0		23.7	35.6	40.7	0		
PHF	.571	.653	.250	.000	.693	.667	.625	.650	.000	.692	.833	.924	.563	.000	.929	.700	.656	.667	.000	.670	.874

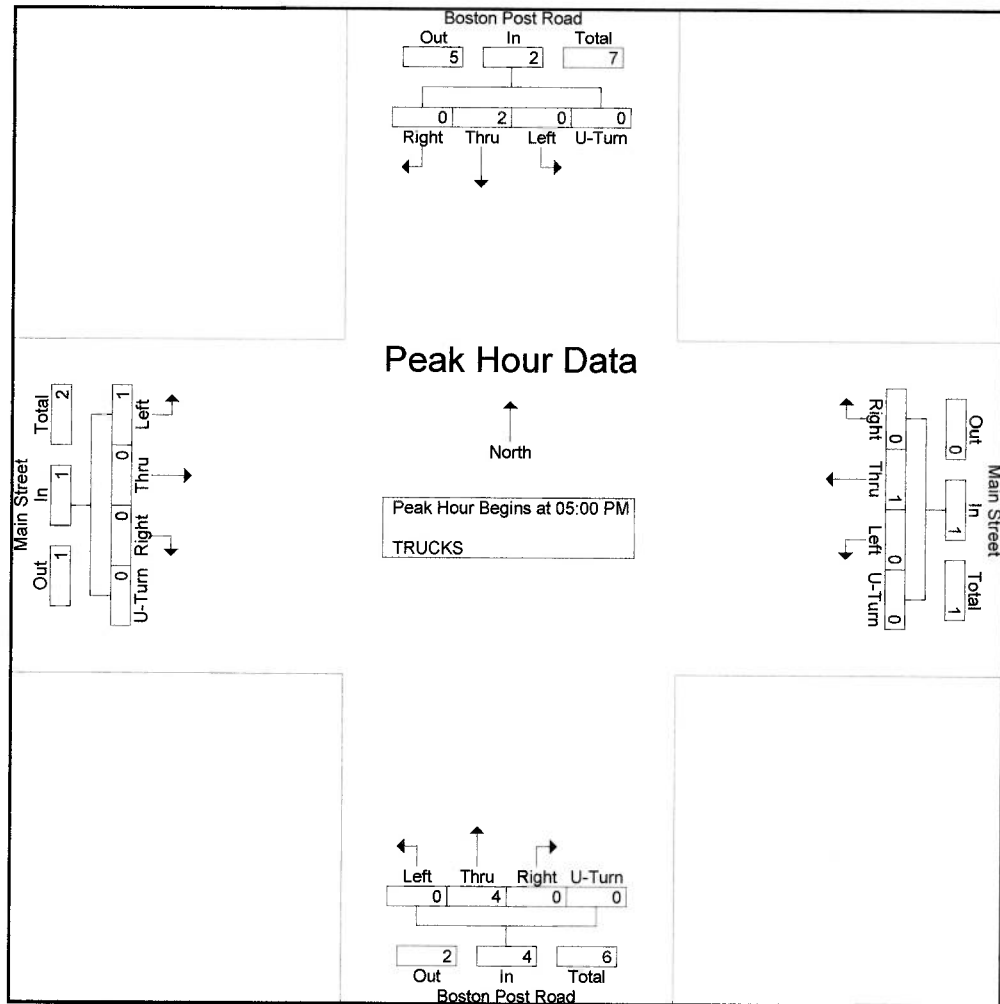


Stephen G. Pernaw & Company, Inc.
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Weather: Clear
Collected By: MV
Job Number: 1974A
Town/State: Amherst, NH

File Name : 1974A_INT_B_Wed_AM_&_PM
Site Code : 1974A
Start Date : 12/11/2019
Page No : 3

Start Time	Boston Post Road From North					Main Street From East					Boston Post Road From South					Main Street From West					Int. Total	
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total		
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																						
Peak Hour for Entire Intersection Begins at 05:00 PM																						
05:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	1	0	1	0	1
05:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0
Total Volume	0	2	0	0	2	0	1	0	0	1	0	4	0	0	4	0	0	1	0	1	0	1
% App. Total	0	100	0	0	0	0	100	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100
PHF	.000	.500	.000	.000	.500	.000	.250	.000	.000	.250	.000	.333	.000	.000	.333	.000	.000	.250	.000	.250	.000	.400



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Weather: Clear
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Site Code : 1974A
Start Date : 12/11/2019
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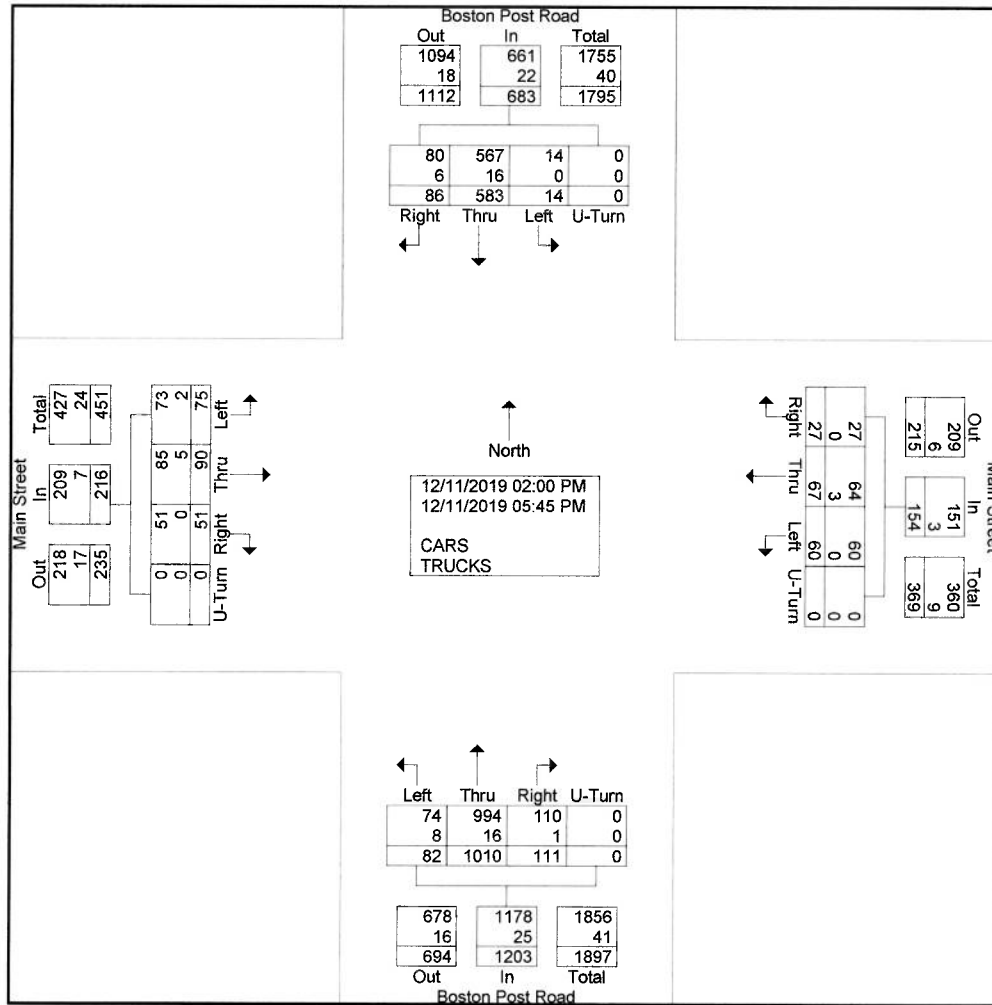
Groups Printed- CARS - TRUCKS

Start Time	Boston Post Road From North					Main Street From East					Boston Post Road From South					Main Street From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
02:00 PM	5	44	0	0	49	1	4	6	0	11	4	37	3	0	44	4	5	5	0	14	118
02:15 PM	7	33	1	0	41	0	1	6	0	7	6	33	2	0	41	1	9	0	0	10	99
02:30 PM	4	27	1	0	32	0	1	4	0	5	16	58	6	0	80	2	1	5	0	8	125
02:45 PM	6	28	1	0	35	0	2	2	0	4	9	43	7	0	59	3	10	11	0	24	122
Total	22	132	3	0	157	1	8	18	0	27	35	171	18	0	224	10	25	21	0	56	464
03:00 PM	7	51	1	0	59	2	7	1	0	10	4	54	21	0	79	4	7	4	0	15	163
03:15 PM	12	50	2	0	64	3	3	7	0	13	5	53	9	0	67	6	5	2	0	13	157
03:30 PM	13	43	2	0	58	1	6	3	0	10	7	51	6	0	64	2	2	5	0	9	141
03:45 PM	6	48	2	0	56	3	5	4	0	12	3	57	3	0	63	3	4	3	0	10	141
Total	38	192	7	0	237	9	21	15	0	45	19	215	39	0	273	15	18	14	0	47	602
04:00 PM	3	35	1	0	39	1	4	2	0	7	4	56	6	0	66	3	5	5	0	13	125
04:15 PM	3	23	1	0	27	4	4	3	0	11	3	68	4	0	75	3	9	5	0	17	130
04:30 PM	3	27	0	0	30	2	6	6	0	14	12	88	3	0	103	3	4	3	0	10	157
04:45 PM	1	33	1	0	35	2	9	3	0	14	8	57	3	0	68	3	8	3	0	14	131
Total	10	118	3	0	131	9	23	14	0	46	27	269	16	0	312	12	26	16	0	54	543
05:00 PM	3	54	0	0	57	2	4	4	0	10	9	96	1	0	106	4	3	5	0	12	185
05:15 PM	7	32	0	0	39	1	2	2	0	5	6	87	4	0	97	5	8	9	0	22	163
05:30 PM	4	39	0	0	43	3	3	2	0	8	8	87	3	0	98	5	7	2	0	14	163
05:45 PM	2	16	1	0	19	2	6	5	0	13	7	85	1	0	93	0	3	8	0	11	136
Total	16	141	1	0	158	8	15	13	0	36	30	355	9	0	394	14	21	24	0	59	647
Grand Total	86	583	14	0	683	27	67	60	0	154	111	1010	82	0	1203	51	90	75	0	216	2256
Apprch %	12.6	85.4	2	0		17.5	43.5	39	0		9.2	84	6.8	0		23.6	41.7	34.7	0		
Total %	3.8	25.8	0.6	0	30.3	1.2	3	2.7	0	6.8	4.9	44.8	3.6	0	53.3	2.3	4	3.3	0	9.6	
CARS	80	567	14	0	661	27	64	60	0	151	110	994	74	0	1178	51	85	73	0	209	2199
% CARS	93	97.3	100	0	96.8	100	95.5	100	0	98.1	99.1	98.4	90.2	0	97.9	100	94.4	97.3	0	96.8	97.5
TRUCKS	6	16	0	0	22	0	3	0	0	3	1	16	8	0	25	0	5	2	0	7	57
% TRUCKS	7	2.7	0	0	3.2	0	4.5	0	0	1.9	0.9	1.6	9.8	0	2.1	0	5.6	2.7	0	3.2	2.5

Stephen G. Pernaw & Company, Inc.
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Weather: Clear
Collected By: MV
Job Number: 1974A
Town/State: Amherst, NH

File Name : 1974A_INT_B_Wed_AM_&_PM
Site Code : 1974A
Start Date : 12/11/2019
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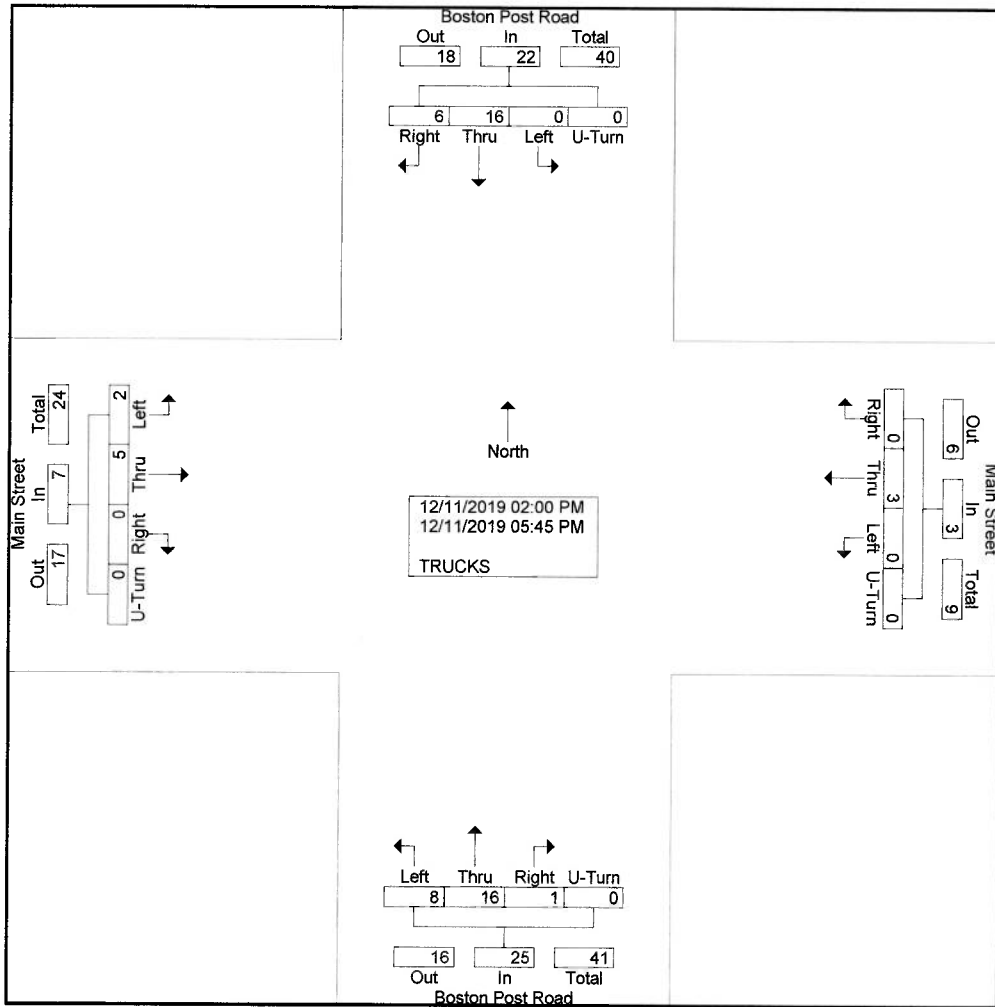
Groups Printed- TRUCKS

Start Time	Boston Post Road From North					Main Street From East					Boston Post Road From South					Main Street From West					Int. Total	
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total		
02:00 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3
02:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2
02:30 PM	1	3	0	0	4	0	0	0	0	0	1	2	0	0	3	0	0	1	0	1	0	8
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	3	1	0	4	0	2	0	0	2	0	6
Total	1	6	0	0	7	0	0	0	0	0	1	6	1	0	8	0	3	1	0	4	19	
03:00 PM	1	0	0	0	1	0	1	0	0	1	0	0	7	0	7	0	0	0	0	0	0	9
03:15 PM	1	7	0	0	8	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	9
03:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:45 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2
Total	3	7	0	0	10	0	2	0	0	2	0	1	7	0	8	0	1	0	0	1	21	
04:00 PM	1	1	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	2
04:30 PM	1	0	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1
Total	2	1	0	0	3	0	0	0	0	0	0	5	0	0	5	0	1	0	0	1	9	
05:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	1	0	1	0	5
05:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1
Total	0	2	0	0	2	0	1	0	0	1	0	4	0	0	4	0	0	1	0	1	8	
Grand Total	6	16	0	0	22	0	3	0	0	3	1	16	8	0	25	0	5	2	0	7	57	
Apprch %	27.3	72.7	0	0		0	100	0	0		4	64	32	0		0	71.4	28.6	0			
Total %	10.5	28.1	0	0	38.6	0	5.3	0	0	5.3	1.8	28.1	14	0	43.9	0	8.8	3.5	0	12.3		

Stephen G. Pernaw & Company, Inc.
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Weather: Clear
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File Name : 1974A_INT_B_Wed_AM_&_PM
Site Code : 1974A
Start Date : 12/11/2019
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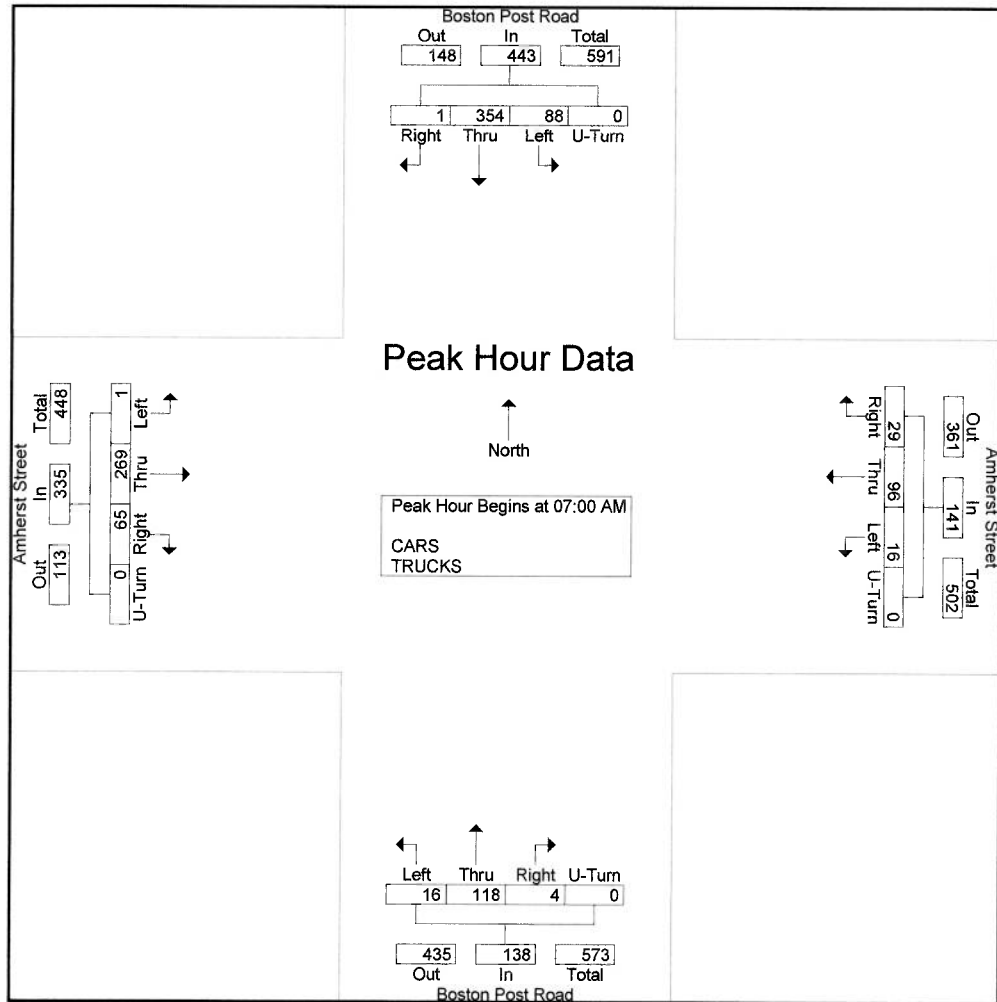


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Weather: Clear
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Job Number: 1974A
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File Name : 1974A_INT_C_Wed_AM_&_PM
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Start Date : 12/11/2019
Page No : 2

Start Time	Boston Post Road From North					Amherst Street From East					Boston Post Road From South					Amherst Street From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	0	122	26	0	148	4	23	5	0	32	0	11	3	0	14	27	73	0	0	100	294
07:15 AM	0	68	18	0	86	6	13	1	0	20	1	26	5	0	32	13	58	1	0	72	210
07:30 AM	0	83	22	0	105	7	20	4	0	31	0	42	4	0	46	12	77	0	0	89	271
07:45 AM	1	81	22	0	104	12	40	6	0	58	3	39	4	0	46	13	61	0	0	74	282
Total Volume	1	354	88	0	443	29	96	16	0	141	4	118	16	0	138	65	269	1	0	335	1057
% App. Total	0.2	79.9	19.9	0		20.6	68.1	11.3	0		2.9	85.5	11.6	0		19.4	80.3	0.3	0		
PHF	.250	.725	.846	.000	.748	.604	.600	.667	.000	.608	.333	.702	.800	.000	.750	.602	.873	.250	.000	.838	.899

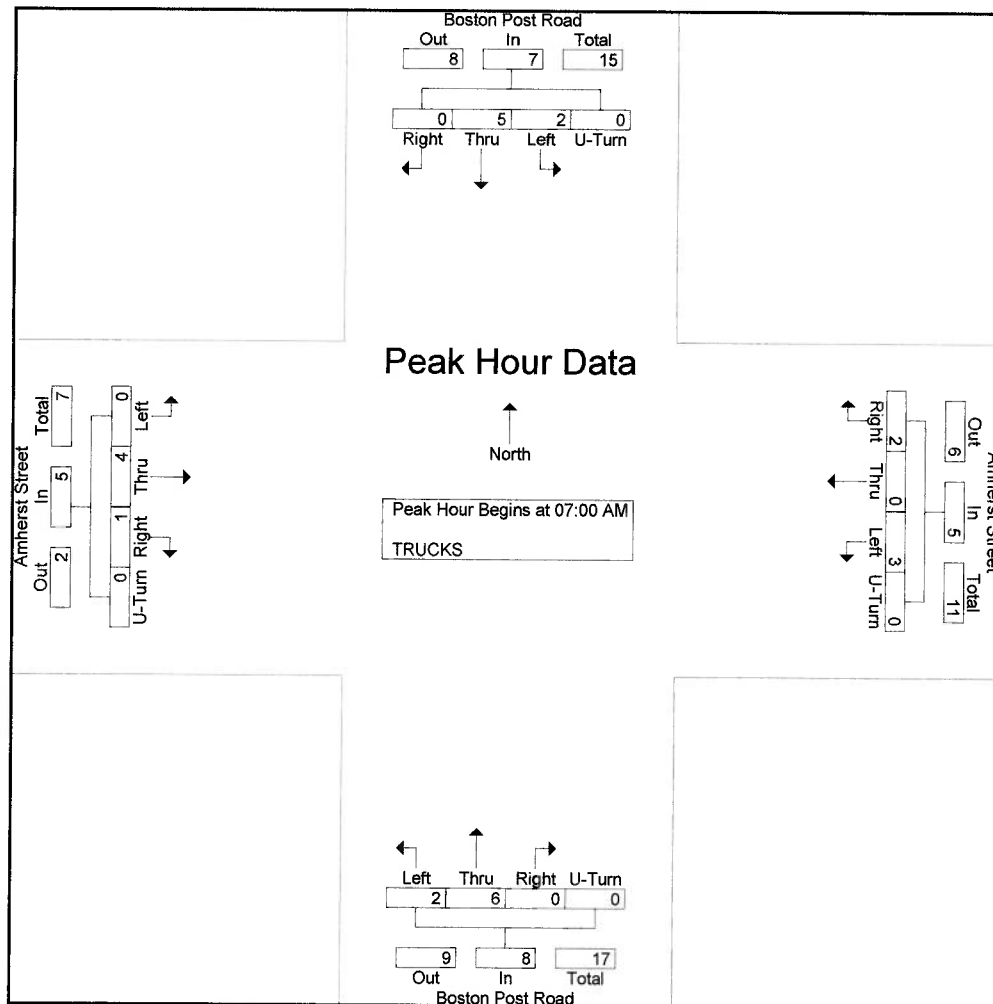


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Weather: Clear
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File Name : 1974A_INT_C_Wed_AM_&_PM
Site Code : 1974A
Start Date : 12/11/2019
Page No : 2

Start Time	Boston Post Road From North					Amherst Street From East					Boston Post Road From South					Amherst Street From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	0	2	0	0	2	1	0	0	0	1	0	2	0	0	2	1	2	0	0	3	8
07:15 AM	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	3
07:30 AM	0	1	0	0	1	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	3
07:45 AM	0	2	1	0	3	1	0	3	0	4	0	2	1	0	3	0	1	0	0	1	11
Total Volume	0	5	2	0	7	2	0	3	0	5	0	6	2	0	8	1	4	0	0	5	25
% App. Total	0	71.4	28.6	0		40	0	60	0		0	75	25	0		20	80	0	0		
PHF	.000	.625	.500	.000	.583	.500	.000	.250	.000	.313	.000	.750	.500	.000	.667	.250	.500	.000	.000	.417	.568



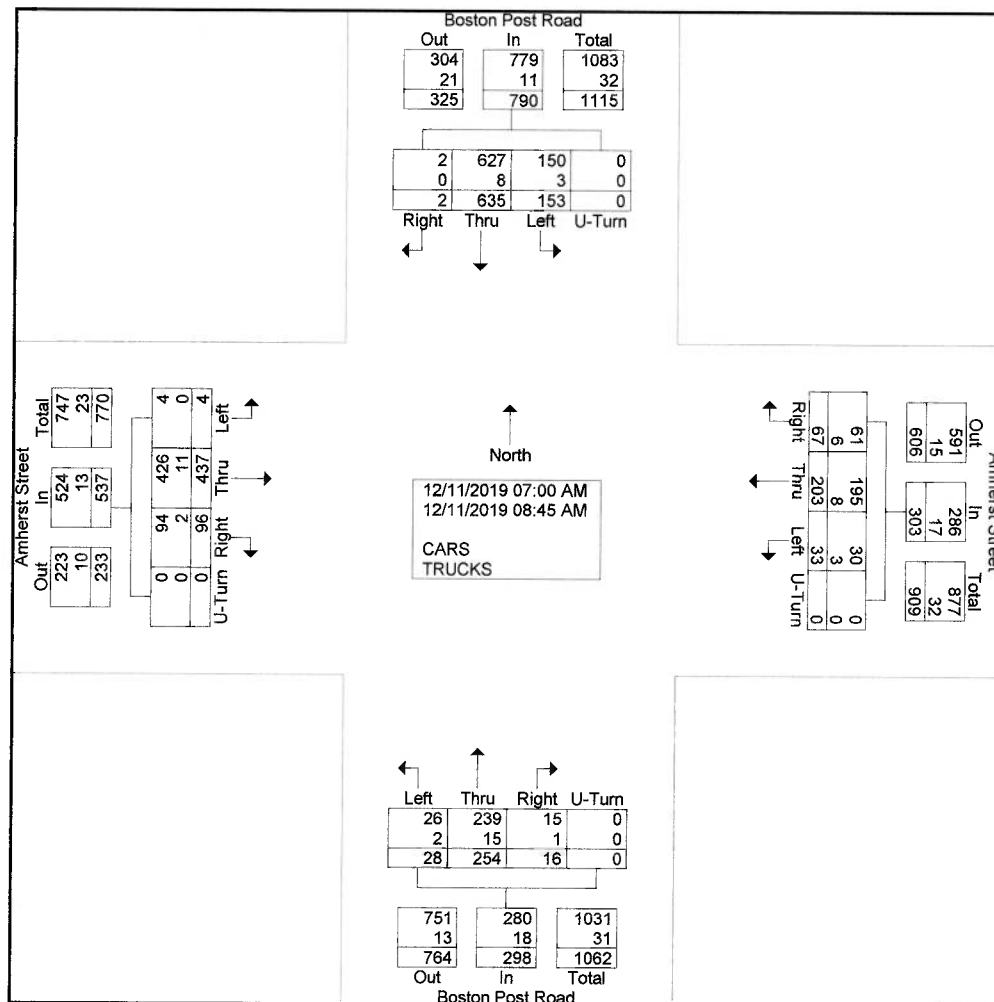
Stephen G. Pernaw & Company, Inc.
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Weather: Clear
Collected By: MV
Job Number: 1974A
Town/State: Amherst, NH

File Name : 1974A_INT_C_Wed_AM_&_PM
Site Code : 1974A
Start Date : 12/11/2019
Page No : 1

Groups Printed- CARS - TRUCKS

Start Time	Boston Post Road From North					Amherst Street From East					Boston Post Road From South					Amherst Street From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
07:00 AM	0	122	26	0	148	4	23	5	0	32	0	11	3	0	14	27	73	0	0	100	294
07:15 AM	0	68	18	0	86	6	13	1	0	20	1	26	5	0	32	13	58	1	0	72	210
07:30 AM	0	83	22	0	105	7	20	4	0	31	0	42	4	0	46	12	77	0	0	89	271
07:45 AM	1	81	22	0	104	12	40	6	0	58	3	39	4	0	46	13	61	0	0	74	282
Total	1	354	88	0	443	29	96	16	0	141	4	118	16	0	138	65	269	1	0	335	1057
08:00 AM	0	62	11	0	73	16	28	6	0	50	3	39	2	0	44	7	47	2	0	56	223
08:15 AM	1	103	18	0	122	10	27	4	0	41	6	53	3	0	62	11	39	0	0	50	275
08:30 AM	0	67	19	0	86	5	26	0	0	31	3	26	3	0	32	6	43	1	0	50	199
08:45 AM	0	49	17	0	66	7	26	7	0	40	0	18	4	0	22	7	39	0	0	46	174
Total	1	281	65	0	347	38	107	17	0	162	12	136	12	0	160	31	168	3	0	202	871
Grand Total	2	635	153	0	790	67	203	33	0	303	16	254	28	0	298	96	437	4	0	537	1928
Apprch %	0.3	80.4	19.4	0		22.1	67	10.9	0		5.4	85.2	9.4	0		17.9	81.4	0.7	0		
Total %	0.1	32.9	7.9	0	41	3.5	10.5	1.7	0	15.7	0.8	13.2	1.5	0	15.5	5	22.7	0.2	0	27.9	
CARS	2	627	150	0	779	61	195	30	0	286	15	239	26	0	280	94	426	4	0	524	1869
% CARS	100	98.7	98	0	98.6	91	96.1	90.9	0	94.4	93.8	94.1	92.9	0	94	97.9	97.5	100	0	97.6	96.9
TRUCKS	0	8	3	0	11	6	8	3	0	17	1	15	2	0	18	2	11	0	0	13	59
% TRUCKS	0	1.3	2	0	1.4	9	3.9	9.1	0	5.6	6.2	5.9	7.1	0	6	2.1	2.5	0	0	2.4	3.1



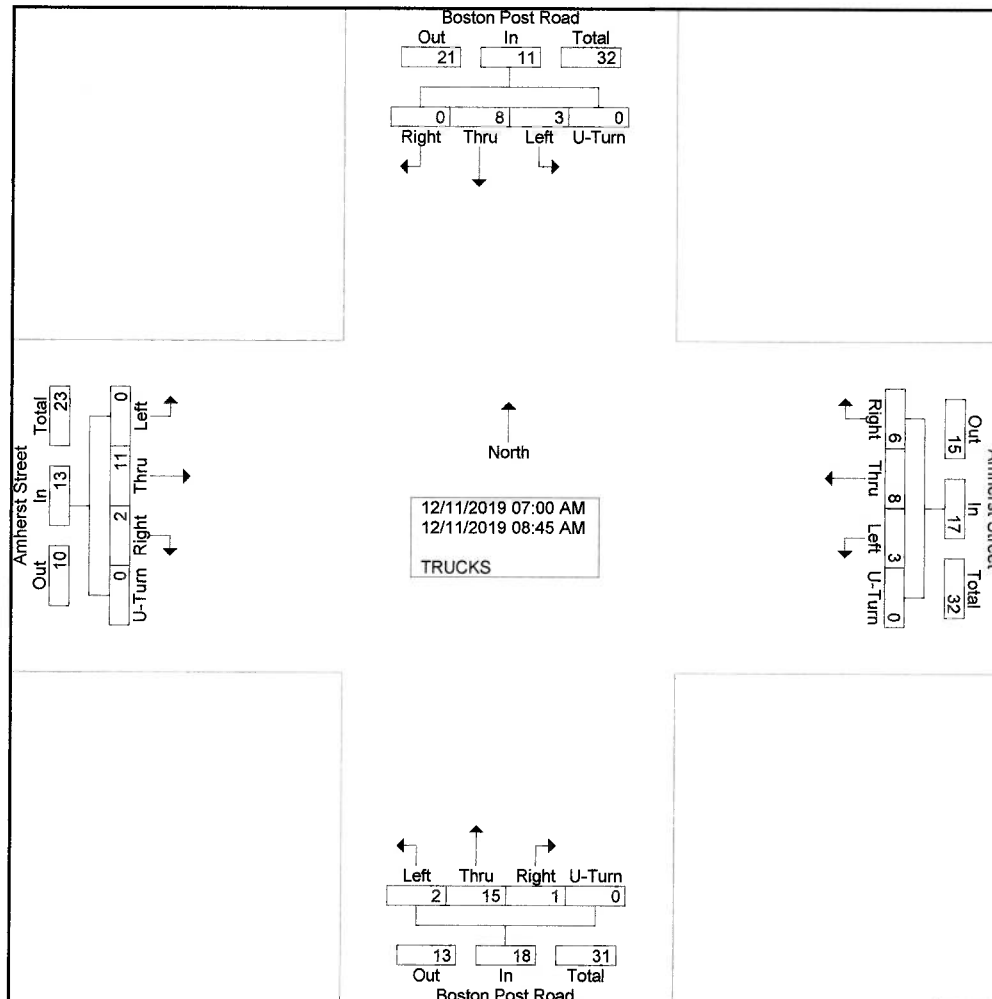
Stephen G. Pernaw & Company, Inc.
P.O. Box 1721
Concord, New Hampshire 03302

Weather: Clear
Collected By: MV
Job Number: 1974A
Town/State: Amherst, NH

File Name : 1974A_INT_C_Wed_AM_&_PM
Site Code : 1974A
Start Date : 12/11/2019
Page No : 1

Groups Printed- TRUCKS

Start Time	Boston Post Road From North					Amherst Street From East					Boston Post Road From South					Amherst Street From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
07:00 AM	0	2	0	0	2	1	0	0	0	1	0	2	0	0	2	1	2	0	0	3	8
07:15 AM	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	3
07:30 AM	0	1	0	0	1	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	3
07:45 AM	0	2	1	0	3	1	0	3	0	4	0	2	1	0	3	0	1	0	0	1	11
Total	0	5	2	0	7	2	0	3	0	5	0	6	2	0	8	1	4	0	0	5	25
08:00 AM	0	0	0	0	0	3	3	0	0	6	0	5	0	0	5	1	1	0	0	2	13
08:15 AM	0	1	1	0	2	0	0	0	0	0	1	1	0	0	2	0	2	0	0	2	6
08:30 AM	0	1	0	0	1	0	3	0	0	3	0	2	0	0	2	0	2	0	0	2	8
08:45 AM	0	1	0	0	1	1	2	0	0	3	0	1	0	0	1	0	2	0	0	2	7
Total	0	3	1	0	4	4	8	0	0	12	1	9	0	0	10	1	7	0	0	8	34
Grand Total	0	8	3	0	11	6	8	3	0	17	1	15	2	0	18	2	11	0	0	13	59
Apprch %	0	72.7	27.3	0		35.3	47.1	17.6	0		5.6	83.3	11.1	0		15.4	84.6	0	0		
Total %	0	13.6	5.1	0	18.6	10.2	13.6	5.1	0	28.8	1.7	25.4	3.4	0	30.5	3.4	18.6	0	0	22	

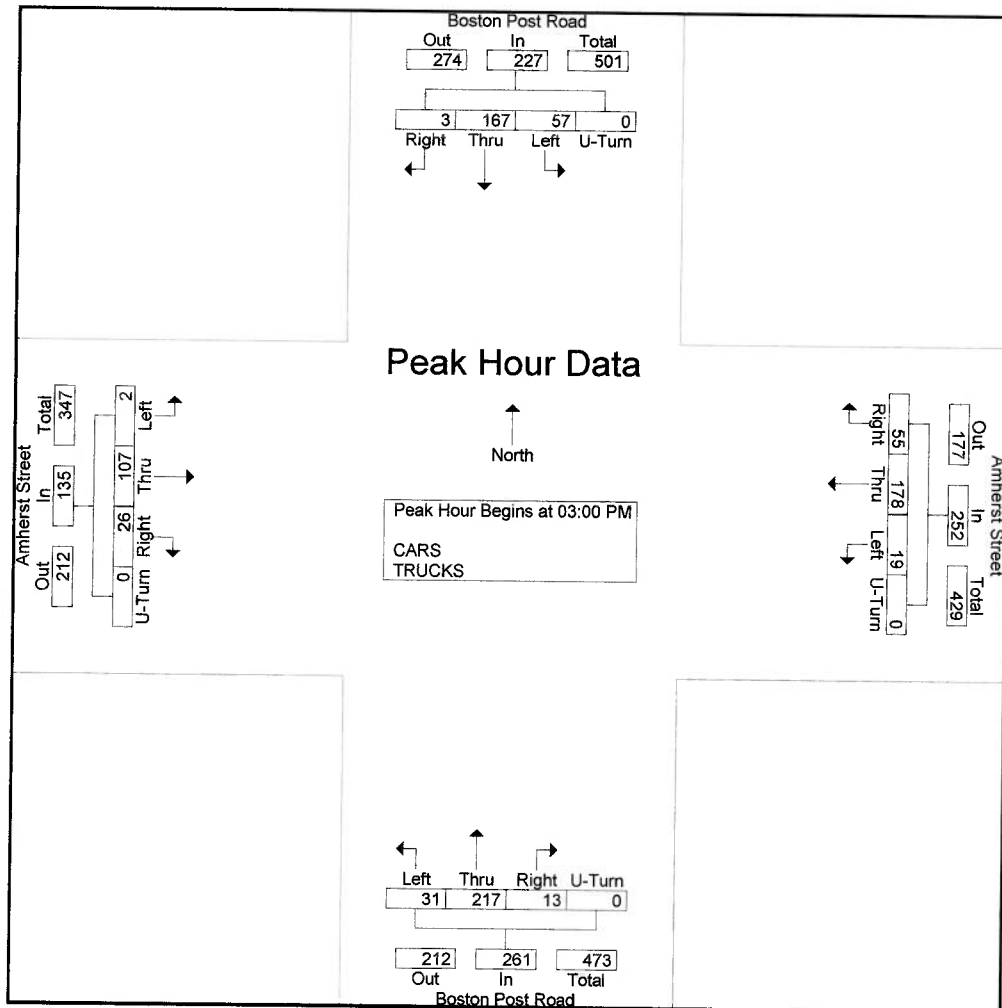


Stephen G. Pernaw & Company, Inc.
P.O. Box 1721
Concord, New Hampshire 03302

Weather: Clear
Collected By: MV
Job Number: 1974A
Town/State: Amherst, NH

File Name : 1974A_INT_C_Wed_AM_&_PM
Site Code : 1974A
Start Date : 12/11/2019
Page No : 2

Start Time	Boston Post Road From North					Amherst Street From East					Boston Post Road From South					Amherst Street From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:00 PM																					
03:00 PM	1	38	14	0	53	13	39	3	0	55	5	69	6	0	80	3	25	0	0	28	216
03:15 PM	2	53	15	0	70	11	47	6	0	64	4	50	8	0	62	10	21	1	0	32	228
03:30 PM	0	31	17	0	48	17	42	5	0	64	1	49	9	0	59	10	34	0	0	44	215
03:45 PM	0	45	11	0	56	14	50	5	0	69	3	49	8	0	60	3	27	1	0	31	216
Total Volume	3	167	57	0	227	55	178	19	0	252	13	217	31	0	261	26	107	2	0	135	875
% App. Total	1.3	73.6	25.1	0		21.8	70.6	7.5	0		5	83.1	11.9	0		19.3	79.3	1.5	0		
PHF	.375	.788	.838	.000	.811	.809	.890	.792	.000	.913	.650	.786	.861	.000	.816	.650	.787	.500	.000	.767	.959

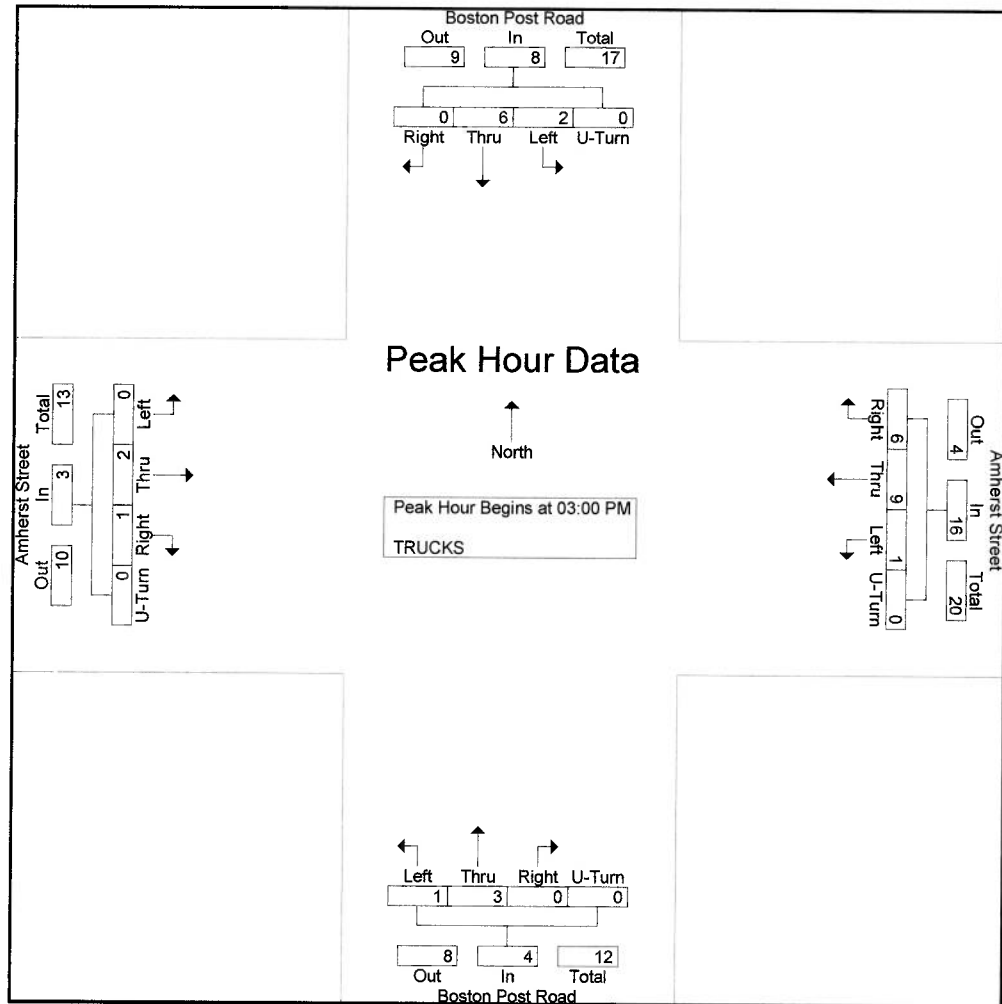


Stephen G. Pernaw & Company, Inc.
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Weather: Clear
Collected By: MV
Job Number: 1974A
Town/State: Amherst, NH

File Name : 1974A_INT_C_Wed_AM_&_PM
Site Code : 1974A
Start Date : 12/11/2019
Page No : 2

Start Time	Boston Post Road From North					Amherst Street From East					Boston Post Road From South					Amherst Street From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:00 PM																					
03:00 PM	0	0	0	0	0	4	1	0	0	5	0	2	1	0	3	0	1	0	0	1	9
03:15 PM	0	6	2	0	8	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	10
03:30 PM	0	0	0	0	0	1	2	1	0	4	0	0	0	0	0	1	0	0	0	1	5
03:45 PM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	1	0	0	1	7
Total Volume	0	6	2	0	8	6	9	1	0	16	0	3	1	0	4	1	2	0	0	3	31
% App. Total	0	75	25	0		37.5	56.2	6.2	0		0	75	25	0		33.3	66.7	0	0		
PHF	.000	.250	.250	.000	.250	.375	.375	.250	.000	.667	.000	.375	.250	.000	.333	.250	.500	.000	.000	.750	.775

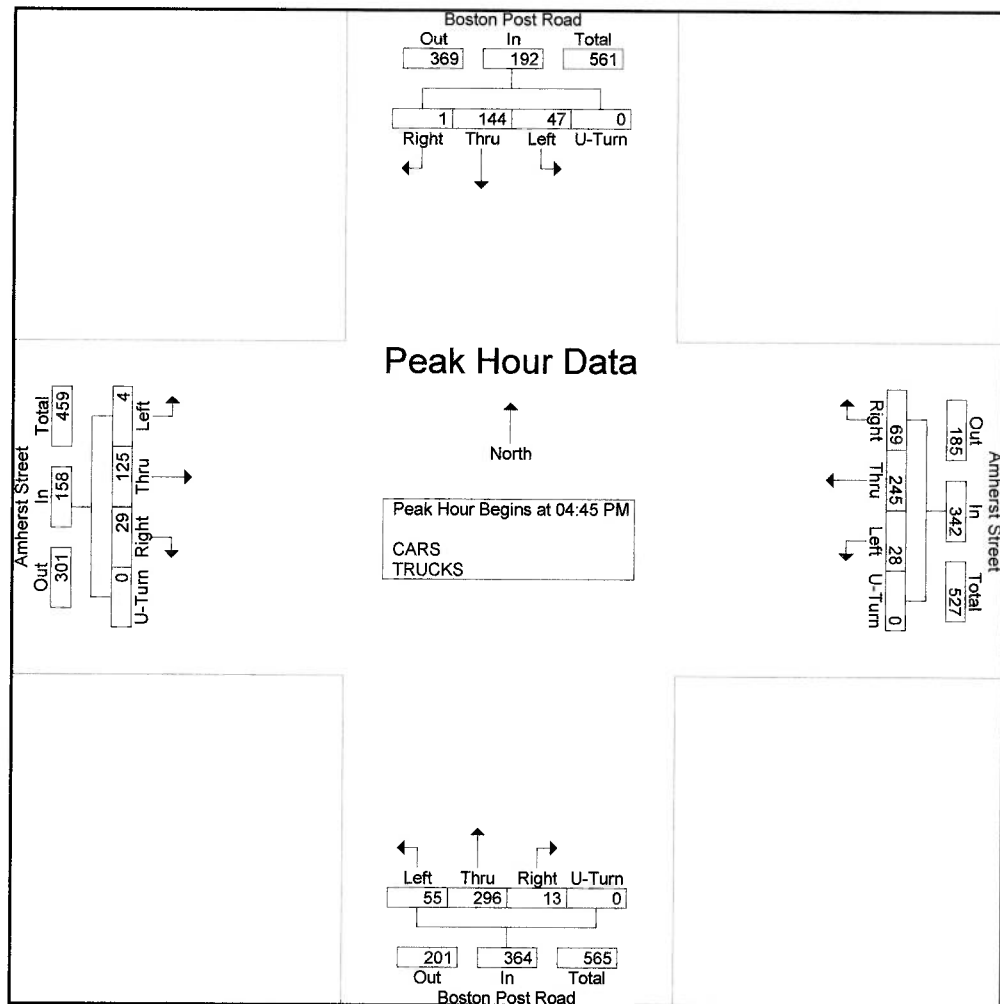


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Weather: Clear
Collected By: MV
Job Number: 1974A
Town/State: Amherst, NH

File Name : 1974A_INT_C_Wed_AM_&_PM
Site Code : 1974A
Start Date : 12/11/2019
Page No : 3

Start Time	Boston Post Road From North					Amherst Street From East					Boston Post Road From South					Amherst Street From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	1	32	8	0	41	18	70	6	0	94	7	55	16	0	78	6	30	2	0	38	251
05:00 PM	0	46	13	0	59	25	54	5	0	84	1	74	12	0	87	6	34	1	0	41	271
05:15 PM	0	28	11	0	39	15	63	5	0	83	3	81	15	0	99	5	31	1	0	37	258
05:30 PM	0	38	15	0	53	11	58	12	0	81	2	86	12	0	100	12	30	0	0	42	276
Total Volume	1	144	47	0	192	69	245	28	0	342	13	296	55	0	364	29	125	4	0	158	1056
% App. Total	0.5	75	24.5	0		20.2	71.6	8.2	0		3.6	81.3	15.1	0		18.4	79.1	2.5	0		
PHF	.250	.783	.783	.000	.814	.690	.875	.583	.000	.910	.464	.860	.859	.000	.910	.604	.919	.500	.000	.940	.957

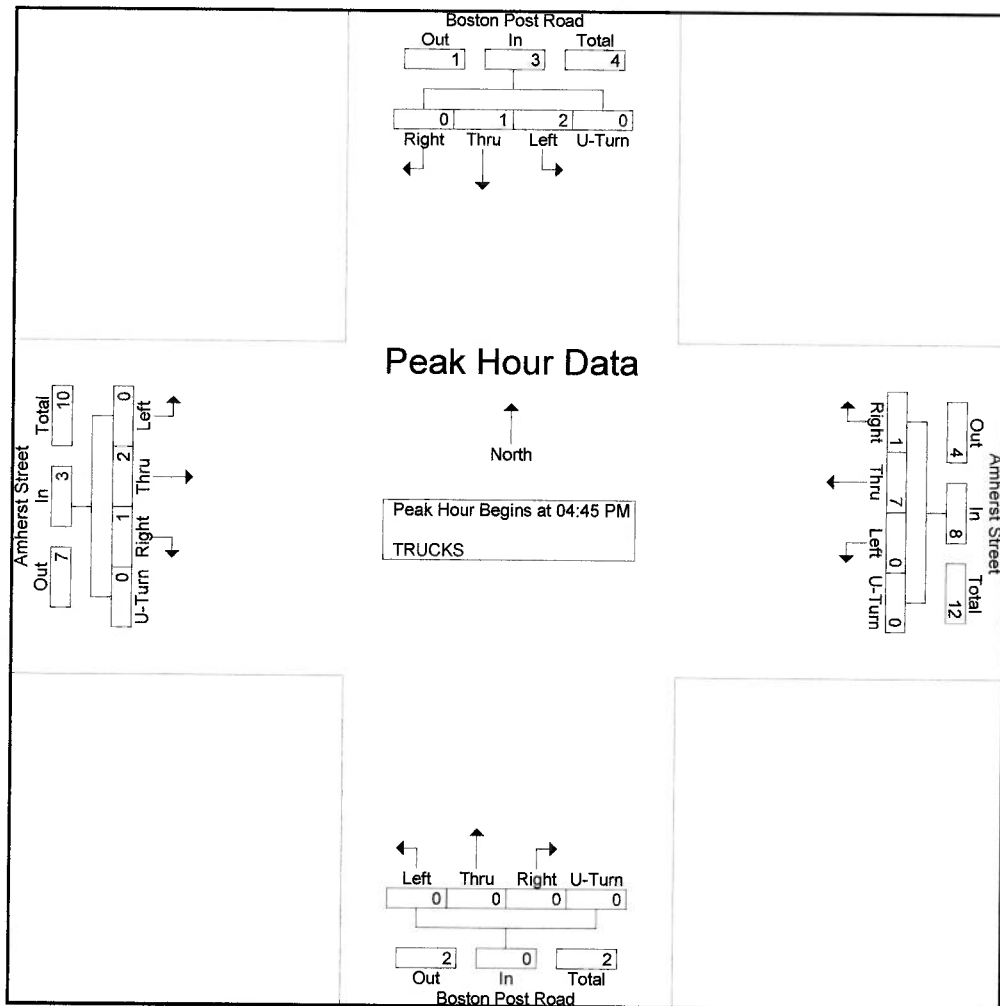


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Weather: Clear
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Job Number: 1974A
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File Name : 1974A_INT_C_Wed_AM_&_PM
Site Code : 1974A
Start Date : 12/11/2019
Page No : 3

Start Time	Boston Post Road From North					Amherst Street From East					Boston Post Road From South					Amherst Street From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	1	0	0	0	1	3
05:00 PM	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	3
05:15 PM	0	1	0	0	1	1	3	0	0	4	0	0	0	0	0	0	0	0	0	0	5
05:30 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3
Total Volume	0	1	2	0	3	1	7	0	0	8	0	0	0	0	0	1	2	0	0	3	14
% App. Total	0	33.3	66.7	0		12.5	87.5	0	0		0	0	0	0		33.3	66.7	0	0		
PHF	.000	.250	.250	.000	.375	.250	.583	.000	.000	.500	.000	.000	.000	.000	.000	.250	.500	.000	.000	.750	.700



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Site Code : 1974A
Start Date : 12/11/2019
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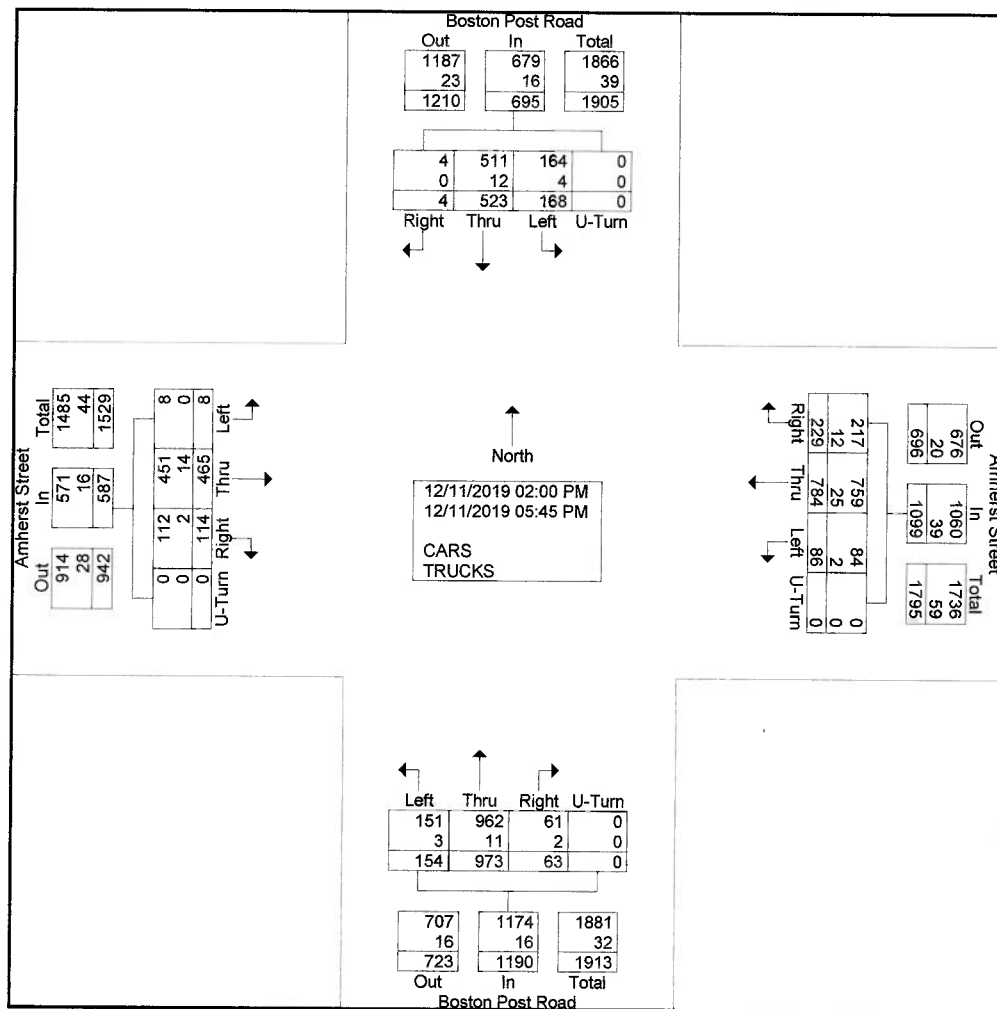
Groups Printed- CARS - TRUCKS

Start Time	Boston Post Road From North					Amherst Street From East					Boston Post Road From South					Amherst Street From West					Int. Total
	Right	Thru	Left	U-Turn	App Total	Right	Thru	Left	U-Turn	App Total	Right	Thru	Left	U-Turn	App Total	Right	Thru	Left	U-Turn	App Total	
02:00 PM	0	39	12	0	51	11	20	2	0	33	2	38	4	0	44	8	31	0	0	39	167
02:15 PM	0	31	10	0	41	11	32	4	0	47	3	28	11	0	42	12	30	0	0	42	172
02:30 PM	0	27	7	0	34	7	32	4	0	43	5	75	13	0	93	9	19	1	0	29	199
02:45 PM	0	22	6	0	28	10	39	4	0	53	4	47	10	0	61	1	25	1	0	27	169
Total	0	119	35	0	154	39	123	14	0	176	14	188	38	0	240	30	105	2	0	137	707
03:00 PM	1	38	14	0	53	13	39	3	0	55	5	69	6	0	80	3	25	0	0	28	216
03:15 PM	2	53	15	0	70	11	47	6	0	64	4	50	8	0	62	10	21	1	0	32	228
03:30 PM	0	31	17	0	48	17	42	5	0	64	1	49	9	0	59	10	34	0	0	44	215
03:45 PM	0	45	11	0	56	14	50	5	0	69	3	49	8	0	60	3	27	1	0	31	216
Total	3	167	57	0	227	55	178	19	0	252	13	217	31	0	261	26	107	2	0	135	875
04:00 PM	0	28	12	0	40	19	45	2	0	66	10	50	4	0	64	6	36	0	0	42	212
04:15 PM	0	21	8	0	29	13	71	11	0	95	4	64	6	0	74	7	37	0	0	44	242
04:30 PM	0	30	5	0	35	17	59	8	0	84	8	84	11	0	103	7	34	0	0	41	263
04:45 PM	1	32	8	0	41	18	70	6	0	94	7	55	16	0	78	6	30	2	0	38	251
Total	1	111	33	0	145	67	245	27	0	339	29	253	37	0	319	26	137	2	0	165	968
05:00 PM	0	46	13	0	59	25	54	5	0	84	1	74	12	0	87	6	34	1	0	41	271
05:15 PM	0	28	11	0	39	15	63	5	0	83	3	81	15	0	99	5	31	1	0	37	258
05:30 PM	0	38	15	0	53	11	58	12	0	81	2	86	12	0	100	12	30	0	0	42	276
05:45 PM	0	14	4	0	18	17	63	4	0	84	1	74	9	0	84	9	21	0	0	30	216
Total	0	126	43	0	169	68	238	26	0	332	7	315	48	0	370	32	116	2	0	150	1021
Grand Total	4	523	168	0	695	229	784	86	0	1099	63	973	154	0	1190	114	465	8	0	587	3571
Apprch %	0.6	75.3	24.2	0		20.8	71.3	7.8	0		5.3	81.8	12.9	0		19.4	79.2	1.4	0		
Total %	0.1	14.6	4.7	0	19.5	6.4	22	2.4	0	30.8	1.8	27.2	4.3	0	33.3	3.2	13	0.2	0	16.4	
CARS	4	511	164	0	679	217	759	84	0	1060	61	962	151	0	1174	112	451	8	0	571	3484
% CARS	100	97.7	97.6	0	97.7	94.8	96.8	97.7	0	96.5	96.8	98.9	98.1	0	98.7	98.2	97	100	0	97.3	97.6
TRUCKS	0	12	4	0	16	12	25	2	0	39	2	11	3	0	16	2	14	0	0	16	87
% TRUCKS	0	2.3	2.4	0	2.3	5.2	3.2	2.3	0	3.5	3.2	1.1	1.9	0	1.3	1.8	3	0	0	2.7	2.4

Stephen G. Pernaw & Company, Inc.
P.O. Box 1721
Concord, New Hampshire 03302

Weather: Clear
Collected By: MV
Job Number: 1974A
Town/State: Amherst, NH

File Name : 1974A_INT_C_Wed_AM_&_PM
Site Code : 1974A
Start Date : 12/11/2019
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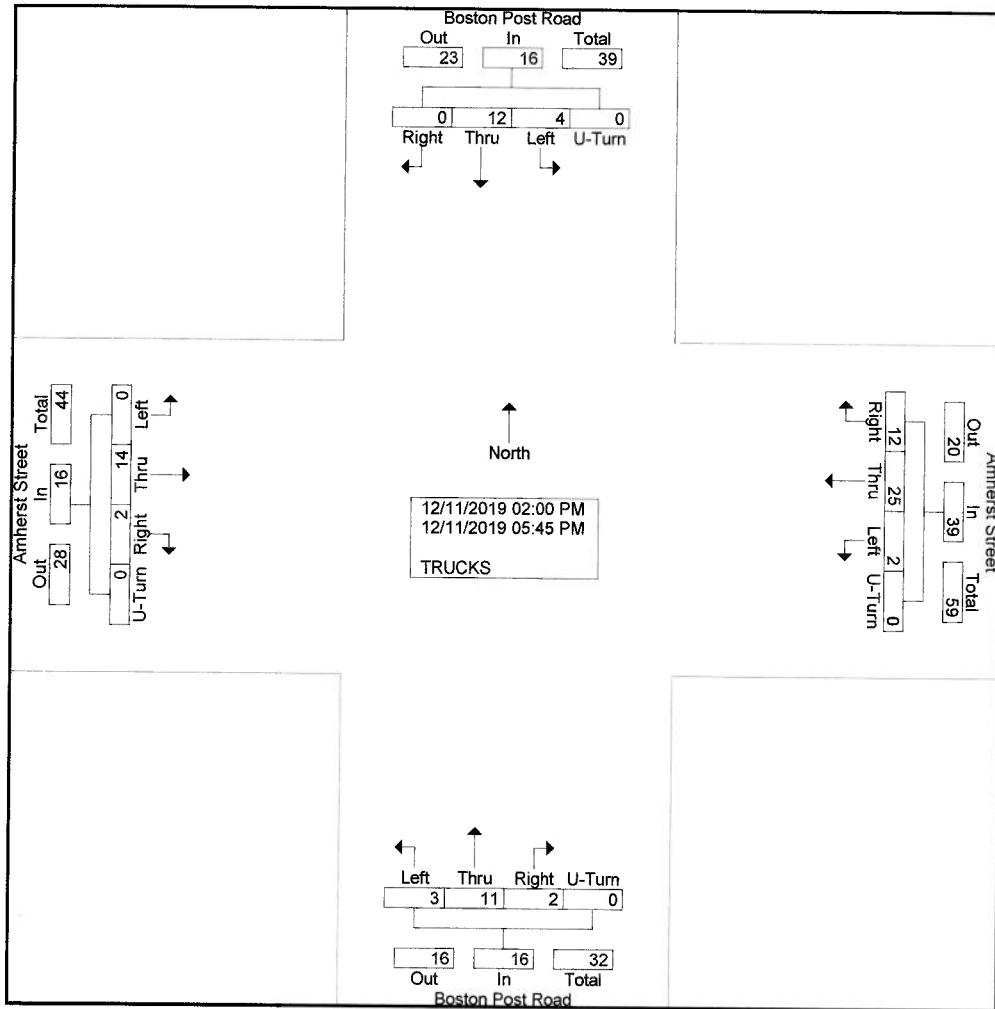
Groups Printed- TRUCKS

Start Time	Boston Post Road From North					Amherst Street From East					Boston Post Road From South					Amherst Street From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
02:00 PM	0	1	0	0	1	0	3	0	0	3	0	1	0	0	1	0	2	0	0	2	7
02:15 PM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
02:30 PM	0	2	0	0	2	0	2	0	0	2	1	3	1	0	5	0	2	0	0	2	11
02:45 PM	0	0	0	0	0	3	0	0	0	3	0	2	0	0	2	0	1	0	0	1	6
Total	0	4	0	0	4	3	6	0	0	9	1	6	1	0	8	0	5	0	0	5	26
03:00 PM	0	0	0	0	0	4	1	0	0	5	0	2	1	0	3	0	1	0	0	1	9
03:15 PM	0	6	2	0	8	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	10
03:30 PM	0	0	0	0	0	1	2	1	0	4	0	0	0	0	0	1	0	0	0	1	5
03:45 PM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	1	0	0	1	7
Total	0	6	2	0	8	6	9	1	0	16	0	3	1	0	4	1	2	0	0	3	31
04:00 PM	0	1	0	0	1	1	2	0	0	3	1	0	0	0	1	0	2	0	0	2	7
04:15 PM	0	0	0	0	0	0	0	1	0	1	0	1	1	0	2	0	2	0	0	2	5
04:30 PM	0	0	0	0	0	1	1	0	0	2	0	1	0	0	1	0	0	0	0	0	3
04:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	1	0	0	0	1	3
Total	0	1	0	0	1	2	5	1	0	8	1	2	1	0	4	1	4	0	0	5	18
05:00 PM	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	3
05:15 PM	0	1	0	0	1	1	3	0	0	4	0	0	0	0	0	0	0	0	0	0	5
05:30 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	1	2	0	3	1	5	0	0	6	0	0	0	0	0	0	3	0	0	3	12
Grand Total	0	12	4	0	16	12	25	2	0	39	2	11	3	0	16	2	14	0	0	16	87
Apprch %	0	75	25	0		30.8	64.1	5.1	0		12.5	68.8	18.8	0		12.5	87.5	0	0		
Total %	0	13.8	4.6	0	18.4	13.8	28.7	2.3	0	44.8	2.3	12.6	3.4	0	18.4	2.3	16.1	0	0	18.4	

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Weather: Clear
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Site Code : 1974A
Start Date : 12/11/2019
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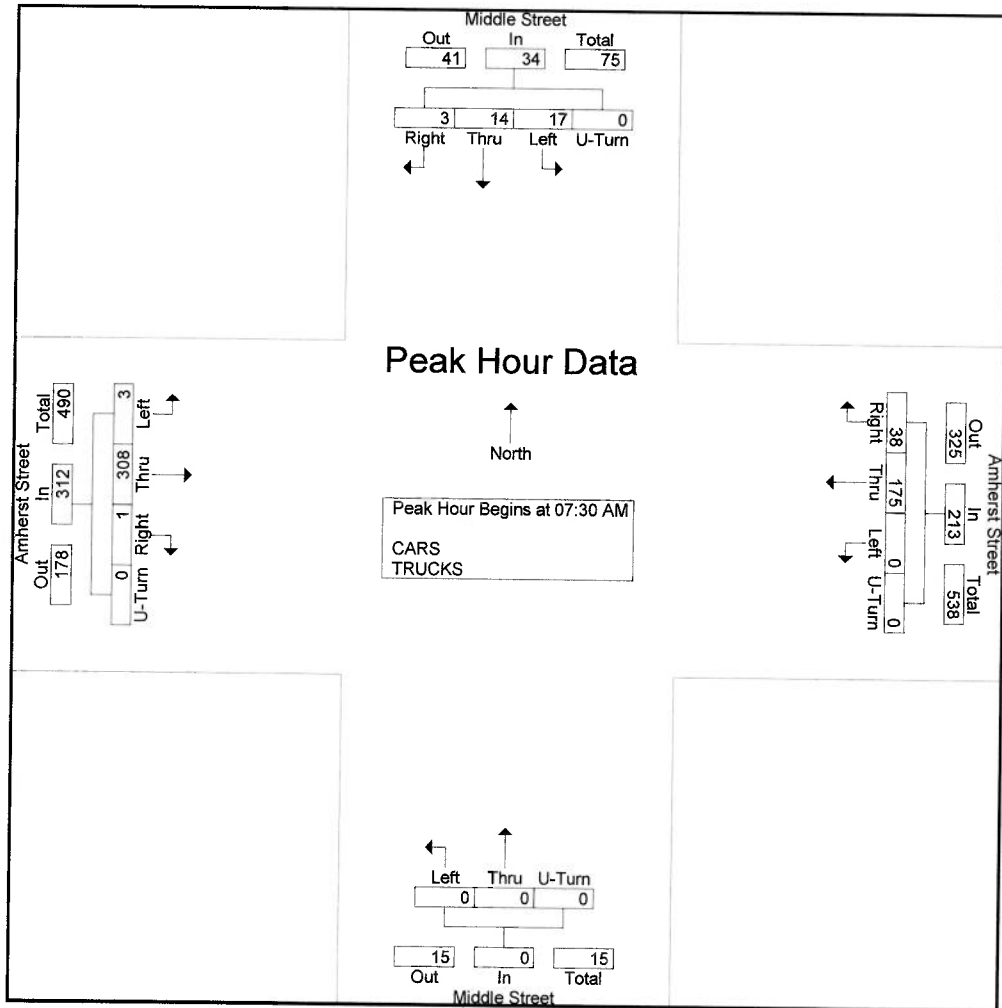


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Weather: Clear
Collected By: MV
Job Number: 1974
Town/State: Amherst, NH

File Name : 1974A_INT_D_Wed_AM
Site Code : 1974A
Start Date : 12/11/2019
Page No : 2

Start Time	Middle Street From North					Amherst Street From East					Middle Street From South				Amherst Street From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
Peak Hour Analysis From 07:00 AM to 09:00 AM - Peak 1 of 1																				
Peak Hour for Entire Intersection Begins at 07:30 AM																				
07:30 AM	2	2	3	0	7	7	26	0	0	33	0	0	0	0	0	102	1	0	103	143
07:45 AM	0	4	1	0	5	5	57	0	0	62	0	0	0	0	1	81	1	0	83	150
08:00 AM	0	2	5	0	7	16	49	0	0	65	0	0	0	0	0	60	1	0	61	133
08:15 AM	1	6	8	0	15	10	43	0	0	53	0	0	0	0	0	65	0	0	65	133
Total Volume	3	14	17	0	34	38	175	0	0	213	0	0	0	0	1	308	3	0	312	559
% App. Total	8.8	41.2	50	0		17.8	82.2	0	0		0	0	0	0	0.3	98.7	1	0		
PHF	.375	.583	.531	.000	.567	.594	.768	.000	.000	.819	.000	.000	.000	.000	.250	.755	.750	.000	.757	.932

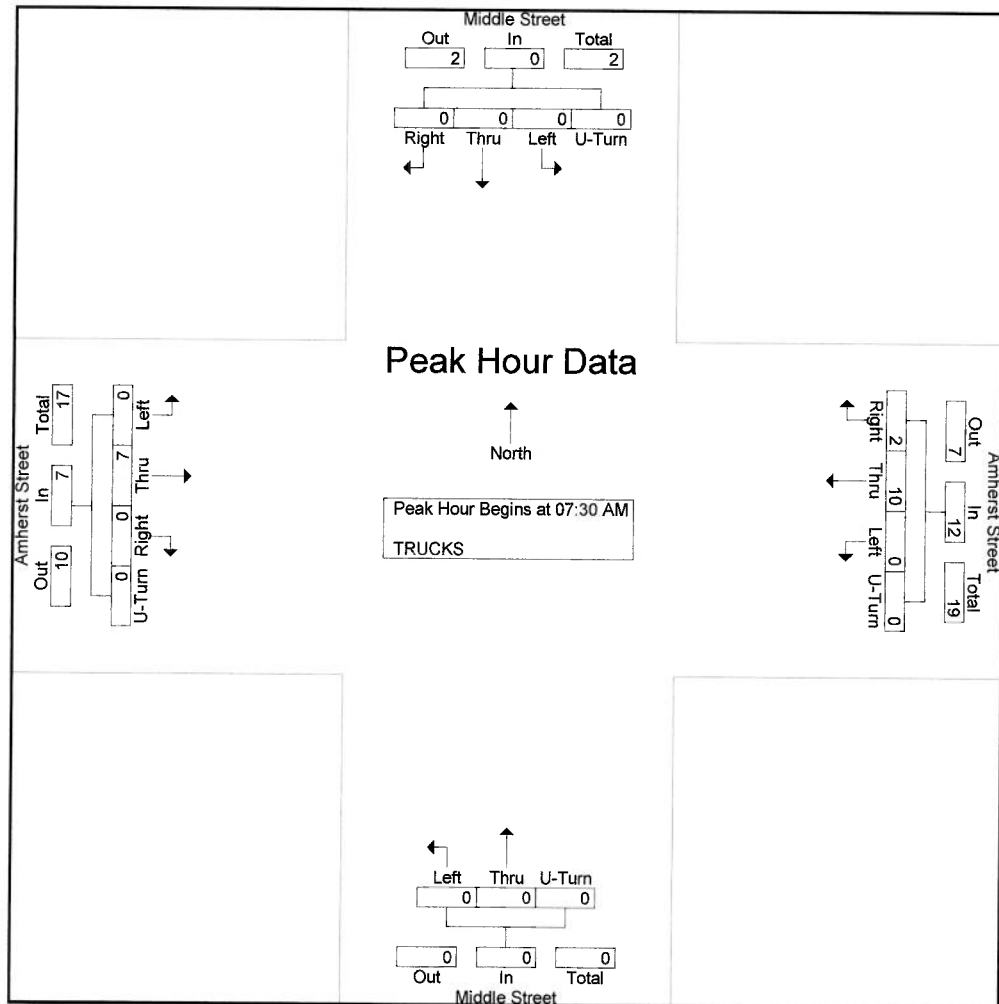


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Weather: Clear
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Job Number: 1974
Town/State: Amherst, NH

File Name : 1974A_INT_D_Wed_AM
Site Code : 1974A
Start Date : 12/11/2019
Page No : 2

Start Time	Middle Street From North					Amherst Street From East					Middle Street From South				Amherst Street From West					Int. Total	
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total		
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	5
08:00 AM	0	0	0	0	0	1	6	0	0	7	0	0	0	0	0	0	1	0	0	1	8
08:15 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	5	0	0	5	6
Total Volume	0	0	0	0	0	2	10	0	0	12	0	0	0	0	0	0	7	0	0	7	19
% App. Total	0	0	0	0	0	16.7	83.3	0	0		0	0	0	0		0	100	0	0		
PHF	.000	.000	.000	.000	.000	.500	.417	.000	.000	.429	.000	.000	.000	.000		.000	.350	.000	.000	.350	.594



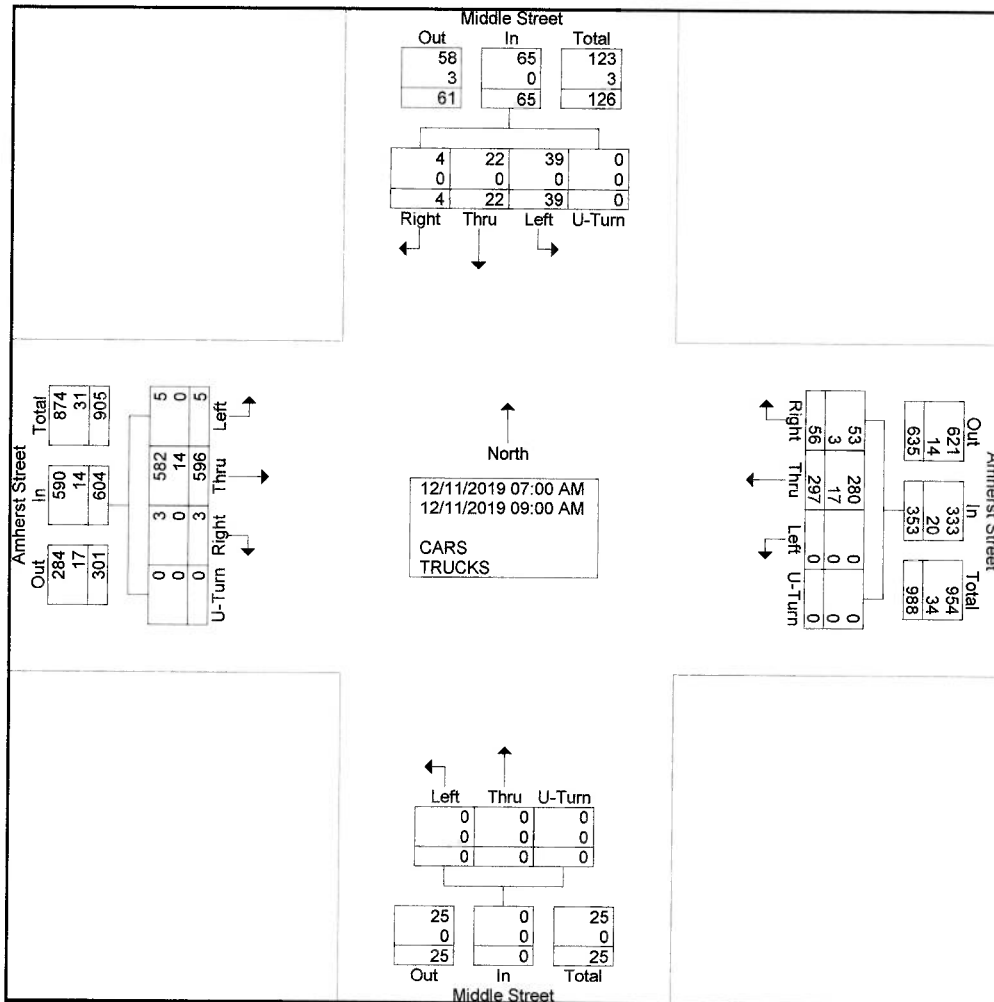
Stephen G. Pernaw & Company, Inc.
P.O. Box 1721
Concord, New Hampshire 03302

Weather: Clear
Collected By: MV
Job Number: 1974
Town/State: Amherst, NH

File Name : 1974A_INT_D_Wed_AM
Site Code : 1974A
Start Date : 12/11/2019
Page No : 1

Groups Printed- CARS - TRUCKS

Start Time	Middle Street From North					Amherst Street From East					Middle Street From South				Amherst Street From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
07:00 AM	0	2	4	0	6	4	34	0	0	38	0	0	0	0	1	99	1	0	101	145
07:15 AM	0	0	7	0	7	5	22	0	0	27	0	0	0	0	1	74	0	0	75	109
07:30 AM	2	2	3	0	7	7	26	0	0	33	0	0	0	0	0	102	1	0	103	143
07:45 AM	0	4	1	0	5	5	57	0	0	62	0	0	0	0	1	81	1	0	83	150
Total	2	8	15	0	25	21	139	0	0	160	0	0	0	0	3	356	3	0	362	547
08:00 AM	0	2	5	0	7	16	49	0	0	65	0	0	0	0	0	60	1	0	61	133
08:15 AM	1	6	8	0	15	10	43	0	0	53	0	0	0	0	0	65	0	0	65	133
08:30 AM	0	4	4	0	8	4	30	0	0	34	0	0	0	0	0	59	0	0	59	101
08:45 AM	1	2	7	0	10	5	36	0	0	41	0	0	0	0	0	56	1	0	57	108
Total	2	14	24	0	40	35	158	0	0	193	0	0	0	0	0	240	2	0	242	475
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	4	22	39	0	65	56	297	0	0	353	0	0	0	0	3	596	5	0	604	1022
Apprch %	6.2	33.8	60	0		15.9	84.1	0	0		0	0	0		0.5	98.7	0.8	0		
Total %	0.4	2.2	3.8	0	6.4	5.5	29.1	0	0	34.5	0	0	0	0	0.3	58.3	0.5	0	59.1	
CARS	4	22	39	0	65	53	280	0	0	333	0	0	0	0	3	582	5	0	590	988
% CARS	100	100	100	0	100	94.6	94.3	0	0	94.3	0	0	0	0	100	97.7	100	0	97.7	96.7
TRUCKS	0	0	0	0	0	3	17	0	0	20	0	0	0	0	0	14	0	0	14	34
% TRUCKS	0	0	0	0	0	5.4	5.7	0	0	5.7	0	0	0	0	0	2.3	0	0	2.3	3.3



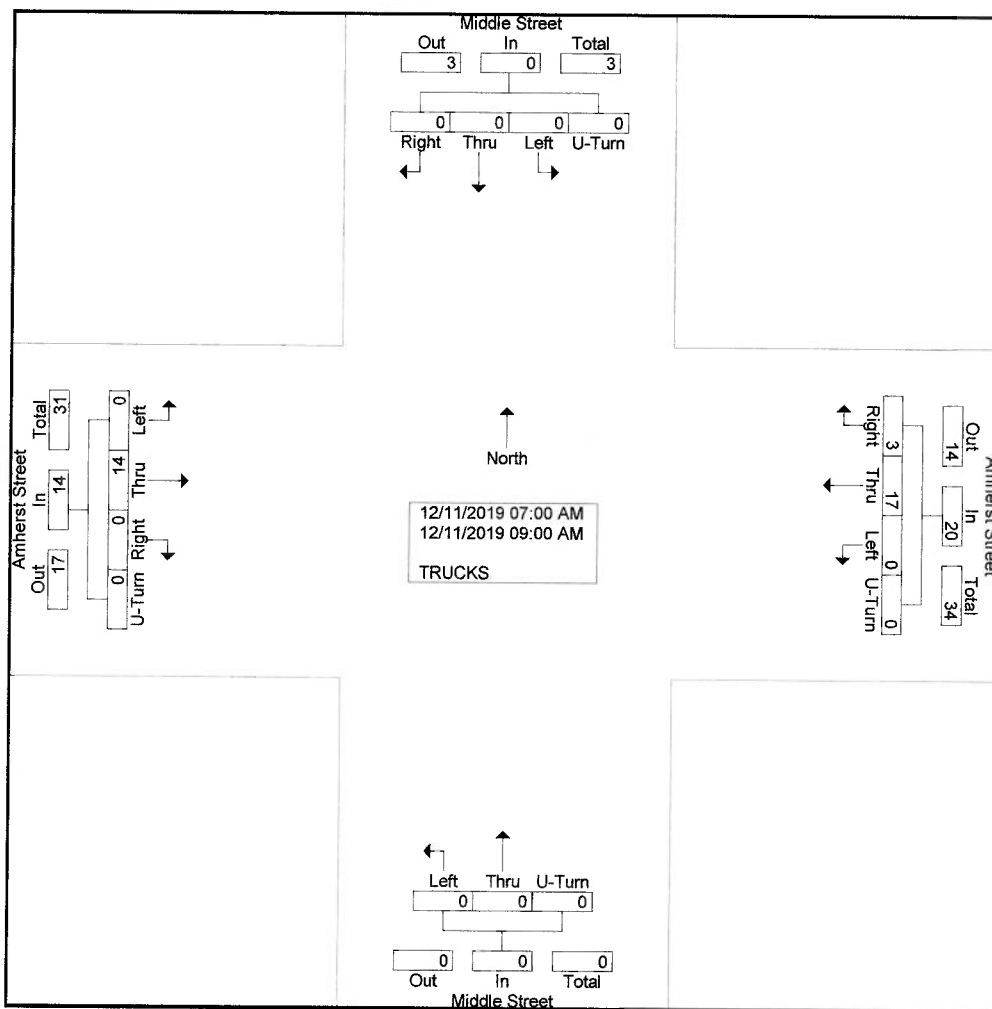
Stephen G. Pernaw & Company, Inc.
P.O. Box 1721
Concord, New Hampshire 03302

Weather: Clear
Collected By: MV
Job Number: 1974
Town/State: Amherst, NH

File Name : 1974A_INT_D_Wed_AM
Site Code : 1974A
Start Date : 12/11/2019
Page No : 1

Groups Printed- TRUCKS

Start Time	Middle Street From North					Amherst Street From East					Middle Street From South				Amherst Street From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
07:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	0	0	2	3
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	1	0	0	1	5
Total	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	5	0	0	5	10
08:00 AM	0	0	0	0	0	1	6	0	0	7	0	0	0	0	0	1	0	0	1	8
08:15 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	5	0	0	5	6
08:30 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	2	0	0	2	5
08:45 AM	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	1	0	0	1	5
Total	0	0	0	0	0	3	12	0	0	15	0	0	0	0	0	9	0	0	9	24
09:00 AM	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	3	17	0	0	20	0	0	0	0	0	14	0	0	14	34
Apprch %	0	0	0	0	0	15	85	0	0		0	0	0	0	0	100	0	0		
Total %	0	0	0	0	0	8.8	50	0	0	58.8	0	0	0	0	0	41.2	0	0	41.2	

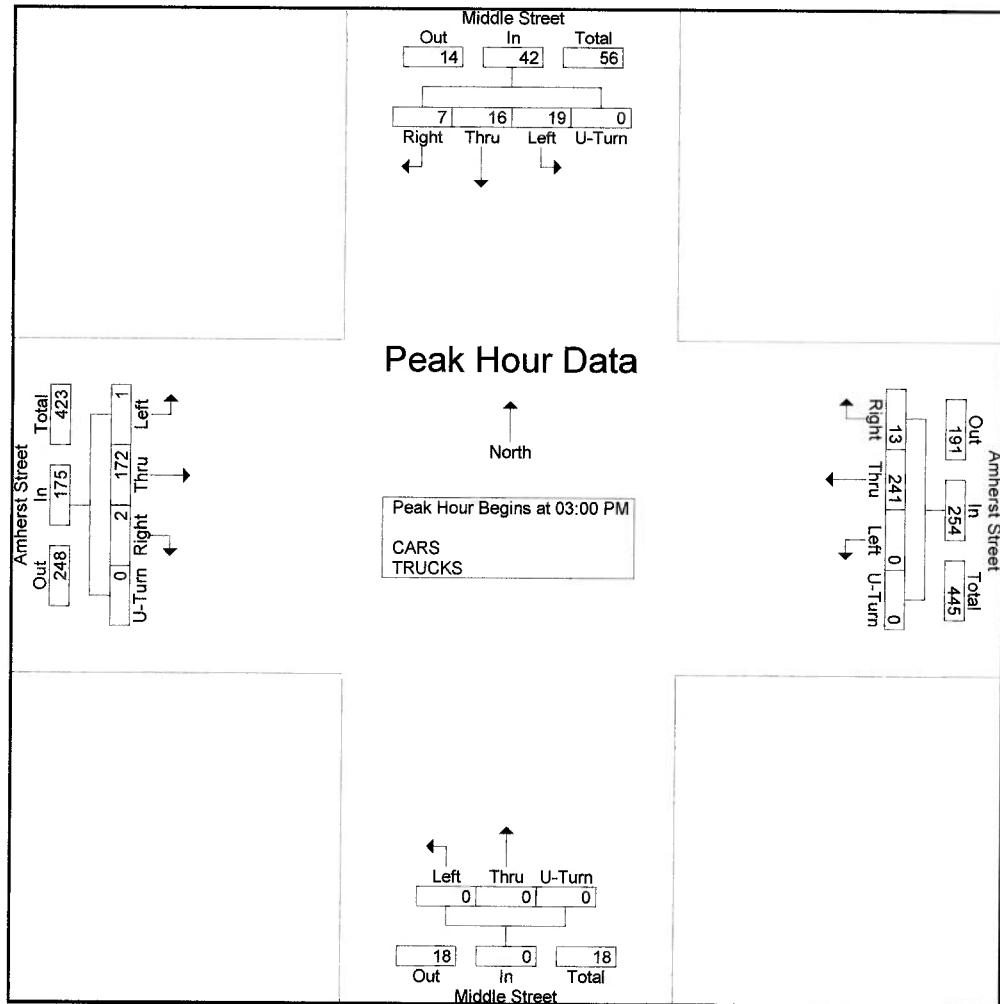


Stephen G. Pernaw & Company, Inc.
P.O. Box 1721
Concord, New Hampshire 03302

Weather: Clear
Collect By: MV
Job Number: 1974A
Town/State: Amherst, NH

File Name : 1974A_INT_D_Wed_PM
Site Code : 1974A
Start Date : 12/11/2019
Page No : 2

Start Time	Middle Street From North					Amherst Street From East					Middle Street From South				Amherst Street From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1																				
Peak Hour for Entire Intersection Begins at 03:00 PM																				
03:00 PM	0	3	6	0	9	5	56	0	0	61	0	0	0	0	0	42	0	0	42	112
03:15 PM	5	8	5	0	18	2	59	0	0	61	0	0	0	0	0	41	0	0	41	120
03:30 PM	1	3	3	0	7	4	61	0	0	65	0	0	0	0	2	50	1	0	53	125
03:45 PM	1	2	5	0	8	2	65	0	0	67	0	0	0	0	0	39	0	0	39	114
Total Volume	7	16	19	0	42	13	241	0	0	254	0	0	0	0	2	172	1	0	175	471
% App. Total	16.7	38.1	45.2	0		5.1	94.9	0	0		0	0	0	0	1.1	98.3	0.6	0		
PHF	.350	.500	.792	.000	.583	.650	.927	.000	.000	.948	.000	.000	.000	.000	.250	.860	.250	.000	.825	.942

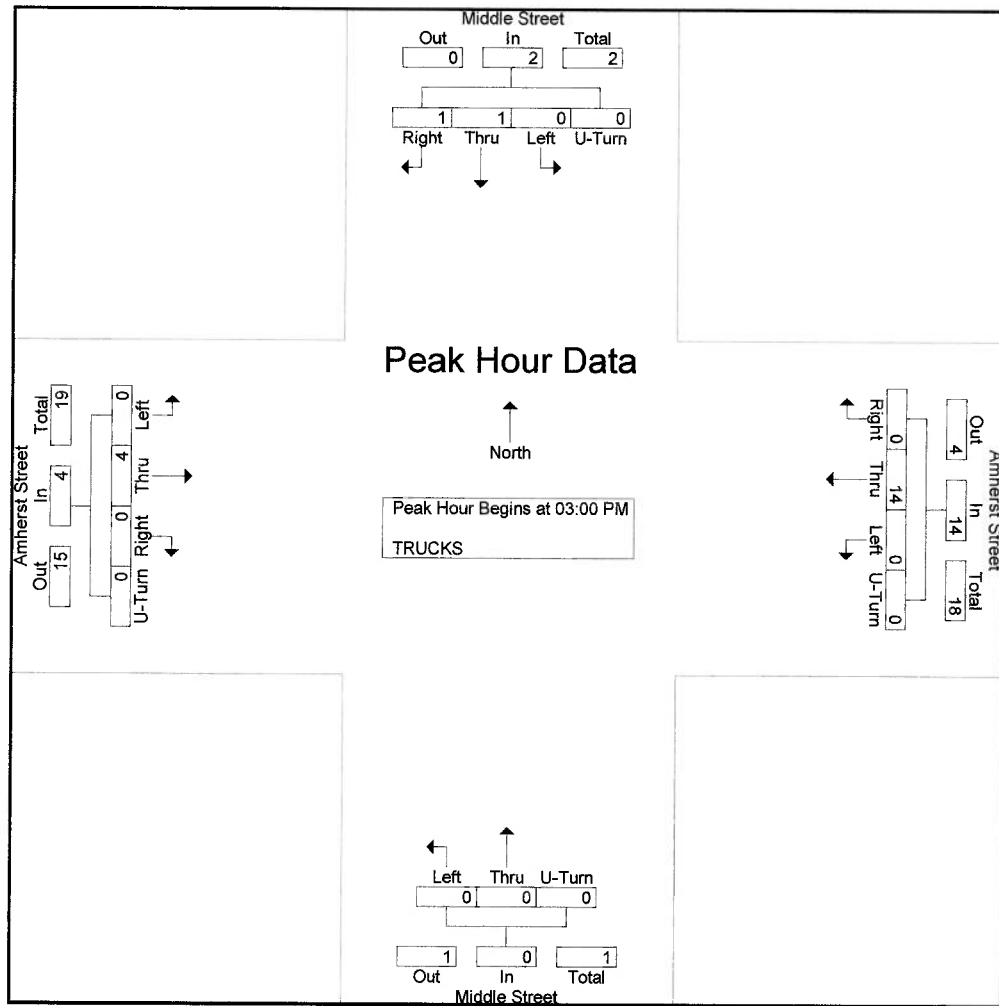


Stephen G. Pernaw & Company, Inc.
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Weather: Clear
Collect By: MV
Job Number: 1974A
Town/State: Amherst, NH

File Name : 1974A_INT_D_Wed_PM
Site Code : 1974A
Start Date : 12/11/2019
Page No : 2

Start Time	Middle Street From North					Amherst Street From East					Middle Street From South				Amherst Street From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1																				
Peak Hour for Entire Intersection Begins at 03:00 PM																				
03:00 PM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	1	0	0	1	6
03:15 PM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	2	0	0	2	4
03:30 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	4
03:45 PM	1	0	0	0	1	0	4	0	0	4	0	0	0	0	0	1	0	0	1	6
Total Volume	1	1	0	0	2	0	14	0	0	14	0	0	0	0	0	4	0	0	4	20
% App. Total	50	50	0	0		0	100	0	0		0	0	0	0	0	100	0	0		
PHF	.250	.250	.000	.000	.500	.000	.700	.000	.000	.700	.000	.000	.000	.000	.000	.500	.000	.000	.500	.833

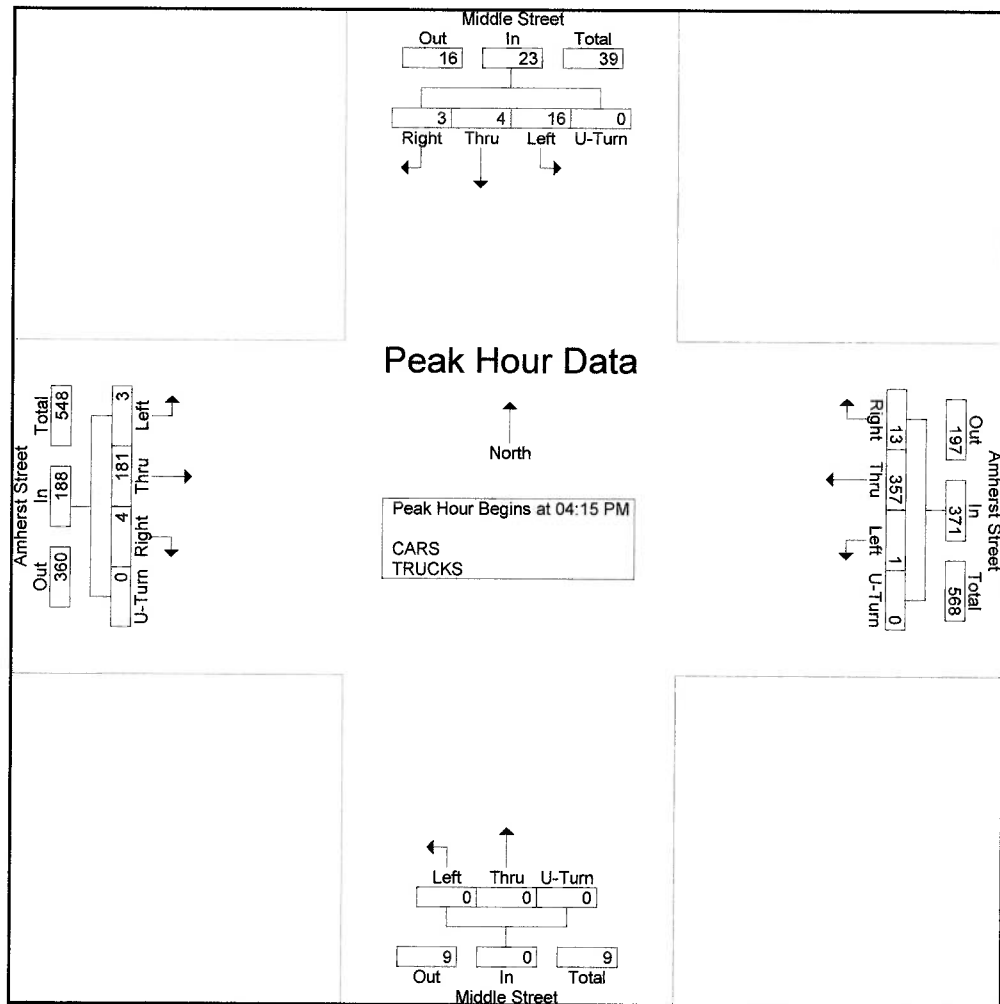


Stephen G. Pernaw & Company, Inc.
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Weather: Clear
Collect By: MV
Job Number: 1974A
Town/State: Amherst, NH

File Name : 1974A_INT_D_Wed_PM
Site Code : 1974A
Start Date : 12/11/2019
Page No : 3

Start Time	Middle Street From North					Amherst Street From East					Middle Street From South				Amherst Street From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																				
Peak Hour for Entire Intersection Begins at 04:15 PM																				
04:15 PM	2	0	3	0	5	4	94	0	0	98	0	0	0	0	1	47	0	0	48	151
04:30 PM	1	1	4	0	6	3	85	0	0	88	0	0	0	0	0	47	0	0	47	141
04:45 PM	0	2	2	0	4	3	96	1	0	100	0	0	0	0	0	44	2	0	46	150
05:00 PM	0	1	7	0	8	3	82	0	0	85	0	0	0	0	3	43	1	0	47	140
Total Volume	3	4	16	0	23	13	357	1	0	371	0	0	0	0	4	181	3	0	188	582
% App. Total	13	17.4	69.6	0		3.5	96.2	0.3	0		0	0	0		2.1	96.3	1.6	0		
PHF	.375	.500	.571	.000	.719	.813	.930	.250	.000	.928	.000	.000	.000	.000	.333	.963	.375	.000	.979	.964

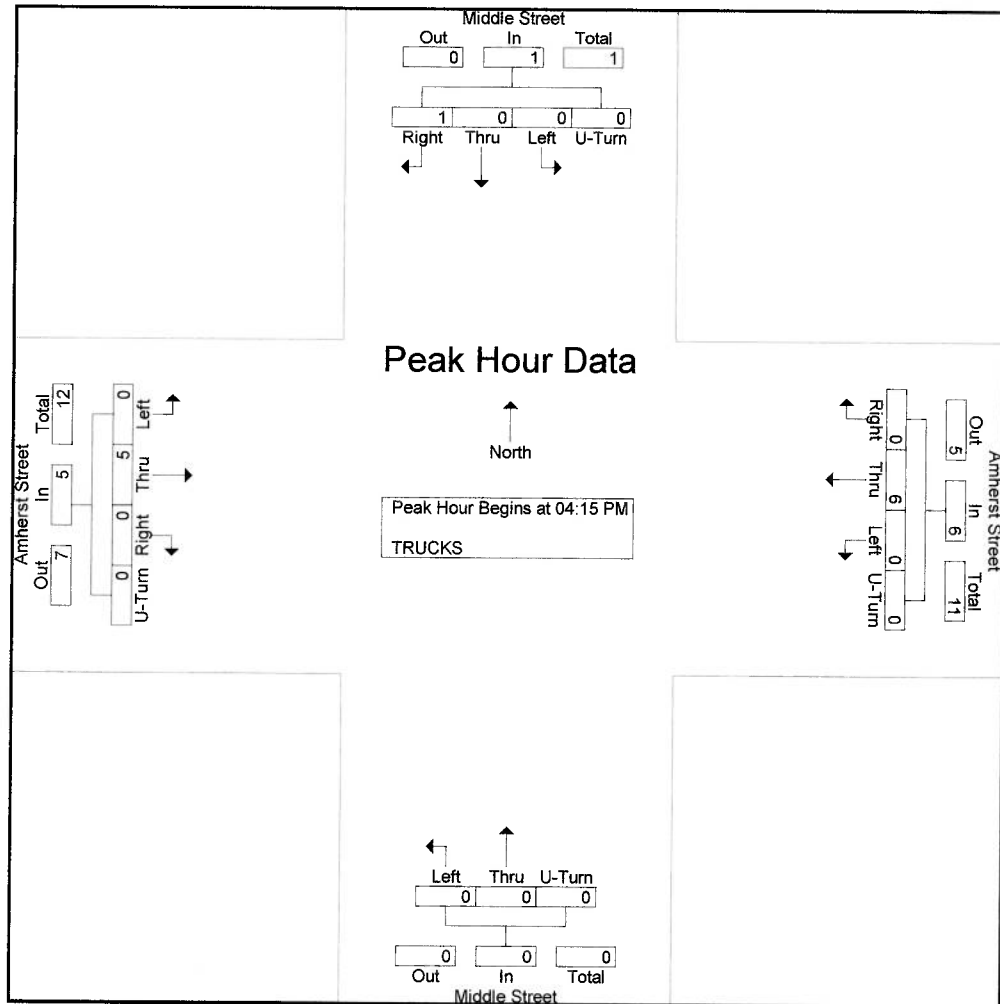


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P.O. Box 1721
Concord, New Hampshire 03302

Weather: Clear
Collect By: MV
Job Number: 1974A
Town/State: Amherst, NH

File Name : 1974A_INT_D_Wed_PM
Site Code : 1974A
Start Date : 12/11/2019
Page No : 3

Start Time	Middle Street From North					Amherst Street From East					Middle Street From South				Amherst Street From West					Int. Total	
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total		
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:15 PM																					
04:15 PM	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	4
04:30 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
04:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3
05:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3
Total Volume	1	0	0	0	1	0	6	0	0	6	0	0	0	0	0	0	5	0	0	5	12
% App. Total	100	0	0	0		0	100	0	0		0	0	0	0		0	100	0	0		
PHF	.250	.000	.000	.000	.250	.000	.750	.000	.000	.750	.000	.000	.000	.000		.000	.625	.000	.000	.625	.750



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Job Number: 1974A
Town/State: Amherst, NH

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Site Code : 1974A
Start Date : 12/11/2019
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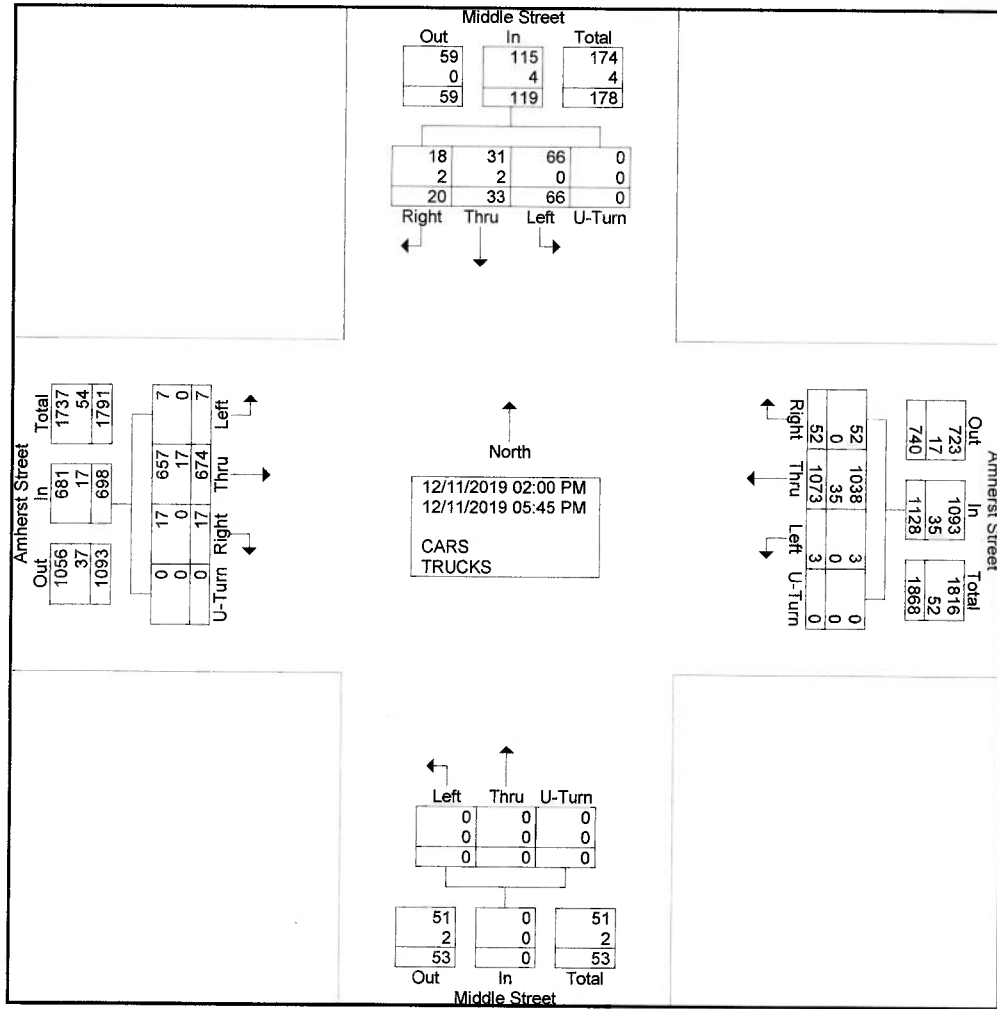
Groups Printed- CARS - TRUCKS

Start Time	Middle Street From North					Amherst Street From East					Middle Street From South				Amherst Street From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
02:00 PM	0	0	3	0	3	5	33	0	0	38	0	0	0	0	0	44	0	0	44	85
02:15 PM	2	4	7	0	13	6	48	0	0	54	0	0	0	0	4	40	0	0	44	111
02:30 PM	2	1	3	0	6	2	38	0	0	40	0	0	0	0	2	29	1	0	32	78
02:45 PM	0	3	6	0	9	0	53	0	0	53	0	0	0	0	0	35	1	0	36	98
Total	4	8	19	0	31	13	172	0	0	185	0	0	0	0	6	148	2	0	156	372
03:00 PM	0	3	6	0	9	5	56	0	0	61	0	0	0	0	0	42	0	0	42	112
03:15 PM	5	8	5	0	18	2	59	0	0	61	0	0	0	0	0	41	0	0	41	120
03:30 PM	1	3	3	0	7	4	61	0	0	65	0	0	0	0	2	50	1	0	53	125
03:45 PM	1	2	5	0	8	2	65	0	0	67	0	0	0	0	0	39	0	0	39	114
Total	7	16	19	0	42	13	241	0	0	254	0	0	0	0	2	172	1	0	175	471
04:00 PM	3	1	3	0	7	2	64	0	0	66	0	0	0	0	0	59	0	0	59	132
04:15 PM	2	0	3	0	5	4	94	0	0	98	0	0	0	0	1	47	0	0	48	151
04:30 PM	1	1	4	0	6	3	85	0	0	88	0	0	0	0	0	47	0	0	47	141
04:45 PM	0	2	2	0	4	3	96	1	0	100	0	0	0	0	0	44	2	0	46	150
Total	6	4	12	0	22	12	339	1	0	352	0	0	0	0	1	197	2	0	200	574
05:00 PM	0	1	7	0	8	3	82	0	0	85	0	0	0	0	3	43	1	0	47	140
05:15 PM	2	3	4	0	9	4	80	1	0	85	0	0	0	0	1	47	0	0	48	142
05:30 PM	0	1	1	0	2	6	79	0	0	85	0	0	0	0	3	43	0	0	46	133
05:45 PM	1	0	4	0	5	1	80	1	0	82	0	0	0	0	1	24	1	0	26	113
Total	3	5	16	0	24	14	321	2	0	337	0	0	0	0	8	157	2	0	167	528
Grand Total	20	33	66	0	119	52	1073	3	0	1128	0	0	0	0	17	674	7	0	698	1945
Apprch %	16.8	27.7	55.5	0		4.6	95.1	0.3	0		0	0	0	0	2.4	96.6	1	0		
Total %	1	1.7	3.4	0	6.1	2.7	55.2	0.2	0	58	0	0	0	0	0.9	34.7	0.4	0	35.9	
CARS	18	31	66	0	115	52	1038	3	0	1093	0	0	0	0	17	657	7	0	681	1889
% CARS	90	93.9	100	0	96.6	100	96.7	100	0	96.9	0	0	0	0	100	97.5	100	0	97.6	97.1
TRUCKS	2	2	0	0	4	0	35	0	0	35	0	0	0	0	0	17	0	0	17	56
% TRUCKS	10	6.1	0	0	3.4	0	3.3	0	0	3.1	0	0	0	0	0	2.5	0	0	2.4	2.9

Stephen G. Pernaw & Company, Inc.
P.O. Box 1721
Concord, New Hampshire 03302

Weather: Clear
Collect By: MV
Job Number: 1974A
Town/State: Amherst, NH

File Name : 1974A_INT_D_Wed_PM
Site Code : 1974A
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Stephen G. Pernaw & Company, Inc.
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Weather: Clear
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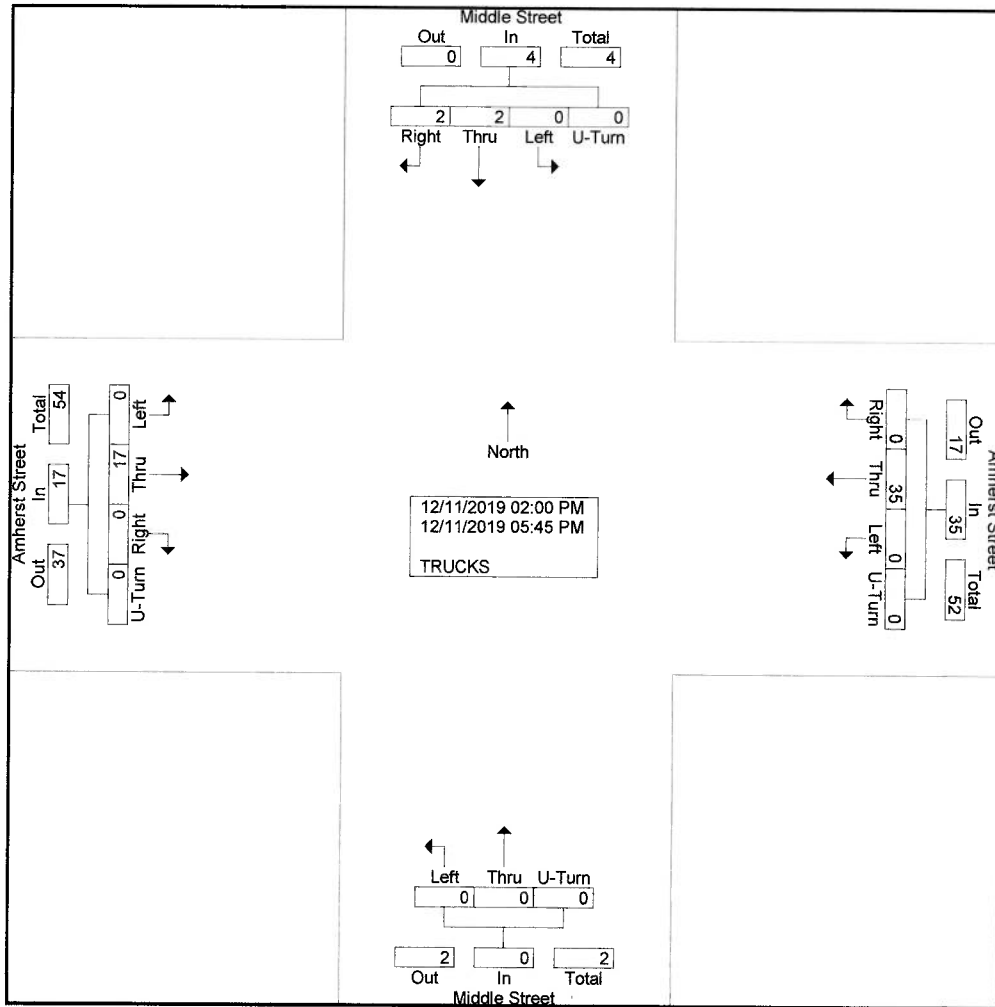
Groups Printed- TRUCKS

Start Time	Middle Street From North					Amherst Street From East					Middle Street From South				Amherst Street From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
02:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	1	0	0	1	3
02:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	1
02:30 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4	0	0	4	6
02:45 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	1	0	0	1	4
Total	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	6	0	0	6	14
03:00 PM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	1	0	0	1	6
03:15 PM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	2	0	0	2	4
03:30 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	4
03:45 PM	1	0	0	0	1	0	4	0	0	4	0	0	0	0	0	1	0	0	1	6
Total	1	1	0	0	2	0	14	0	0	14	0	0	0	0	0	4	0	0	4	20
04:00 PM	0	1	0	0	1	0	3	0	0	3	0	0	0	0	0	1	0	0	1	5
04:15 PM	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	2	0	0	2	4
04:30 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	2
04:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	1	0	0	1	3
Total	1	1	0	0	2	0	8	0	0	8	0	0	0	0	0	4	0	0	4	14
05:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	0	0	2	3
05:15 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	1	0	0	1	4
05:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	1
05:45 PM	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	5	0	0	5	0	0	0	0	0	3	0	0	3	8
Grand Total	2	2	0	0	4	0	35	0	0	35	0	0	0	0	0	17	0	0	17	56
Apprch %	50	50	0	0		0	100	0	0		0	0	0	0	0	100	0	0		
Total %	3.6	3.6	0	0	7.1	0	62.5	0	0	62.5	0	0	0	0	0	30.4	0	0	30.4	

Stephen G. Pernaw & Company, Inc.
P.O. Box 1721
Concord, New Hampshire 03302

Weather: Clear
Collect By: MV
Job Number: 1974A
Town/State: Amherst, NH

File Name : 1974A_INT_D_Wed_PM
Site Code : 1974A
Start Date : 12/11/2019
Page No : 2

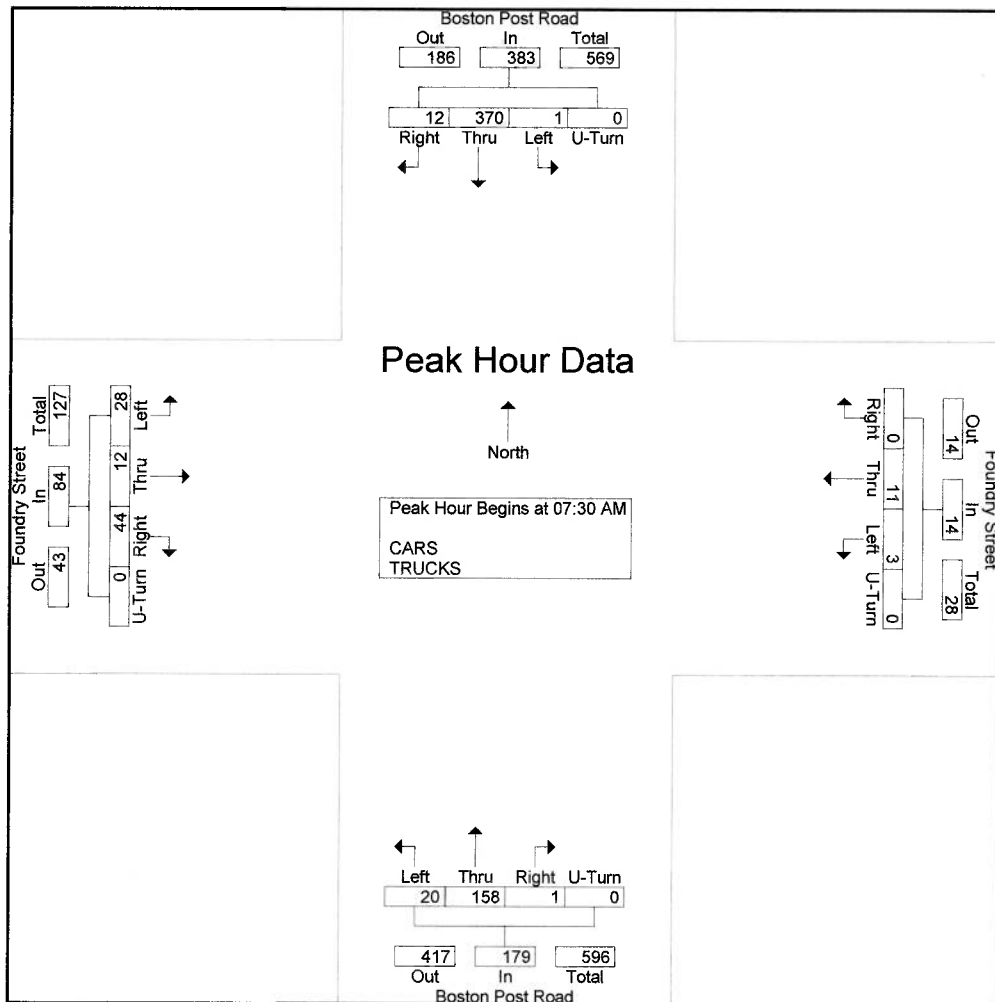


Stephen G. Pernaw & Company, Inc.
P.O. Box 1721
Concord, New Hampshire 03302

Weather: Clear
Collected By: MV
Job Number: 1974A
Town/State: Amherst, NH

File Name : 1974A_INT_A_Thurs_AM_&_PM
Site Code : 1974A
Start Date : 12/12/2019
Page No : 2

Start Time	Boston Post Road From North					Foundry Street From East					Boston Post Road From South					Foundry Street From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
Peak Hour Analysis From 07:00 AM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	4	102	0	0	106	0	3	2	0	5	0	33	5	0	38	7	3	1	0	11	160
07:45 AM	0	87	0	0	87	0	2	0	0	2	1	37	5	0	43	7	1	2	0	10	142
08:00 AM	3	60	0	0	63	0	6	0	0	6	0	34	7	0	41	6	3	11	0	20	130
08:15 AM	5	121	1	0	127	0	0	1	0	1	0	54	3	0	57	24	5	14	0	43	228
Total Volume	12	370	1	0	383	0	11	3	0	14	1	158	20	0	179	44	12	28	0	84	660
% App. Total	3.1	96.6	0.3	0		0	78.6	21.4	0		0.6	88.3	11.2	0		52.4	14.3	33.3	0		
PHF	.600	.764	.250	.000	.754	.000	.458	.375	.000	.583	.250	.731	.714	.000	.785	.458	.600	.500	.000	.488	.724

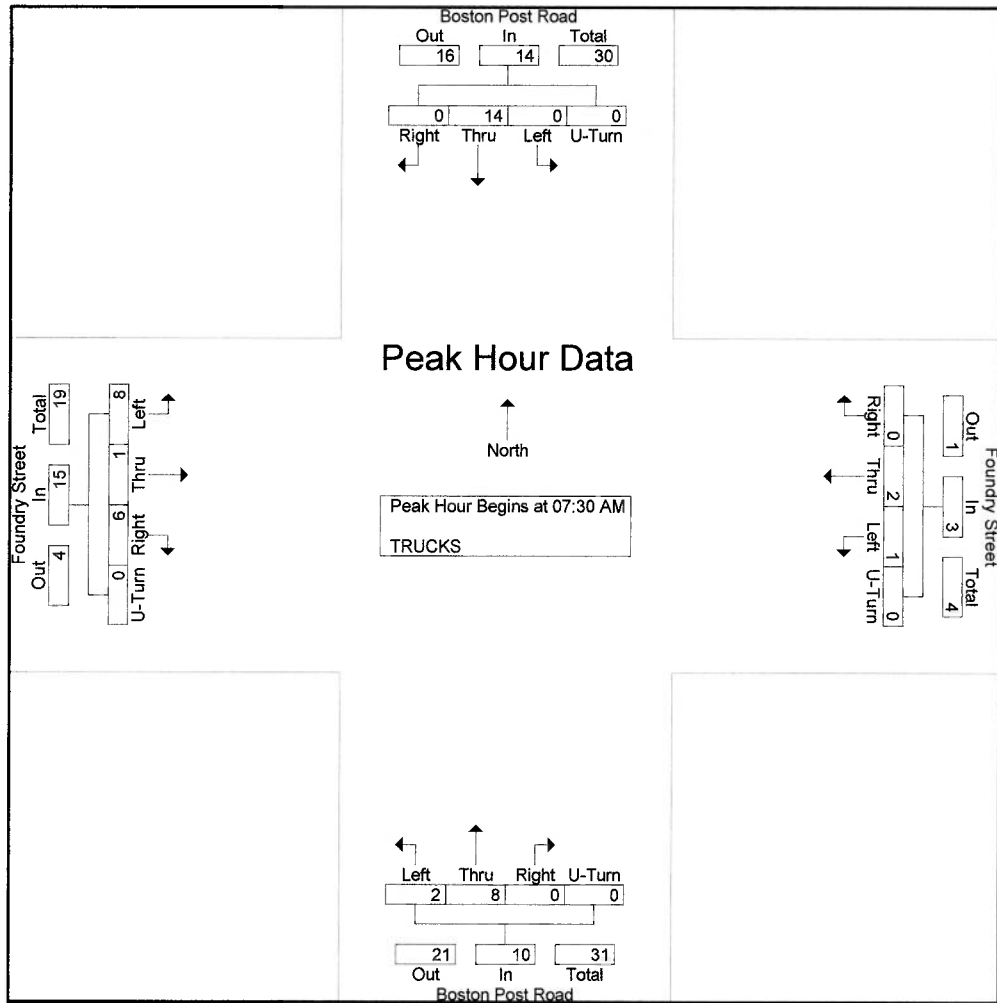


Stephen G. Pernaw & Company, Inc.
P.O. Box 1721
Concord, New Hampshire 03302

Weather: Clear
Collected By: MV
Job Number: 1974A
Town/State: Amherst, NH

File Name : 1974A_INT_A_Thurs_AM_&_PM
Site Code : 1974A
Start Date : 12/12/2019
Page No : 2

Start Time	Boston Post Road From North					Foundry Street From East					Boston Post Road From South					Foundry Street From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	0	1	0	0	1	0	0	1	0	1	0	2	1	0	3	0	1	0	0	1	6
07:45 AM	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	3
08:00 AM	0	1	0	0	1	0	1	0	0	1	0	4	1	0	5	0	0	7	0	7	14
08:15 AM	0	12	0	0	12	0	0	0	0	0	0	0	0	0	0	6	0	1	0	7	19
Total Volume	0	14	0	0	14	0	2	1	0	3	0	8	2	0	10	6	1	8	0	15	42
% App. Total	0	100	0	0		0	66.7	33.3	0		0	80	20	0		40	6.7	53.3	0		
PHF	.000	.292	.000	.000	.292	.000	.500	.250	.000	.750	.000	.500	.500	.000	.500	.250	.250	.286	.000	.536	.553



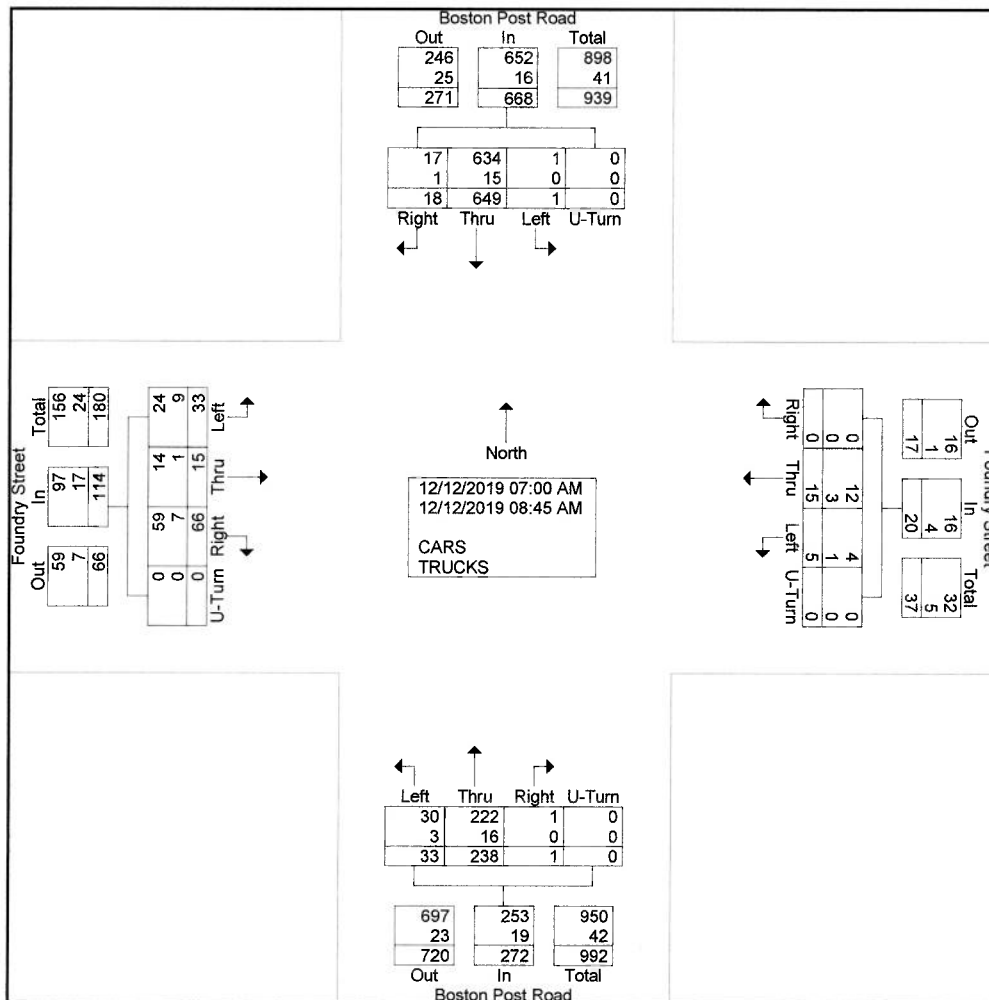
Stephen G. Pernaw & Company, Inc.
P.O. Box 1721
Concord, New Hampshire 03302

Weather: Clear
Collected By: MV
Job Number: 1974A
Town/State: Amherst, NH

File Name : 1974A_INT_A_Thurs_AM_&_PM
Site Code : 1974A
Start Date : 12/12/2019
Page No : 1

Groups Printed- CARS - TRUCKS

Start Time	Boston Post Road From North					Foundry Street From East					Boston Post Road From South					Foundry Street From West					Int. Total
	Right	Thru	Left	U-Turn	App Total	Right	Thru	Left	U-Turn	App Total	Right	Thru	Left	U-Turn	App Total	Right	Thru	Left	U-Turn	App Total	
07:00 AM	1	92	0	0	93	0	1	1	0	2	0	16	1	0	17	7	2	0	0	9	121
07:15 AM	0	74	0	0	74	0	3	0	0	3	0	31	3	0	34	5	0	2	0	7	118
07:30 AM	4	102	0	0	106	0	3	2	0	5	0	33	5	0	38	7	3	1	0	11	160
07:45 AM	0	87	0	0	87	0	2	0	0	2	1	37	5	0	43	7	1	2	0	10	142
Total	5	355	0	0	360	0	9	3	0	12	1	117	14	0	132	26	6	5	0	37	541
08:00 AM	3	60	0	0	63	0	6	0	0	6	0	34	7	0	41	6	3	11	0	20	130
08:15 AM	5	121	1	0	127	0	0	1	0	1	0	54	3	0	57	24	5	14	0	43	228
08:30 AM	2	72	0	0	74	0	0	0	0	0	0	19	4	0	23	4	1	2	0	7	104
08:45 AM	3	41	0	0	44	0	0	1	0	1	0	14	5	0	19	6	0	1	0	7	71
Total	13	294	1	0	308	0	6	2	0	8	0	121	19	0	140	40	9	28	0	77	533
Grand Total	18	649	1	0	668	0	15	5	0	20	1	238	33	0	272	66	15	33	0	114	1074
Apprch %	2.7	97.2	0.1	0		0	75	25	0		0.4	87.5	12.1	0		57.9	13.2	28.9	0		
Total %	1.7	60.4	0.1	0	62.2	0	1.4	0.5	0	1.9	0.1	22.2	3.1	0	25.3	6.1	1.4	3.1	0	10.6	
CARS	17	634	1	0	652	0	12	4	0	16	1	222	30	0	253	59	14	24	0	97	1018
% CARS	94.4	97.7	100	0	97.6	0	80	80	0	80	100	93.3	90.9	0	93	89.4	93.3	72.7	0	85.1	94.8
TRUCKS	1	15	0	0	16	0	3	1	0	4	0	16	3	0	19	7	1	9	0	17	56
% TRUCKS	5.6	2.3	0	0	2.4	0	20	20	0	20	0	6.7	9.1	0	7	10.6	6.7	27.3	0	14.9	5.2



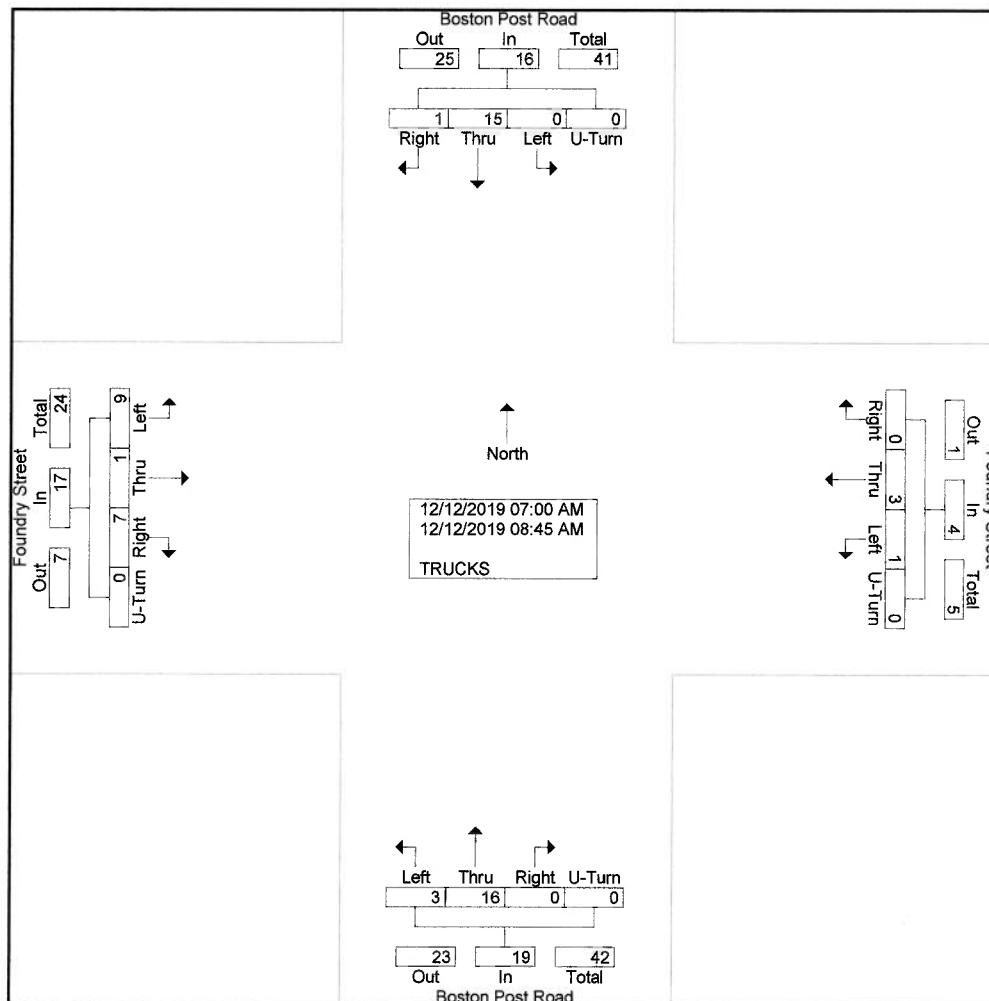
Stephen G. Pernaw & Company, Inc.
P.O. Box 1721
Concord, New Hampshire 03302

Weather: Clear
Collected By: MV
Job Number: 1974A
Town/State: Amherst, NH

File Name : 1974A_INT_A_Thurs_AM_&_PM
Site Code : 1974A
Start Date : 12/12/2019
Page No : 1

Groups Printed- TRUCKS

Start Time	Boston Post Road From North					Foundry Street From East					Boston Post Road From South					Foundry Street From West					Int. Total					
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total						
07:00 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
07:15 AM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
07:30 AM	0	1	0	0	1	0	0	1	0	1	0	2	1	0	3	0	1	0	0	1	0	0	0	0	1	6
07:45 AM	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	3
Total	0	2	0	0	2	0	2	1	0	3	0	7	1	0	8	0	1	0	0	1	0	0	0	0	1	14
08:00 AM	0	1	0	0	1	0	1	0	0	1	0	4	1	0	5	0	0	7	0	7	0	0	0	0	7	14
08:15 AM	0	12	0	0	12	0	0	0	0	0	0	0	0	0	0	6	0	1	0	7	0	0	0	0	7	19
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	4	1	0	5	0	0	1	0	1	0	0	0	0	1	6
08:45 AM	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	0	0	0	1	3
Total	1	13	0	0	14	0	1	0	0	1	0	9	2	0	11	7	0	9	0	16	0	0	0	0	16	42
Grand Total	1	15	0	0	16	0	3	1	0	4	0	16	3	0	19	7	1	9	0	17	0	0	0	0	17	56
Apprch %	6.2	93.8	0	0		0	75	25	0		0	84.2	15.8	0		41.2	5.9	52.9	0		0	0	0	0		
Total %	1.8	26.8	0	0	28.6	0	5.4	1.8	0	7.1	0	28.6	5.4	0	33.9	12.5	1.8	16.1	0	30.4	0	0	0	0		

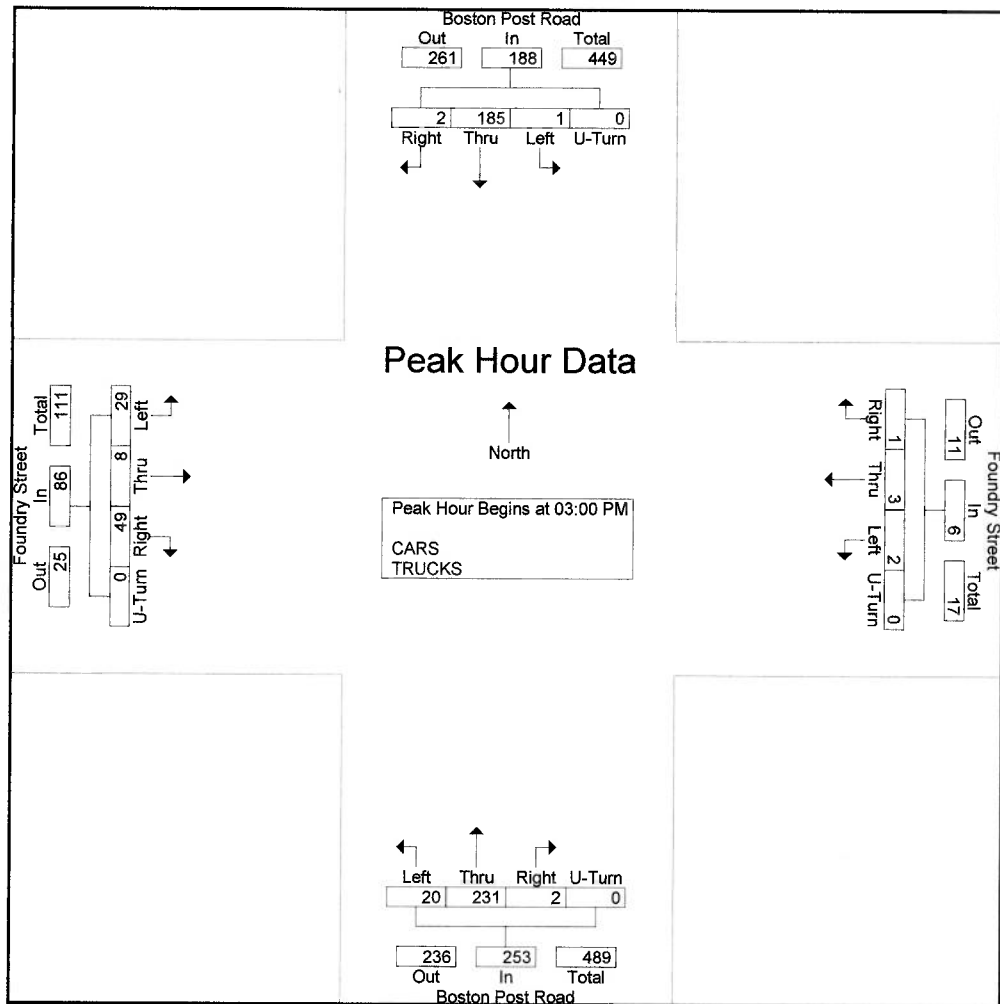


Stephen G. Pernaw & Company, Inc.
P.O. Box 1721
Concord, New Hampshire 03302

Weather: Clear
Collected By: MV
Job Number: 1974A
Town/State: Amherst, NH

File Name : 1974A_INT_A_Thurs_AM_&_PM
Site Code : 1974A
Start Date : 12/12/2019
Page No : 3

Start Time	Boston Post Road From North					Foundry Street From East					Boston Post Road From South					Foundry Street From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:00 PM																					
03:00 PM	1	40	0	0	41	0	1	0	0	1	1	42	3	0	46	15	2	20	0	37	125
03:15 PM	0	58	1	0	59	0	0	1	0	1	1	60	4	0	65	5	2	7	0	14	139
03:30 PM	0	47	0	0	47	0	1	1	0	2	0	74	6	0	80	13	1	1	0	15	144
03:45 PM	1	40	0	0	41	1	1	0	0	2	0	55	7	0	62	16	3	1	0	20	125
Total Volume	2	185	1	0	188	1	3	2	0	6	2	231	20	0	253	49	8	29	0	86	533
% App. Total	1.1	98.4	0.5	0		16.7	50	33.3	0		0.8	91.3	7.9	0		57	9.3	33.7	0		
PHF	.500	.797	.250	.000	.797	.250	.750	.500	.000	.750	.500	.780	.714	.000	.791	.766	.667	.363	.000	.581	.925

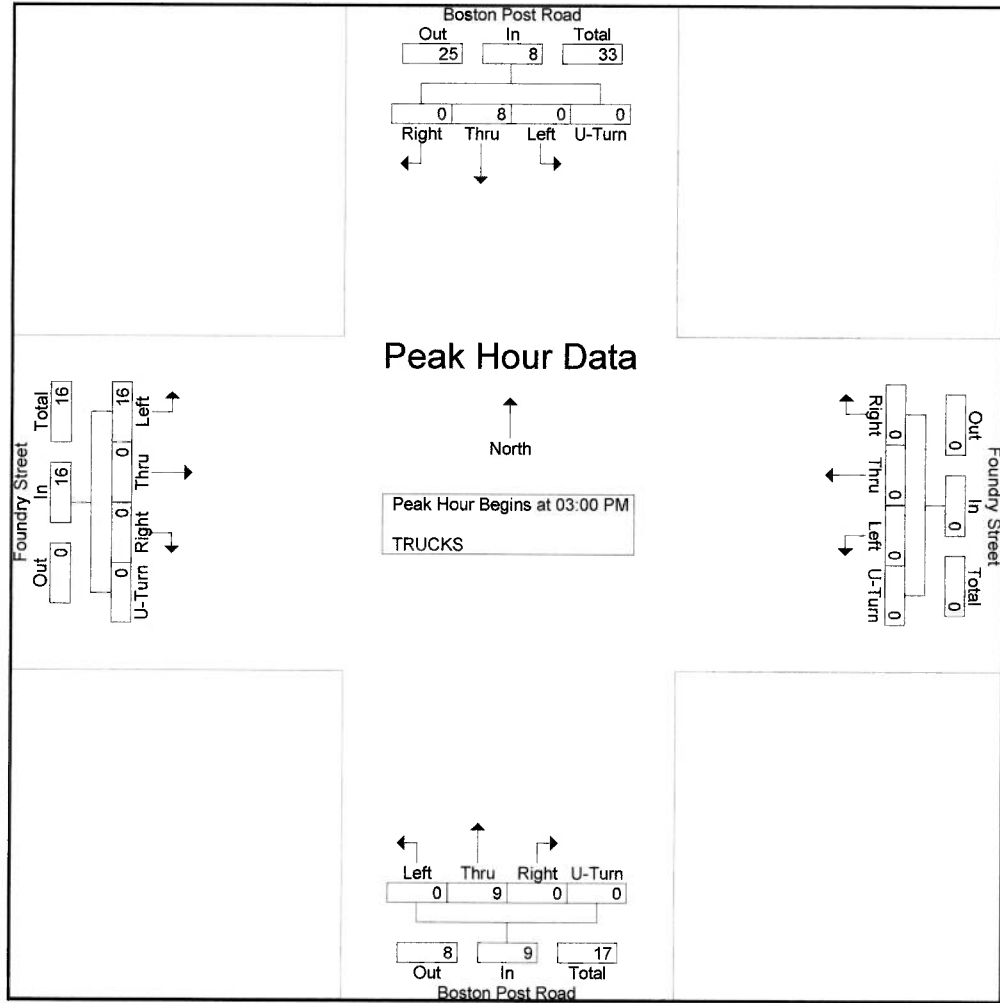


Stephen G. Pernaw & Company, Inc.
P.O. Box 1721
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Weather: Clear
Collected By: MV
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Town/State: Amherst, NH

File Name : 1974A_INT_A_Thurs_AM_&_PM
Site Code : 1974A
Start Date : 12/12/2019
Page No : 3

Start Time	Boston Post Road From North					Foundry Street From East					Boston Post Road From South					Foundry Street From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:00 PM																					
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	13	0	13	14
03:15 PM	0	7	0	0	7	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	9
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	1	0	1	5
03:45 PM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	1	0	1	5
Total Volume	0	8	0	0	8	0	0	0	0	0	0	9	0	0	9	0	0	16	0	16	33
% App. Total	0	100	0	0		0	0	0	0		0	100	0	0		0	0	100	0		
PHF	.000	.286	.000	.000	.286	.000	.000	.000	.000	.000	.000	.563	.000	.000	.563	.000	.000	.308	.000	.308	.589



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Weather: Clear
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Job Number: 1974A
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File Name : 1974A_INT_A_Thurs_AM_&_PM
Site Code : 1974A
Start Date : 12/12/2019
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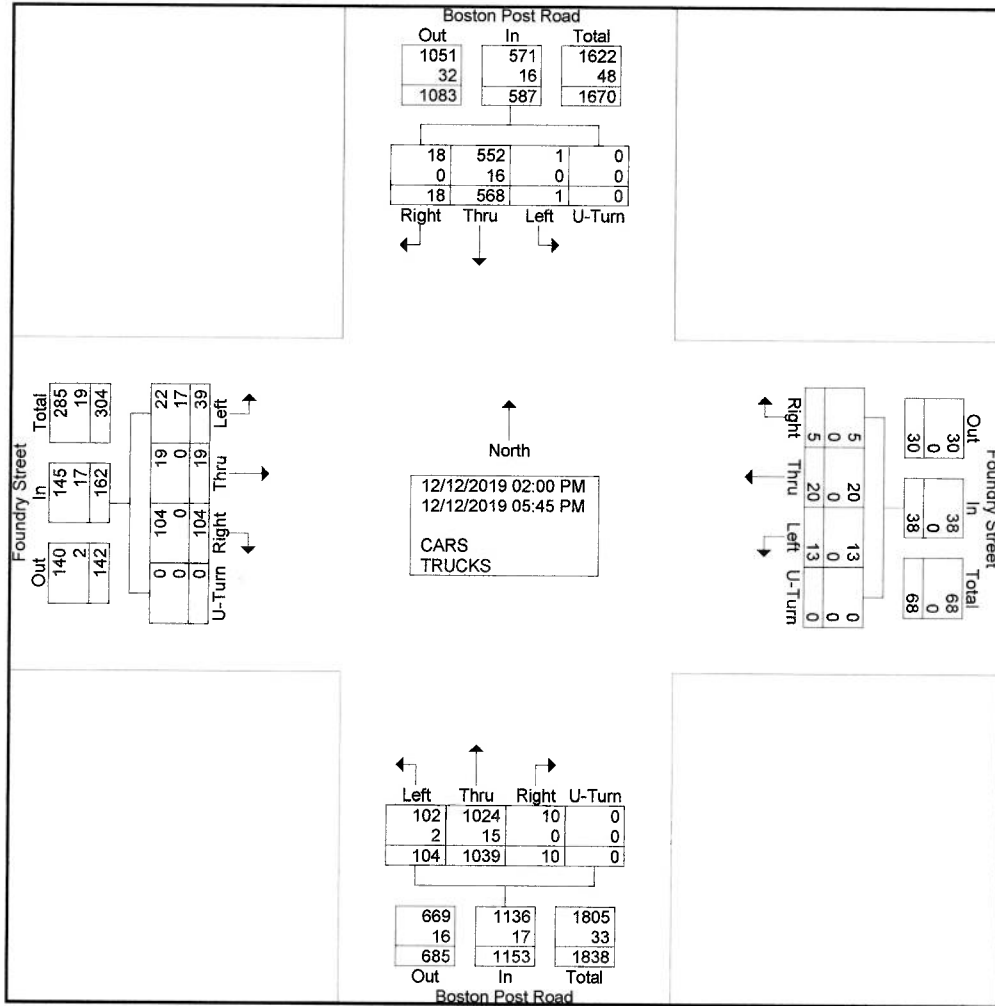
Groups Printed- CARS - TRUCKS

Start Time	Boston Post Road From North					Foundry Street From East					Boston Post Road From South					Foundry Street From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
02:00 PM	2	29	0	0	31	0	3	1	0	4	0	50	5	0	55	4	0	1	0	5	95
02:15 PM	2	24	0	0	26	0	1	1	0	2	2	36	4	0	42	5	3	0	0	8	78
02:30 PM	0	28	0	0	28	0	1	1	0	2	2	68	6	0	76	4	2	0	0	6	112
02:45 PM	0	33	0	0	33	0	0	2	0	2	1	59	7	0	67	5	1	1	0	7	109
Total	4	114	0	0	118	0	5	5	0	10	5	213	22	0	240	18	6	2	0	26	394
03:00 PM	1	40	0	0	41	0	1	0	0	1	1	42	3	0	46	15	2	20	0	37	125
03:15 PM	0	58	1	0	59	0	0	1	0	1	1	60	4	0	65	5	2	7	0	14	139
03:30 PM	0	47	0	0	47	0	1	1	0	2	0	74	6	0	80	13	1	1	0	15	144
03:45 PM	1	40	0	0	41	1	1	0	0	2	0	55	7	0	62	16	3	1	0	20	125
Total	2	185	1	0	188	1	3	2	0	6	2	231	20	0	253	49	8	29	0	86	533
04:00 PM	0	52	0	0	52	1	2	1	0	4	0	50	7	0	57	6	1	1	0	8	121
04:15 PM	3	26	0	0	29	0	0	2	0	2	2	81	6	0	89	8	1	2	0	11	131
04:30 PM	5	44	0	0	49	1	3	1	0	5	0	74	5	0	79	5	0	2	0	7	140
04:45 PM	0	32	0	0	32	0	0	1	0	1	1	73	9	0	83	1	0	0	0	1	117
Total	8	154	0	0	162	2	5	5	0	12	3	278	27	0	308	20	2	5	0	27	509
05:00 PM	2	23	0	0	25	1	2	0	0	3	0	75	6	0	81	5	1	0	0	6	115
05:15 PM	1	30	0	0	31	0	2	0	0	2	0	70	12	0	82	4	0	1	0	5	120
05:30 PM	1	31	0	0	32	0	2	0	0	2	0	99	8	0	107	6	1	0	0	7	148
05:45 PM	0	31	0	0	31	1	1	1	0	3	0	73	9	0	82	2	1	2	0	5	121
Total	4	115	0	0	119	2	7	1	0	10	0	317	35	0	352	17	3	3	0	23	504
Grand Total	18	568	1	0	587	5	20	13	0	38	10	1039	104	0	1153	104	19	39	0	162	1940
Apprch %	3.1	96.8	0.2	0		13.2	52.6	34.2	0		0.9	90.1	9	0		64.2	11.7	24.1	0		
Total %	0.9	29.3	0.1	0	30.3	0.3	1	0.7	0	2	0.5	53.6	5.4	0	59.4	5.4	1	2	0	8.4	
CARS	18	552	1	0	571	5	20	13	0	38	10	1024	102	0	1136	104	19	22	0	145	1890
% CARS	100	97.2	100	0	97.3	100	100	100	0	100	100	98.6	98.1	0	98.5	100	100	56.4	0	89.5	97.4
TRUCKS	0	16	0	0	16	0	0	0	0	0	0	15	2	0	17	0	0	17	0	17	50
% TRUCKS	0	2.8	0	0	2.7	0	0	0	0	0	0	1.4	1.9	0	1.5	0	0	43.6	0	10.5	2.6

Stephen G. Pernaw & Company, Inc.
P.O. Box 1721
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Weather: Clear
Collected By: MV
Job Number: 1974A
Town/State: Amherst, NH

File Name : 1974A_INT_A_Thurs_AM_&_PM
Site Code : 1974A
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Start Date : 12/12/2019
Page No : 1

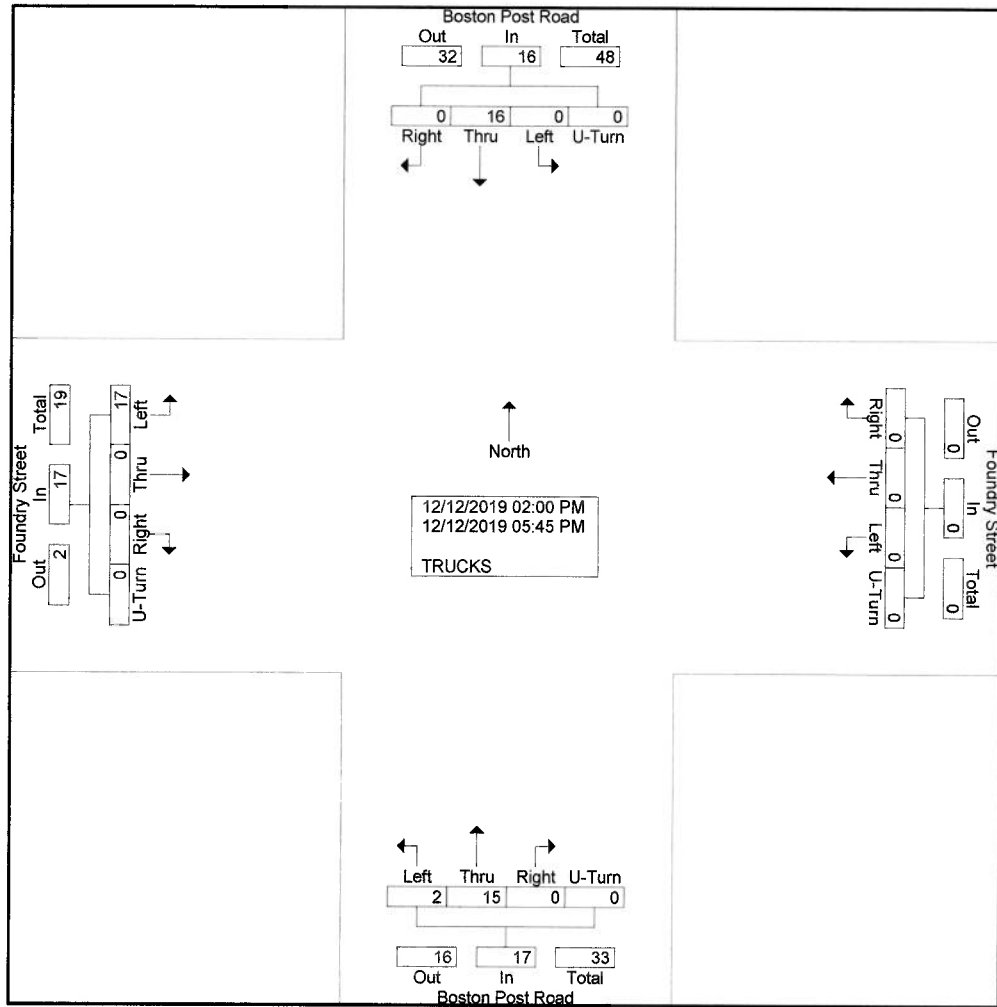
Groups Printed- TRUCKS

Start Time	Boston Post Road From North					Foundry Street From East					Boston Post Road From South					Foundry Street From West					Int. Total					
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total						
02:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:15 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
02:30 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	3
02:45 PM	0	1	0	0	1	0	0	0	0	0	0	1	2	0	3	0	0	1	0	1	0	0	1	0	1	5
Total	0	3	0	0	3	0	0	0	0	0	0	3	2	0	5	0	0	1	0	1	0	0	1	0	1	9
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	13	0	13	0	0	13	0	13	14
03:15 PM	0	7	0	0	7	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	0	0	1	0	1	9
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	1	0	1	0	0	1	0	1	5
03:45 PM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	1	0	1	0	0	1	0	1	5
Total	0	8	0	0	8	0	0	0	0	0	0	9	0	0	9	0	0	16	0	16	0	0	16	0	16	33
04:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15 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
04:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	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
05:00 PM	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
05:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30 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
05:45 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
Total	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	5
Grand Total	0	16	0	0	16	0	0	0	0	0	0	15	2	0	17	0	0	17	0	17	0	0	17	0	17	50
Apprch %	0	100	0	0		0	0	0	0		0	88.2	11.8	0		0	0	100	0		0	0	100	0		
Total %	0	32	0	0	32	0	0	0	0	0	0	30	4	0	34	0	0	34	0	34	0	0	34	0	34	

Stephen G. Pernaw & Company, Inc.
P.O. Box 1721
Concord, New Hampshire 03302

Weather: Clear
Collected By: MV
Job Number: 1974A
Town/State: Amherst, NH

File Name : 1974A_INT_A_Thurs_AM_&_PM
Site Code : 1974A
Start Date : 12/12/2019
Page No : 2

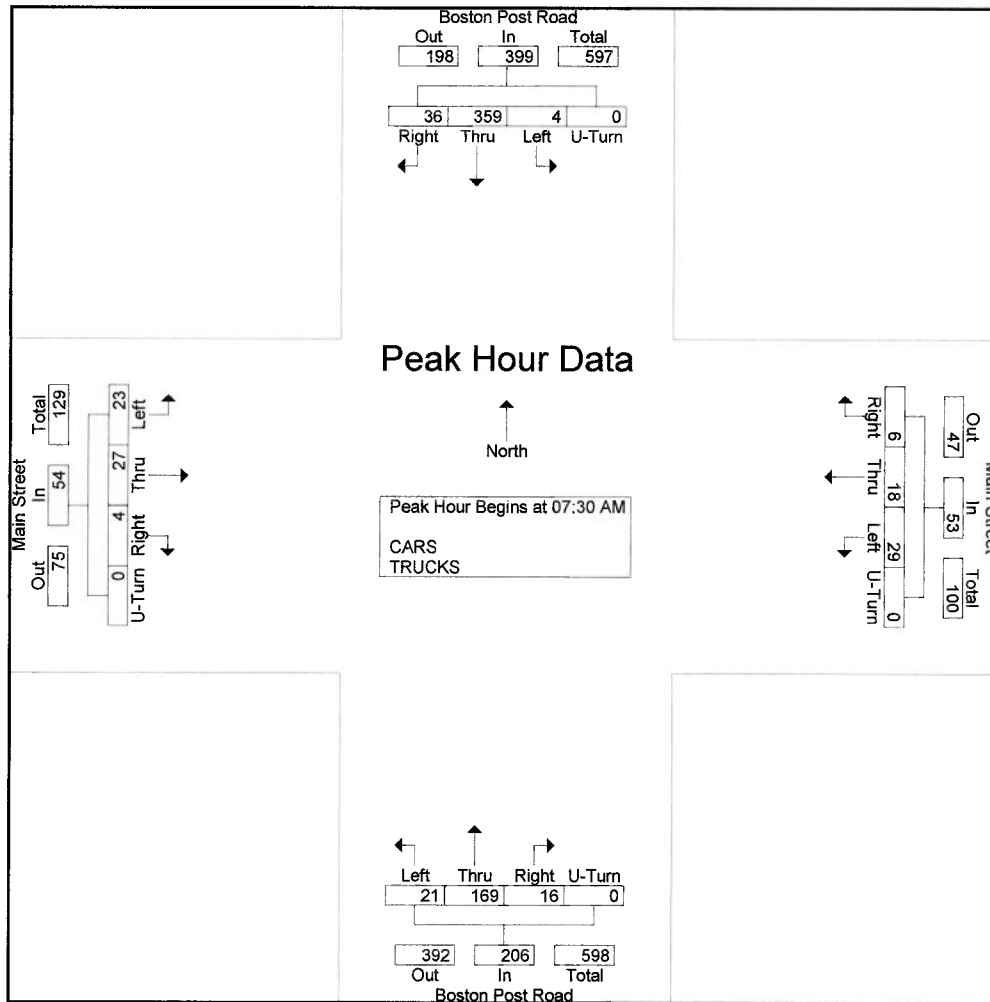


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Weather: Clear
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Site Code : 1974A
Start Date : 12/12/2019
Page No : 2

Start Time	Boston Post Road From North					Main Street From East					Boston Post Road From South					Main Street From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	2	105	1	0	108	3	4	10	0	17	6	37	0	0	43	0	6	2	0	8	176
07:45 AM	1	91	0	0	92	0	2	9	0	11	3	44	3	0	50	0	3	7	0	10	163
08:00 AM	4	59	1	0	64	1	3	3	0	7	6	37	12	0	55	2	5	8	0	15	141
08:15 AM	29	104	2	0	135	2	9	7	0	18	1	51	6	0	58	2	13	6	0	21	232
Total Volume	36	359	4	0	399	6	18	29	0	53	16	169	21	0	206	4	27	23	0	54	712
% App. Total	9	90	1	0		11.3	34	54.7	0		7.8	82	10.2	0		7.4	50	42.6	0		
PHF	.310	.855	.500	.000	.739	.500	.500	.725	.000	.736	.667	.828	.438	.000	.888	.500	.519	.719	.000	.643	.767

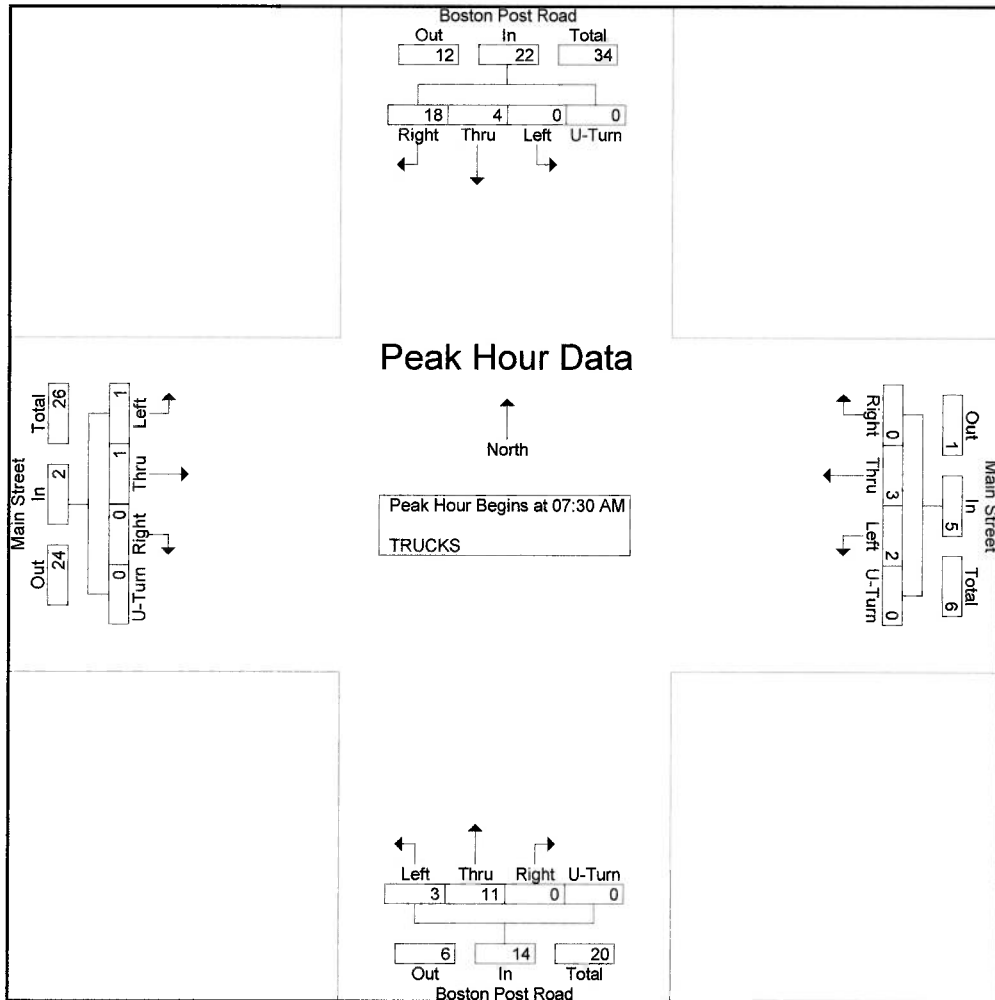


Stephen G. Pernaw & Company, Inc.
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Weather: Clear
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Job Number: 1974A
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File Name : 1974A_INT_B_Thurs_AM_&_PM
Site Code : 1974A
Start Date : 12/12/2019
Page No : 2

Start Time	Boston Post Road From North					Main Street From East					Boston Post Road From South					Main Street From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	0	3	0	0	3	0	0	2	0	2	0	4	0	0	4	0	0	0	0	0	9
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
08:00 AM	1	0	0	0	1	0	1	0	0	1	0	3	3	0	6	0	0	1	0	1	9
08:15 AM	17	1	0	0	18	0	2	0	0	2	0	1	0	0	1	0	1	0	0	1	22
Total Volume	18	4	0	0	22	0	3	2	0	5	0	11	3	0	14	0	1	1	0	2	43
% App. Total	81.8	18.2	0	0		0	60	40	0		0	78.6	21.4	0		0	50	50	0		
PHF	.265	.333	.000	.000	.306	.000	.375	.250	.000	.625	.000	.688	.250	.000	.583	.000	.250	.250	.000	.500	.489



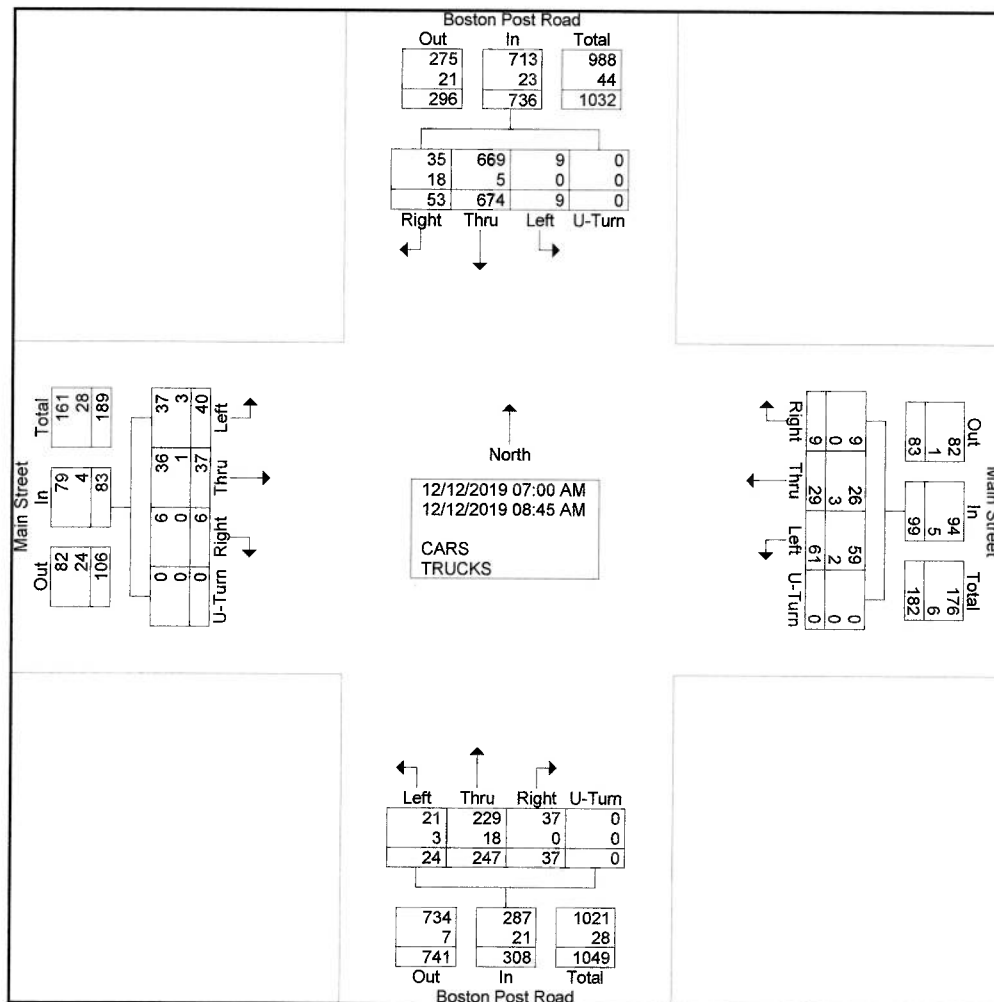
Stephen G. Pernaw & Company, Inc.
P.O. Box 1721
Concord, New Hampshire 03302

Weather: Clear
Collected By: MV
Job Number: 1974A
Town/State: Amherst, NH

File Name : 1974A_INT_B_Thurs_AM_&_PM
Site Code : 1974A
Start Date : 12/12/2019
Page No : 1

Groups Printed- CARS - TRUCKS

Start Time	Boston Post Road From North					Main Street From East					Boston Post Road From South					Main Street From West					Int. Total
	Right	Thru	Left	U-Turn	App Total	Right	Thru	Left	U-Turn	App Total	Right	Thru	Left	U-Turn	App Total	Right	Thru	Left	U-Turn	App Total	
07:00 AM	1	107	1	0	109	1	2	17	0	20	1	20	0	0	21	0	1	4	0	5	155
07:15 AM	1	79	1	0	81	0	3	7	0	10	6	28	1	0	35	1	1	2	0	4	130
07:30 AM	2	105	1	0	108	3	4	10	0	17	6	37	0	0	43	0	6	2	0	8	176
07:45 AM	1	91	0	0	92	0	2	9	0	11	3	44	3	0	50	0	3	7	0	10	163
Total	5	382	3	0	390	4	11	43	0	58	16	129	4	0	149	1	11	15	0	27	624
08:00 AM	4	59	1	0	64	1	3	3	0	7	6	37	12	0	55	2	5	8	0	15	141
08:15 AM	29	104	2	0	135	2	9	7	0	18	1	51	6	0	58	2	13	6	0	21	232
08:30 AM	11	73	2	0	86	1	5	4	0	10	8	15	2	0	25	1	4	6	0	11	132
08:45 AM	4	56	1	0	61	1	1	4	0	6	6	15	0	0	21	0	4	5	0	9	97
Total	48	292	6	0	346	5	18	18	0	41	21	118	20	0	159	5	26	25	0	56	602
Grand Total	53	674	9	0	736	9	29	61	0	99	37	247	24	0	308	6	37	40	0	83	1226
Apprch %	7.2	91.6	1.2	0		9.1	29.3	61.6	0		12	80.2	7.8	0		7.2	44.6	48.2	0		
Total %	4.3	55	0.7	0	60	0.7	2.4	5	0	8.1	3	20.1	2	0	25.1	0.5	3	3.3	0	6.8	
CARS	35	669	9	0	713	9	26	59	0	94	37	229	21	0	287	6	36	37	0	79	1173
% CARS	66	99.3	100	0	96.9	100	89.7	96.7	0	94.9	100	92.7	87.5	0	93.2	100	97.3	92.5	0	95.2	95.7
TRUCKS	18	5	0	0	23	0	3	2	0	5	0	18	3	0	21	0	1	3	0	4	53
% TRUCKS	34	0.7	0	0	3.1	0	10.3	3.3	0	5.1	0	7.3	12.5	0	6.8	0	2.7	7.5	0	4.8	4.3



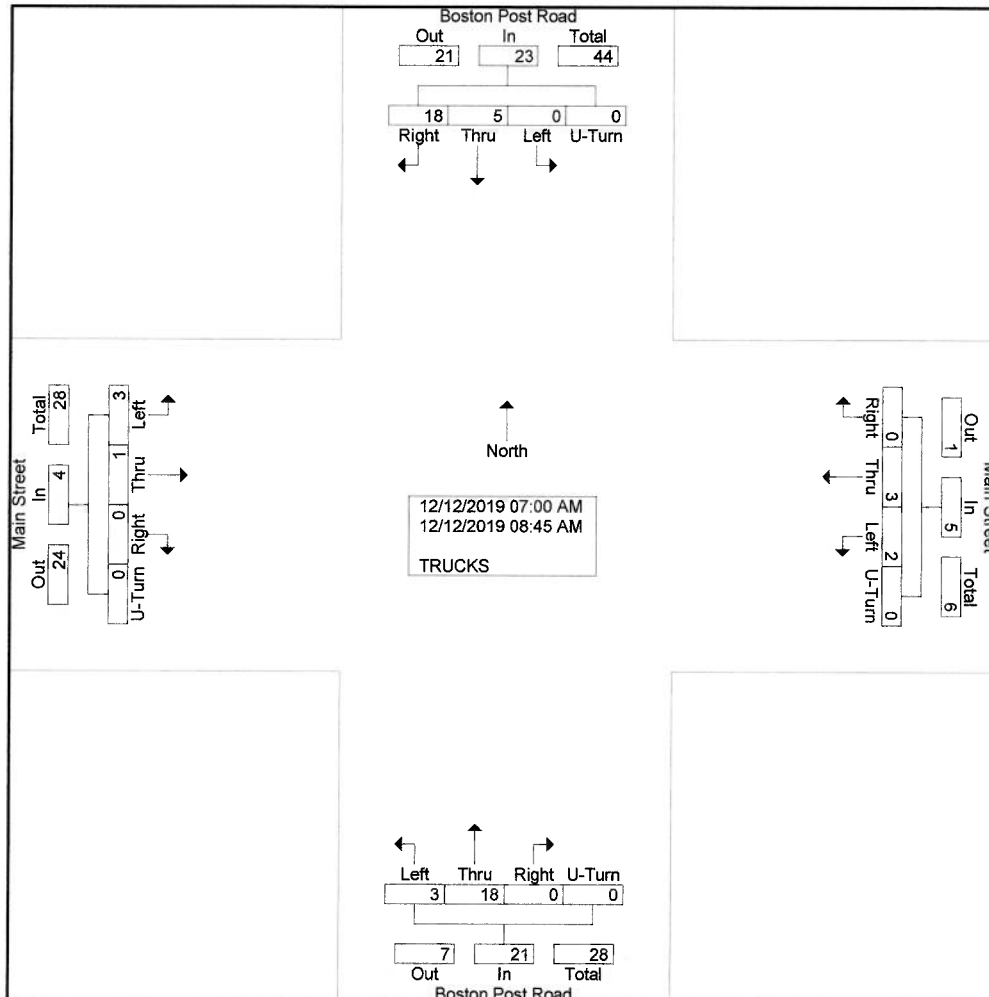
Stephen G. Perna & Company, Inc.
P.O. Box 1721
Concord, New Hampshire 03302

Weather: Clear
Collected By: MV
Job Number: 1974A
Town/State: Amherst, NH

File Name : 1974A_INT_B_Thurs_AM_&_PM
Site Code : 1974A
Start Date : 12/12/2019
Page No : 1

Groups Printed- TRUCKS

Start Time	Boston Post Road From North					Main Street From East					Boston Post Road From South					Main Street From West					Int. Total			
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total				
07:00 AM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	0	0	1	4
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
07:30 AM	0	3	0	0	3	0	0	2	0	2	0	4	0	0	4	0	0	0	0	0	0	0	0	9
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	3
Total	0	4	0	0	4	0	0	2	0	2	0	10	0	0	10	0	0	1	0	1	0	0	1	17
08:00 AM	1	0	0	0	1	0	1	0	0	1	0	3	3	0	6	0	0	1	0	1	0	0	1	9
08:15 AM	17	1	0	0	18	0	2	0	0	2	0	1	0	0	1	0	1	0	0	1	0	0	1	22
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	1	0	1	0	0	1	4
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
Total	18	1	0	0	19	0	3	0	0	3	0	8	3	0	11	0	1	2	0	3	0	0	2	36
Grand Total	18	5	0	0	23	0	3	2	0	5	0	18	3	0	21	0	1	3	0	4	0	0	3	53
Apprch %	78.3	21.7	0	0		0	60	40	0		0	85.7	14.3	0		0	25	75	0		0	0	0	
Total %	34	9.4	0	0	43.4	0	5.7	3.8	0	9.4	0	34	5.7	0	39.6	0	1.9	5.7	0	7.5	0	0	0	

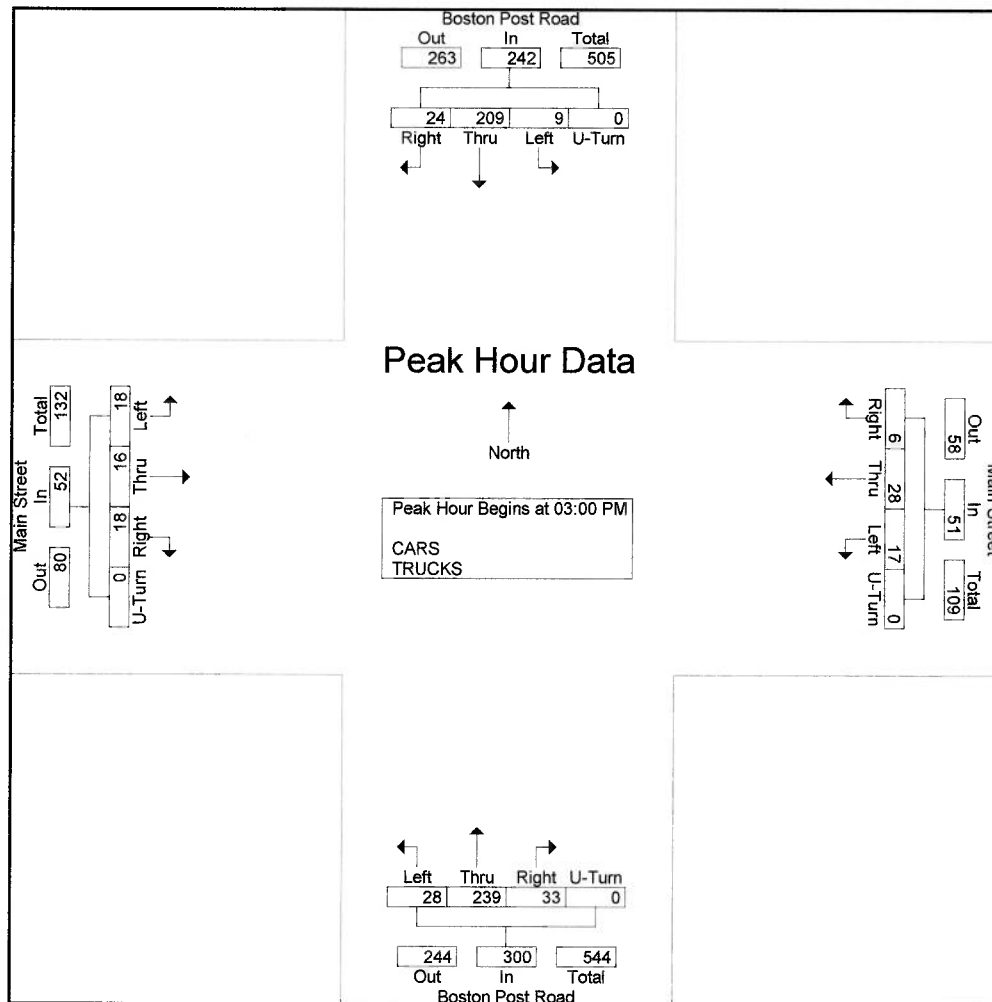


Stephen G. Pernaw & Company, Inc.
P.O. Box 1721
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Weather: Clear
Collected By: MV
Job Number: 1974A
Town/State: Amherst, NH

File Name : 1974A_INT_B_Thurs_AM_&_PM
Site Code : 1974A
Start Date : 12/12/2019
Page No : 3

Start Time	Boston Post Road From North					Main Street From East					Boston Post Road From South					Main Street From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:00 PM																					
03:00 PM	5	46	3	0	54	1	11	4	0	16	10	56	21	0	87	6	4	3	0	13	170
03:15 PM	11	54	2	0	67	2	9	2	0	13	7	52	4	0	63	5	5	7	0	17	160
03:30 PM	3	59	2	0	64	2	4	4	0	10	8	74	3	0	85	2	2	6	0	10	169
03:45 PM	5	50	2	0	57	1	4	7	0	12	8	57	0	0	65	5	5	2	0	12	146
Total Volume	24	209	9	0	242	6	28	17	0	51	33	239	28	0	300	18	16	18	0	52	645
% App. Total	9.9	86.4	3.7	0		11.8	54.9	33.3	0		11	79.7	9.3	0		34.6	30.8	34.6	0		
PHF	.545	.886	.750	.000	.903	.750	.636	.607	.000	.797	.825	.807	.333	.000	.862	.750	.800	.643	.000	.765	.949

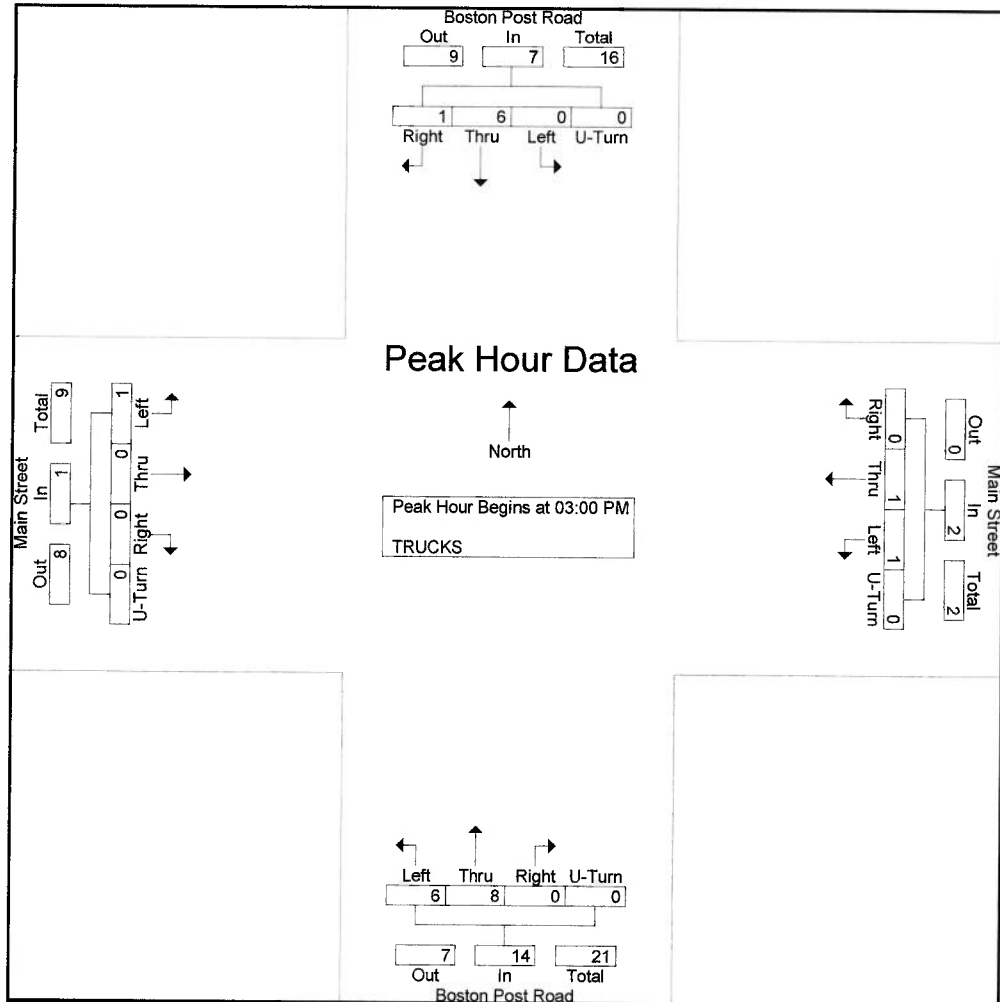


Stephen G. Pernaw & Company, Inc.
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Weather: Clear
Collected By: MV
Job Number: 1974A
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File Name : 1974A_INT_B_Thurs_AM_&_PM
Site Code : 1974A
Start Date : 12/12/2019
Page No : 3

Start Time	Boston Post Road From North					Main Street From East					Boston Post Road From South					Main Street From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
Peak Hour Analysis From 03:00 PM to 04:00 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:00 PM																					
03:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	6	0	6	0	0	1	0	1	8
03:15 PM	0	6	0	0	6	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	7
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	4
03:45 PM	1	0	0	0	1	0	0	1	0	1	0	3	0	0	3	0	0	0	0	0	5
Total Volume	1	6	0	0	7	0	1	1	0	2	0	8	6	0	14	0	0	1	0	1	24
% App. Total	14.3	85.7	0	0		0	50	50	0		0	57.1	42.9	0		0	0	100	0		
PHF	.250	.250	.000	.000	.292	.000	.250	.250	.000	.500	.000	.500	.250	.000	.583	.000	.000	.250	.000	.250	.750



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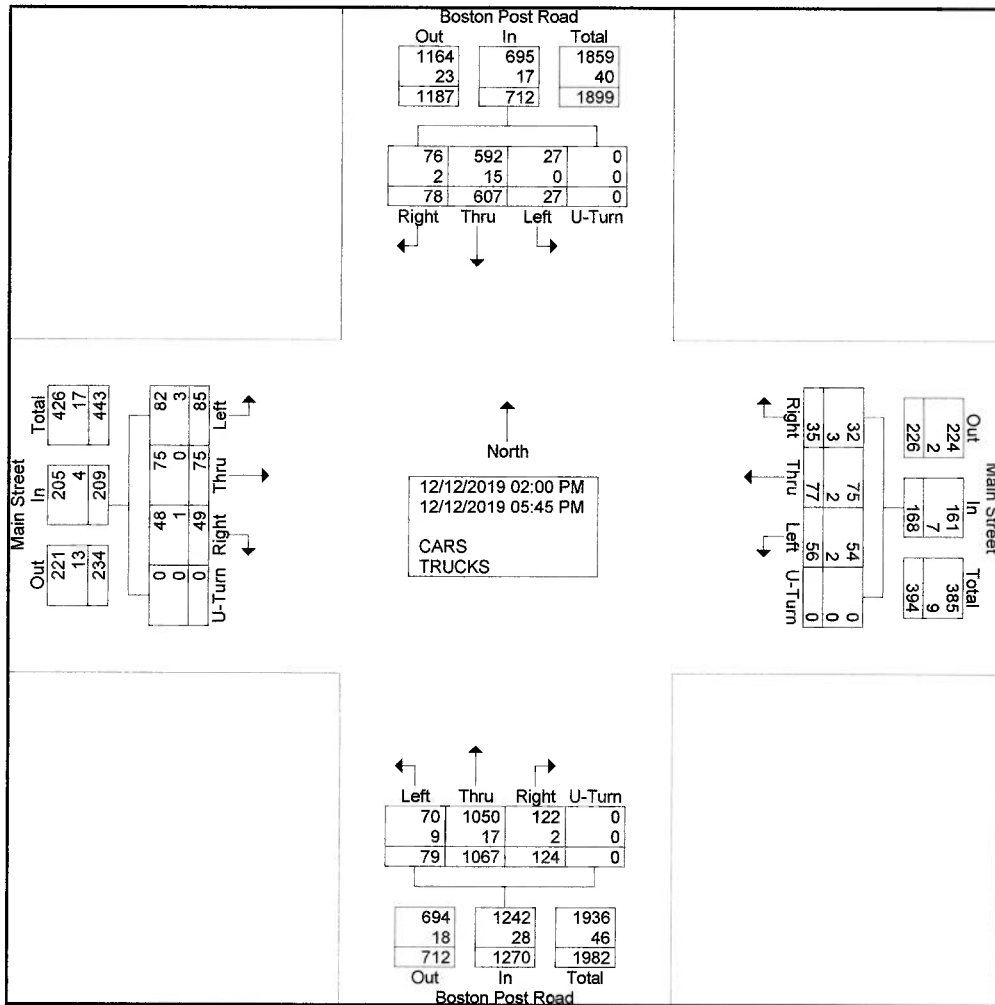
Groups Printed- CARS - TRUCKS

Start Time	Boston Post Road From North					Main Street From East					Boston Post Road From South					Main Street From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
02:00 PM	1	34	1	0	36	0	4	5	0	9	6	53	3	0	62	1	5	5	0	11	118
02:15 PM	2	29	0	0	31	3	2	4	0	9	5	37	3	0	45	3	2	5	0	10	95
02:30 PM	2	32	3	0	37	3	5	3	0	11	10	72	5	0	87	3	5	2	0	10	145
02:45 PM	4	35	2	0	41	2	1	4	0	7	10	62	15	0	87	1	3	6	0	10	145
Total	9	130	6	0	145	8	12	16	0	36	31	224	26	0	281	8	15	18	0	41	503
03:00 PM	5	46	3	0	54	1	11	4	0	16	10	56	21	0	87	6	4	3	0	13	170
03:15 PM	11	54	2	0	67	2	9	2	0	13	7	52	4	0	63	5	5	7	0	17	160
03:30 PM	3	59	2	0	64	2	4	4	0	10	8	74	3	0	85	2	2	6	0	10	169
03:45 PM	5	50	2	0	57	1	4	7	0	12	8	57	0	0	65	5	5	2	0	12	146
Total	24	209	9	0	242	6	28	17	0	51	33	239	28	0	300	18	16	18	0	52	645
04:00 PM	8	57	0	0	65	2	5	8	0	15	6	52	5	0	63	2	2	4	0	8	151
04:15 PM	1	34	2	0	37	3	11	1	0	15	3	76	6	0	85	2	7	12	0	21	158
04:30 PM	12	42	0	0	54	1	6	3	0	10	3	73	5	0	81	5	6	6	0	17	162
04:45 PM	4	30	3	0	37	2	3	1	0	6	11	77	2	0	90	3	3	6	0	12	145
Total	25	163	5	0	193	8	25	13	0	46	23	278	18	0	319	12	18	28	0	58	616
05:00 PM	5	20	1	0	26	1	1	0	0	2	12	76	2	0	90	3	8	8	0	19	137
05:15 PM	3	28	1	0	32	6	4	4	0	14	9	74	0	0	83	3	10	3	0	16	145
05:30 PM	5	32	1	0	38	5	7	2	0	14	9	101	4	0	114	4	3	5	0	12	178
05:45 PM	7	25	4	0	36	1	0	4	0	5	7	75	1	0	83	1	5	5	0	11	135
Total	20	105	7	0	132	13	12	10	0	35	37	326	7	0	370	11	26	21	0	58	595
Grand Total	78	607	27	0	712	35	77	56	0	168	124	1067	79	0	1270	49	75	85	0	209	2359
Apprch %	11	85.3	3.8	0		20.8	45.8	33.3	0		9.8	84	6.2	0		23.4	35.9	40.7	0		
Total %	3.3	25.7	1.1	0	30.2	1.5	3.3	2.4	0	7.1	5.3	45.2	3.3	0	53.8	2.1	3.2	3.6	0	8.9	
CARS	76	592	27	0	695	32	75	54	0	161	122	1050	70	0	1242	48	75	82	0	205	2303
% CARS	97.4	97.5	100	0	97.6	91.4	97.4	96.4	0	95.8	98.4	98.4	88.6	0	97.8	98	100	96.5	0	98.1	97.6
TRUCKS	2	15	0	0	17	3	2	2	0	7	2	17	9	0	28	1	0	3	0	4	56
% TRUCKS	2.6	2.5	0	0	2.4	8.6	2.6	3.6	0	4.2	1.6	1.6	11.4	0	2.2	2	0	3.5	0	1.9	2.4

Stephen G. Pernaw & Company, Inc.
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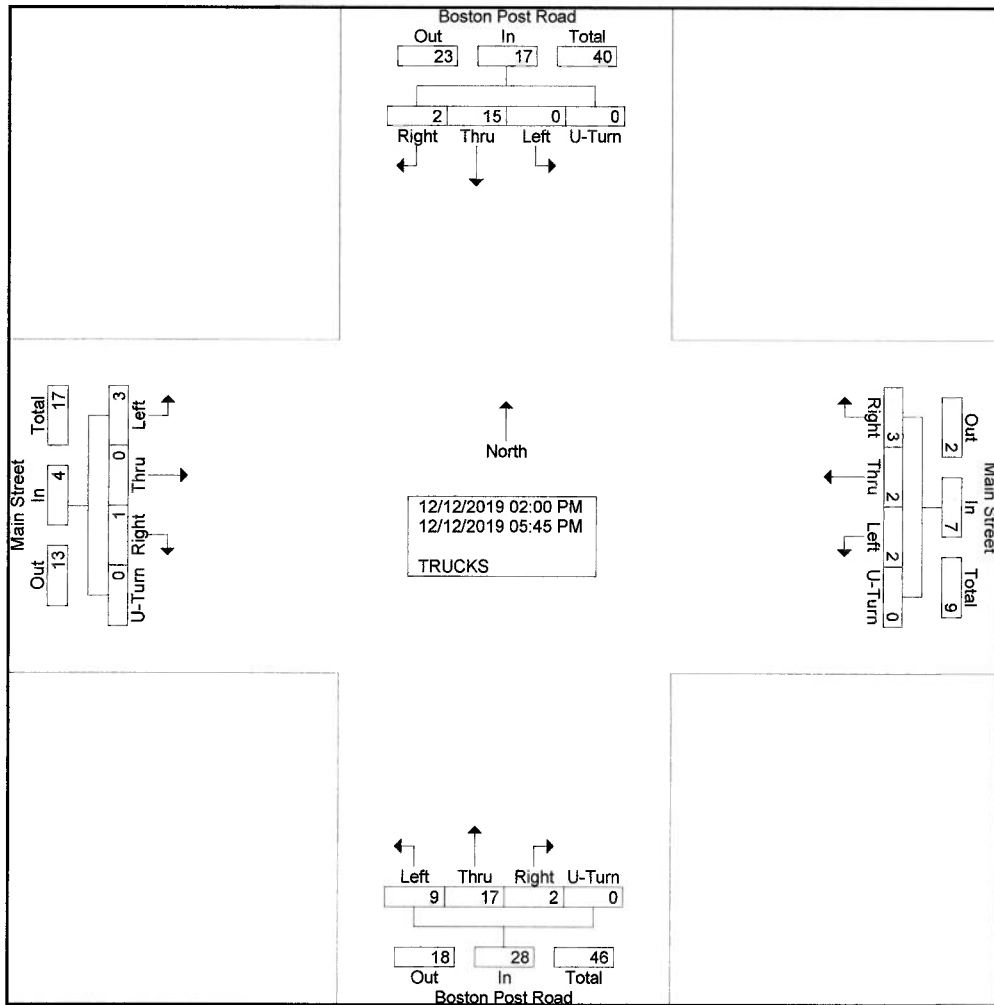
Groups Printed- TRUCKS

Start Time	Boston Post Road From North					Main Street From East					Boston Post Road From South					Main Street From West					Int. Total		
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total			
02:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
02:30 PM	0	1	0	0	1	0	1	0	0	1	1	2	0	0	3	0	0	0	0	0	0	0	5
02:45 PM	0	1	0	0	1	1	0	0	0	1	0	2	2	0	4	0	0	1	0	0	1	1	7
Total	0	3	0	0	3	1	1	0	0	2	1	4	2	0	7	1	0	1	0	2	2	14	
03:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	6	0	6	0	0	1	0	0	0	1	8
03:15 PM	0	6	0	0	6	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	7
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	4
03:45 PM	1	0	0	0	1	0	0	1	0	1	0	3	0	0	3	0	0	0	0	0	0	0	5
Total	1	6	0	0	7	0	1	1	0	2	0	8	6	0	14	0	0	1	0	1	1	24	
04:00 PM	1	2	0	0	3	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	4
04:15 PM	0	2	0	0	2	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	3
04:30 PM	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	2
04:45 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	2
Total	1	5	0	0	6	1	0	1	0	2	0	2	1	0	3	0	0	0	0	0	0	11	
05:00 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	2
05:15 PM	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	0	1	0	0	1	1	3
Total	0	1	0	0	1	1	0	0	0	1	1	3	0	0	4	0	0	1	0	1	1	7	
Grand Total	2	15	0	0	17	3	2	2	0	7	2	17	9	0	28	1	0	3	0	4	4	56	
Apprch %	11.8	88.2	0	0		42.9	28.6	28.6	0		7.1	60.7	32.1	0		25	0	75	0				
Total %	3.6	26.8	0	0	30.4	5.4	3.6	3.6	0	12.5	3.6	30.4	16.1	0	50	1.8	0	5.4	0	7.1			

Stephen G. Pernaw & Company, Inc.
P.O. Box 1721
Concord, New Hampshire 03302

Weather: Clear
Collected By: MV
Job Number: 1974A
Town/State: Amherst, NH

File Name : 1974A_INT_B_Thurs_AM_&_PM
Site Code : 1974A
Start Date : 12/12/2019
Page No : 2

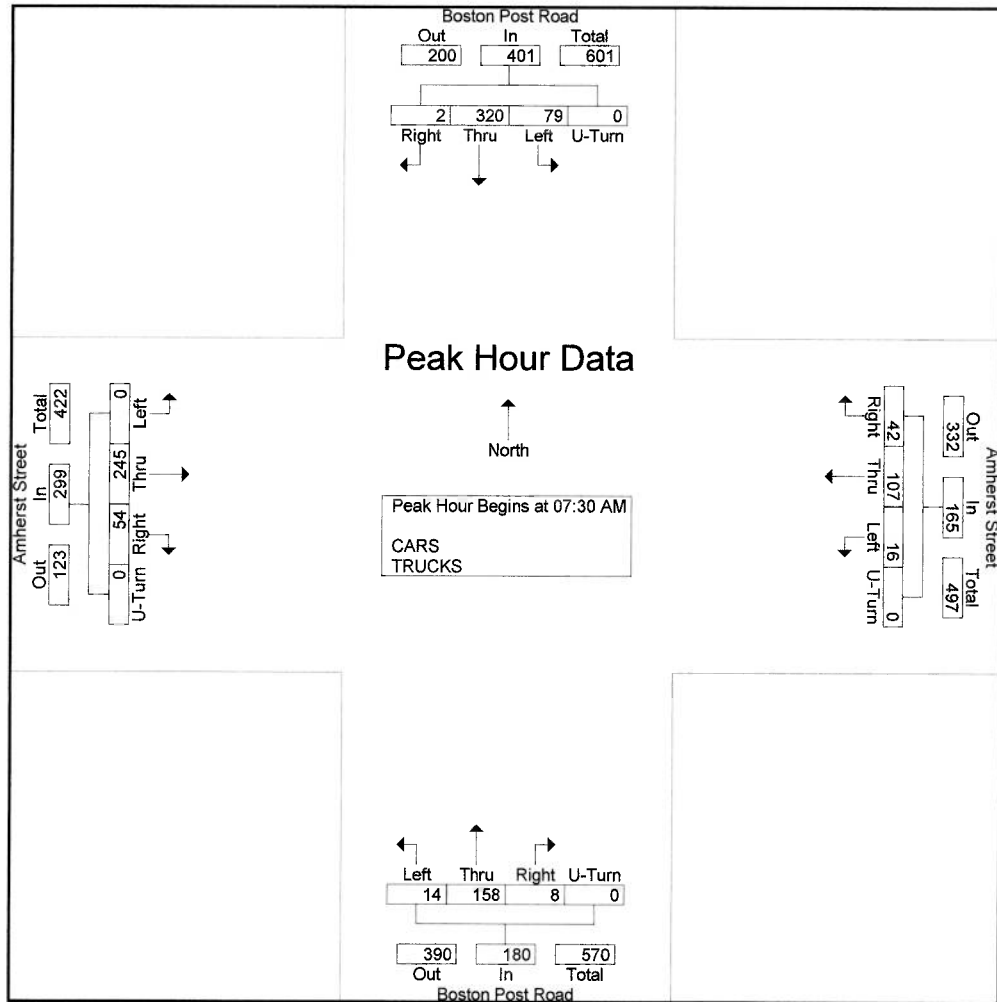


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File Name : 1974A_INT_C_Thurs_AM_&_PM
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Start Date : 12/12/2019
Page No : 2

Start Time	Boston Post Road From North					Amherst Street From East					Boston Post Road From South					Amherst Street From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	1	87	30	0	118	8	25	1	0	34	2	31	3	0	36	9	71	0	0	80	268
07:45 AM	1	83	24	0	108	17	27	2	0	46	0	34	4	0	38	15	55	0	0	70	262
08:00 AM	0	57	12	0	69	6	31	5	0	42	3	49	3	0	55	10	62	0	0	72	238
08:15 AM	0	93	13	0	106	11	24	8	0	43	3	44	4	0	51	20	57	0	0	77	277
Total Volume	2	320	79	0	401	42	107	16	0	165	8	158	14	0	180	54	245	0	0	299	1045
% App. Total	0.5	79.8	19.7	0		25.5	64.8	9.7	0		4.4	87.8	7.8	0		18.1	81.9	0	0		
PHF	.500	.860	.658	.000	.850	.618	.863	.500	.000	.897	.667	.806	.875	.000	.818	.675	.863	.000	.000	.934	.943

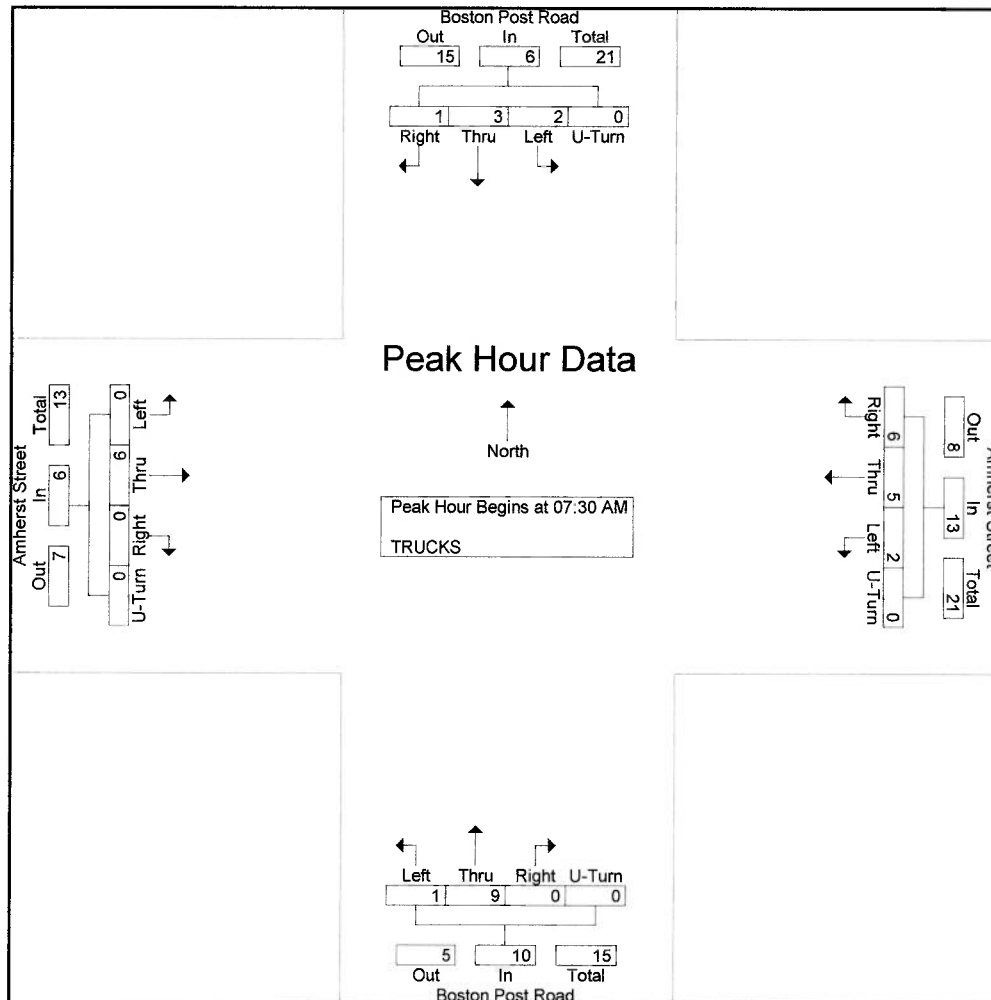


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Weather: Clear
Collected By: MV
Job Number: 1974A
Town/State: Amherst, NH

File Name : 1974A_INT_C_Thurs_AM_&_PM
Site Code : 1974A
Start Date : 12/12/2019
Page No : 2

Start Time	Boston Post Road From North					Amherst Street From East					Boston Post Road From South					Amherst Street From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	1	2	2	0	5	1	0	0	0	1	0	3	1	0	4	0	0	0	0	0	10
07:45 AM	0	0	0	0	0	2	0	1	0	3	0	2	0	0	2	0	1	0	0	1	6
08:00 AM	0	0	0	0	0	2	4	0	0	6	0	4	0	0	4	0	3	0	0	3	13
08:15 AM	0	1	0	0	1	1	1	1	0	3	0	0	0	0	0	0	2	0	0	2	6
Total Volume	1	3	2	0	6	6	5	2	0	13	0	9	1	0	10	0	6	0	0	6	35
% App. Total	16.7	50	33.3	0		46.2	38.5	15.4	0		0	90	10	0		0	100	0	0		
PHF	.250	.375	.250	.000	.300	.750	.313	.500	.000	.542	.000	.563	.250	.000	.625	.000	.500	.000	.000	.500	.673



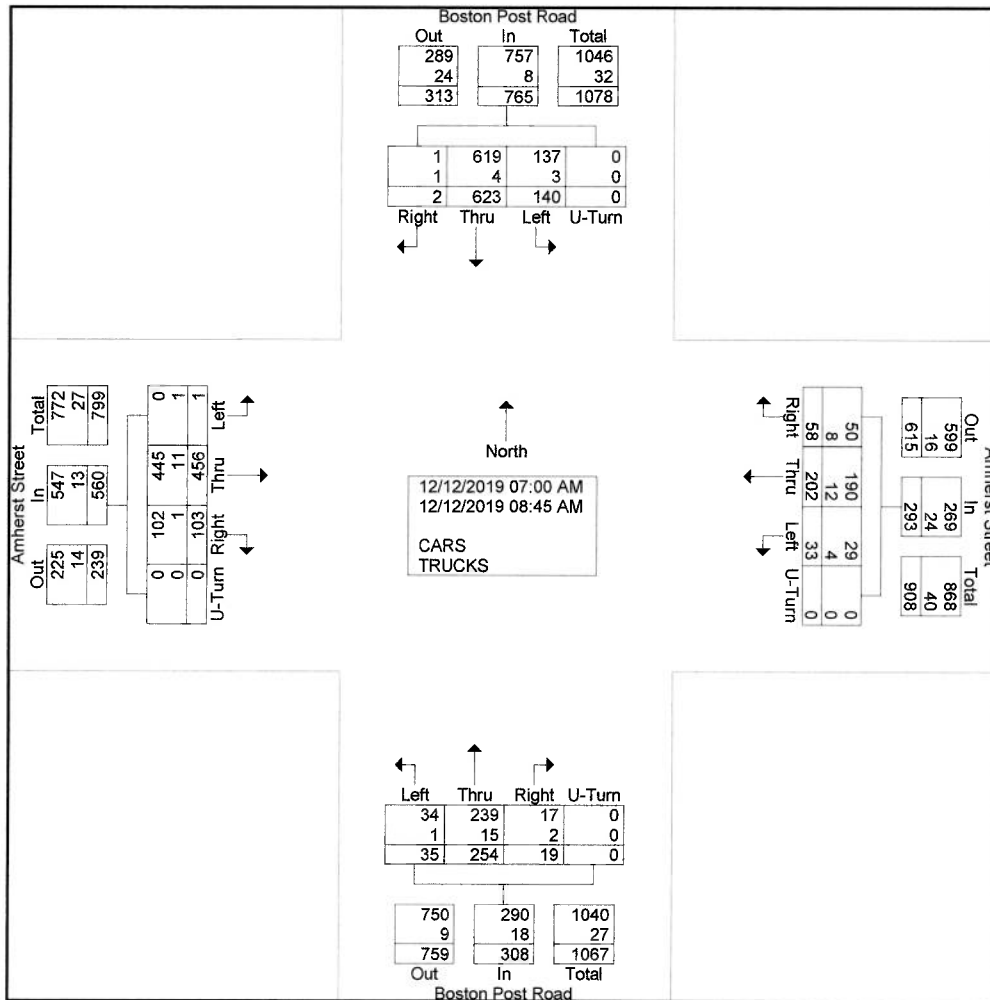
Stephen G. Pernaw & Company, Inc.
P.O. Box 1721
Concord, New Hampshire 03302

Weather: Clear
Collected By: MV
Job Number: 1974A
Town/State: Amherst, NH

File Name : 1974A_INT_C_Thurs_AM_&_PM
Site Code : 1974A
Start Date : 12/12/2019
Page No : 1

Groups Printed- CARS - TRUCKS

Start Time	Boston Post Road From North					Amherst Street From East					Boston Post Road From South					Amherst Street From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
07:00 AM	0	112	16	0	128	4	25	1	0	30	0	20	2	0	22	24	66	0	0	90	270
07:15 AM	0	74	20	0	94	4	30	1	0	35	3	36	6	0	45	10	60	0	0	70	244
07:30 AM	1	87	30	0	118	8	25	1	0	34	2	31	3	0	36	9	71	0	0	80	268
07:45 AM	1	83	24	0	108	17	27	2	0	46	0	34	4	0	38	15	55	0	0	70	262
Total	2	356	90	0	448	33	107	5	0	145	5	121	15	0	141	58	252	0	0	310	1044
08:00 AM	0	57	12	0	69	6	31	5	0	42	3	49	3	0	55	10	62	0	0	72	238
08:15 AM	0	93	13	0	106	11	24	8	0	43	3	44	4	0	51	20	57	0	0	77	277
08:30 AM	0	65	13	0	78	3	19	7	0	29	6	25	6	0	37	7	47	1	0	55	199
08:45 AM	0	52	12	0	64	5	21	8	0	34	2	15	7	0	24	8	38	0	0	46	168
Total	0	267	50	0	317	25	95	28	0	148	14	133	20	0	167	45	204	1	0	250	882
Grand Total	2	623	140	0	765	58	202	33	0	293	19	254	35	0	308	103	456	1	0	560	1926
Apprch %	0.3	81.4	18.3	0		19.8	68.9	11.3	0		6.2	82.5	11.4	0		18.4	81.4	0.2	0		
Total %	0.1	32.3	7.3	0	39.7	3	10.5	1.7	0	15.2	1	13.2	1.8	0	16	5.3	23.7	0.1	0	29.1	
CARS	1	619	137	0	757	50	190	29	0	269	17	239	34	0	290	102	445	0	0	547	1863
% CARS	50	99.4	97.9	0	99	86.2	94.1	87.9	0	91.8	89.5	94.1	97.1	0	94.2	99	97.6	0	0	97.7	96.7
TRUCKS	1	4	3	0	8	8	12	4	0	24	2	15	1	0	18	1	11	1	0	13	63
% TRUCKS	50	0.6	2.1	0	1	13.8	5.9	12.1	0	8.2	10.5	5.9	2.9	0	5.8	1	2.4	100	0	2.3	3.3



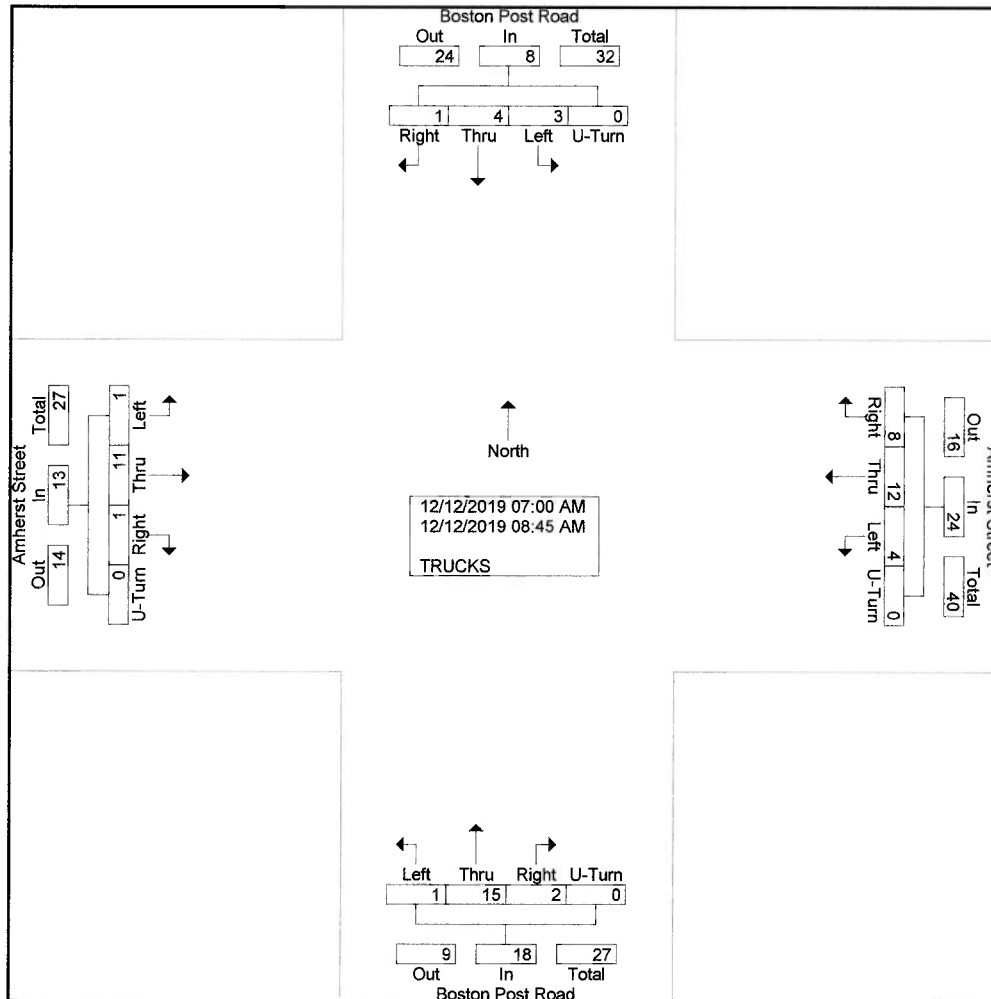
Stephen G. Pernaw & Company, Inc.
P.O. Box 1721
Concord, New Hampshire 03302

Weather: Clear
Collected By: MV
Job Number: 1974A
Town/State: Amherst, NH

File Name : 1974A_INT_C_Thurs_AM_&_PM
Site Code : 1974A
Start Date : 12/12/2019
Page No : 1

Groups Printed- TRUCKS

Start Time	Boston Post Road From North					Amherst Street From East					Boston Post Road From South					Amherst Street From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
07:00 AM	0	0	1	0	1	0	2	0	0	2	0	2	0	0	2	1	0	0	0	1	6
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
07:30 AM	1	2	2	0	5	1	0	0	0	1	0	3	1	0	4	0	0	0	0	0	10
07:45 AM	0	0	0	0	0	2	0	1	0	3	0	2	0	0	2	0	1	0	0	1	6
Total	1	2	3	0	6	3	2	1	0	6	0	9	1	0	10	1	1	0	0	2	24
08:00 AM	0	0	0	0	0	2	4	0	0	6	0	4	0	0	4	0	3	0	0	3	13
08:15 AM	0	1	0	0	1	1	1	1	0	3	0	0	0	0	0	0	2	0	0	2	6
08:30 AM	0	0	0	0	0	0	0	1	0	1	2	2	0	0	4	0	4	1	0	5	10
08:45 AM	0	1	0	0	1	2	5	1	0	8	0	0	0	0	0	0	1	0	0	1	10
Total	0	2	0	0	2	5	10	3	0	18	2	6	0	0	8	0	10	1	0	11	39
Grand Total	1	4	3	0	8	8	12	4	0	24	2	15	1	0	18	1	11	1	0	13	63
Apprch %	12.5	50	37.5	0		33.3	50	16.7	0		11.1	83.3	5.6	0		7.7	84.6	7.7	0		
Total %	1.6	6.3	4.8	0	12.7	12.7	19	6.3	0	38.1	3.2	23.8	1.6	0	28.6	1.6	17.5	1.6	0	20.6	

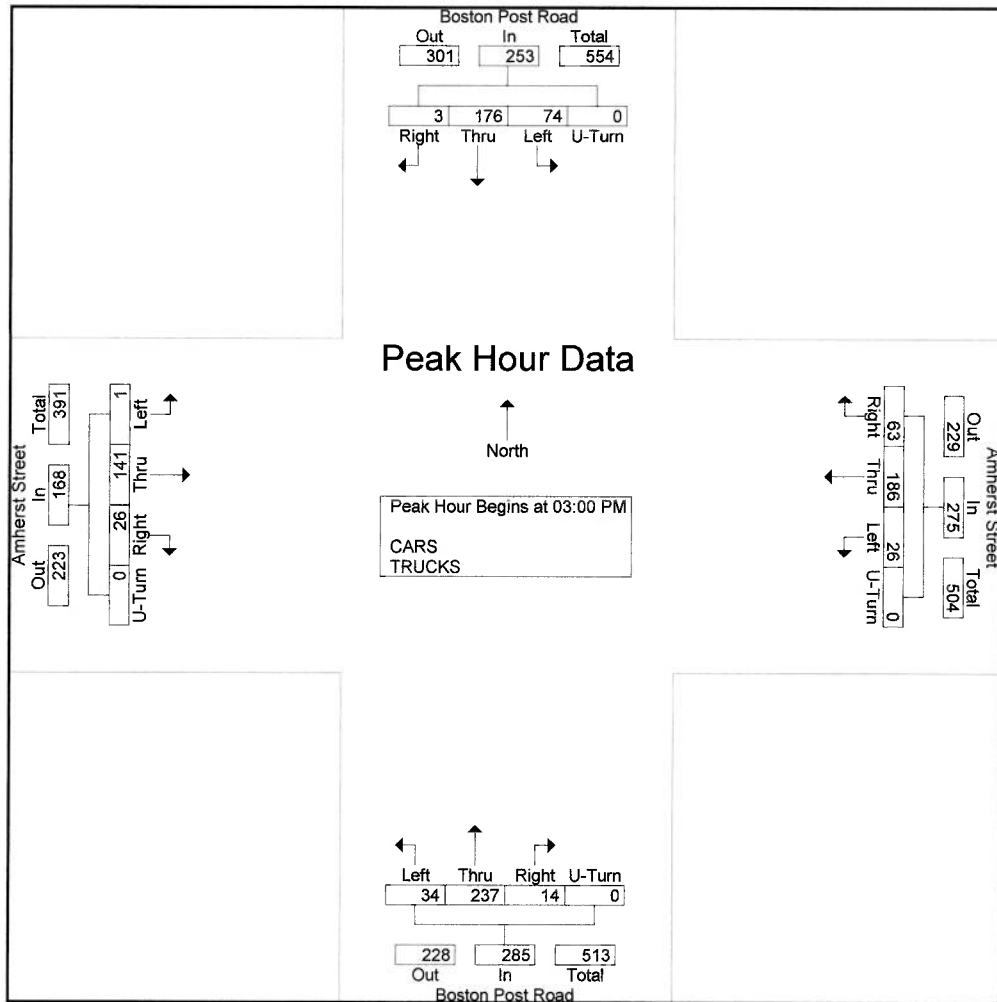


Stephen G. Pernaw & Company, Inc.
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Weather: Clear
Collected By: MV
Job Number: 1974A
Town/State: Amherst, NH

File Name : 1974A_INT_C_Thurs_AM_&_PM
Site Code : 1974A
Start Date : 12/12/2019
Page No : 2

Start Time	Boston Post Road From North					Amherst Street From East					Boston Post Road From South					Amherst Street From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:00 PM																					
03:00 PM	2	35	18	0	55	23	34	3	0	60	3	66	11	0	80	7	39	0	0	46	241
03:15 PM	0	54	14	0	68	9	56	6	0	71	3	57	6	0	66	10	19	1	0	30	235
03:30 PM	0	47	21	0	68	17	46	11	0	74	4	60	7	0	71	6	32	0	0	38	251
03:45 PM	1	40	21	0	62	14	50	6	0	70	4	54	10	0	68	3	51	0	0	54	254
Total Volume	3	176	74	0	253	63	186	26	0	275	14	237	34	0	285	26	141	1	0	168	981
% App. Total	1.2	69.6	29.2	0		22.9	67.6	9.5	0		4.9	83.2	11.9	0		15.5	83.9	0.6	0		
PHF	.375	.815	.881	.000	.930	.685	.830	.591	.000	.929	.875	.898	.773	.000	.891	.650	.691	.250	.000	.778	.966

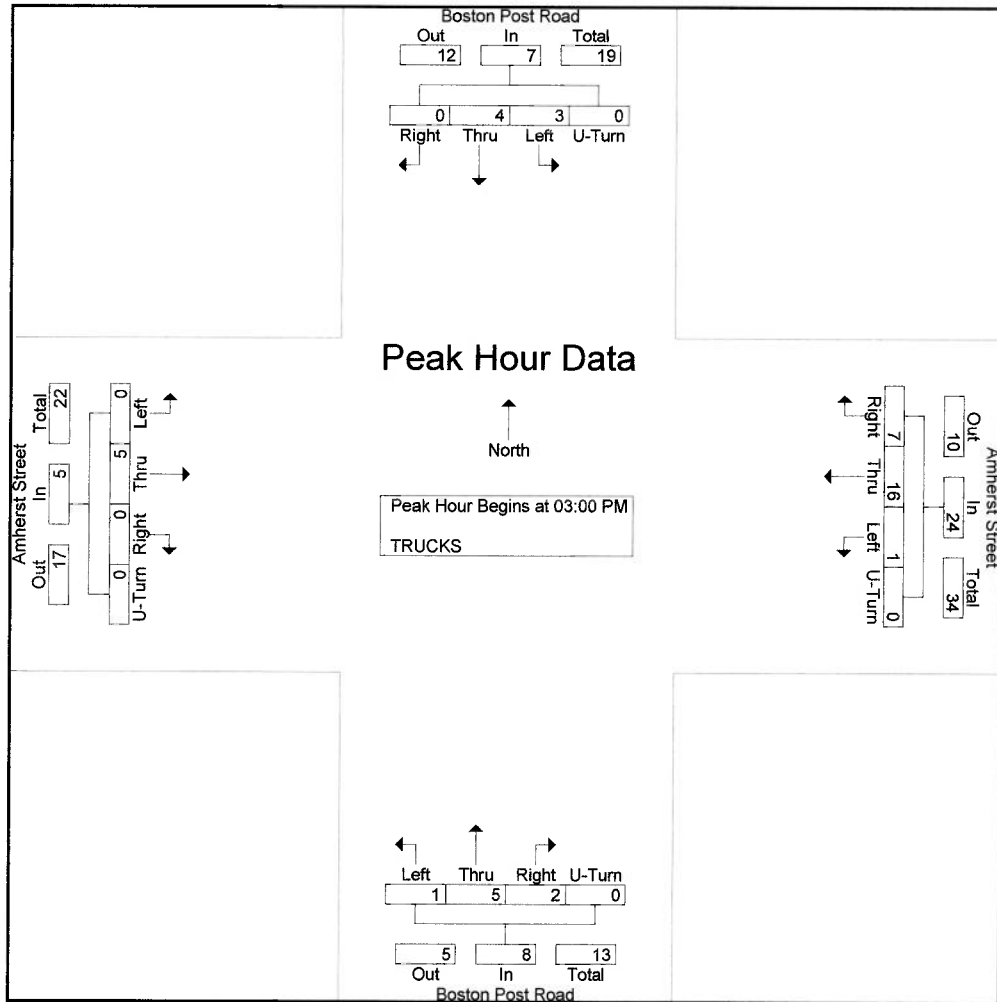


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Weather: Clear
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Site Code : 1974A
Start Date : 12/12/2019
Page No : 2

Start Time	Boston Post Road From North					Amherst Street From East					Boston Post Road From South					Amherst Street From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:00 PM																					
03:00 PM	0	0	0	0	0	5	3	0	0	8	1	2	0	0	3	0	1	0	0	1	12
03:15 PM	0	4	2	0	6	0	2	1	0	3	0	1	0	0	1	0	2	0	0	2	12
03:30 PM	0	0	0	0	0	0	3	0	0	3	0	1	1	0	2	0	0	0	0	0	5
03:45 PM	0	0	1	0	1	2	8	0	0	10	1	1	0	0	2	0	2	0	0	2	15
Total Volume	0	4	3	0	7	7	16	1	0	24	2	5	1	0	8	0	5	0	0	5	44
% App. Total	0	57.1	42.9	0		29.2	66.7	4.2	0		25	62.5	12.5	0		0	100	0	0		
PHF	.000	.250	.375	.000	.292	.350	.500	.250	.000	.600	.500	.625	.250	.000	.667	.000	.625	.000	.000	.625	.733

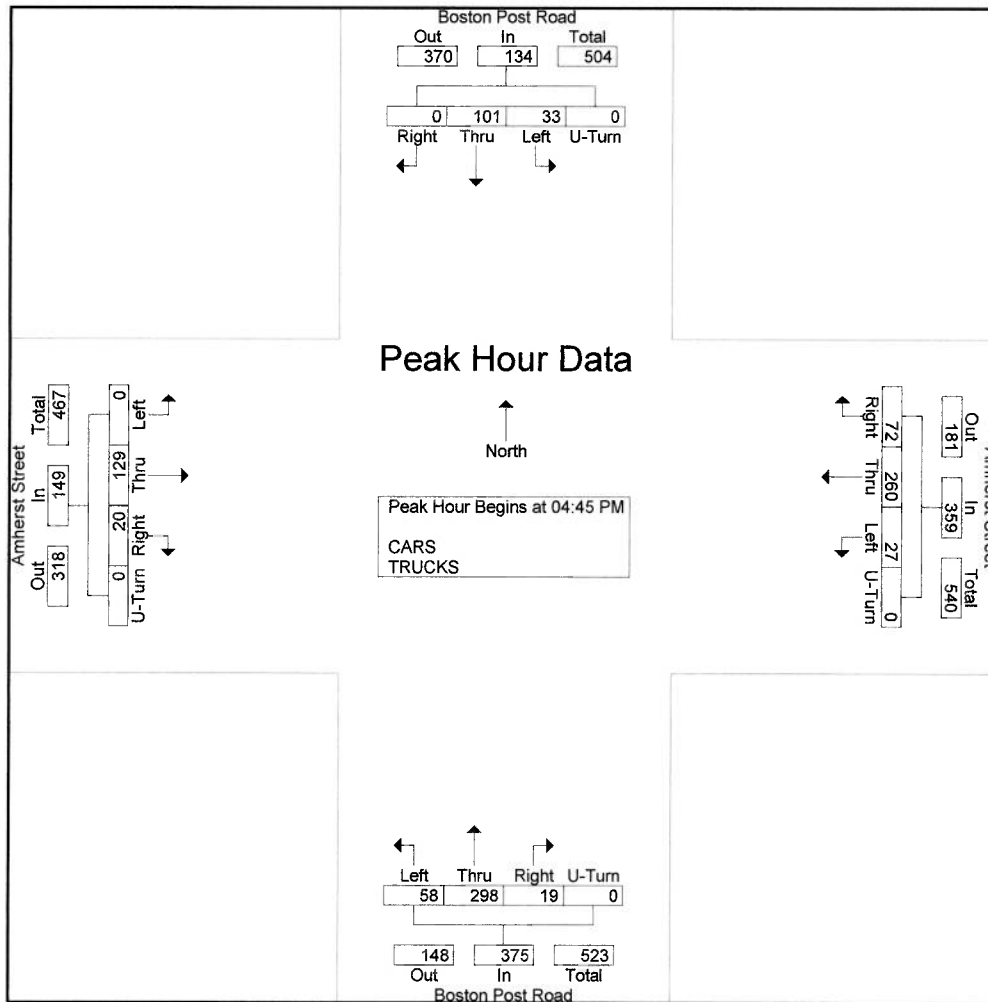


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Weather: Clear
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File Name : 1974A_INT_C_Thurs_AM_&_PM
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Start Date : 12/12/2019
Page No : 3

Start Time	Boston Post Road From North					Amherst Street From East					Boston Post Road From South					Amherst Street From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	0	28	7	0	35	17	58	6	0	81	6	72	14	0	92	5	30	0	0	35	243
05:00 PM	0	19	4	0	23	18	62	4	0	84	3	63	16	0	82	7	40	0	0	47	236
05:15 PM	0	27	11	0	38	17	67	5	0	89	5	70	14	0	89	3	34	0	0	37	253
05:30 PM	0	27	11	0	38	20	73	12	0	105	5	93	14	0	112	5	25	0	0	30	285
Total Volume	0	101	33	0	134	72	260	27	0	359	19	298	58	0	375	20	129	0	0	149	1017
% App. Total	0	75.4	24.6	0		20.1	72.4	7.5	0		5.1	79.5	15.5	0		13.4	86.6	0	0		
PHF	.000	.902	.750	.000	.882	.900	.890	.563	.000	.855	.792	.801	.906	.000	.837	.714	.806	.000	.000	.793	.892

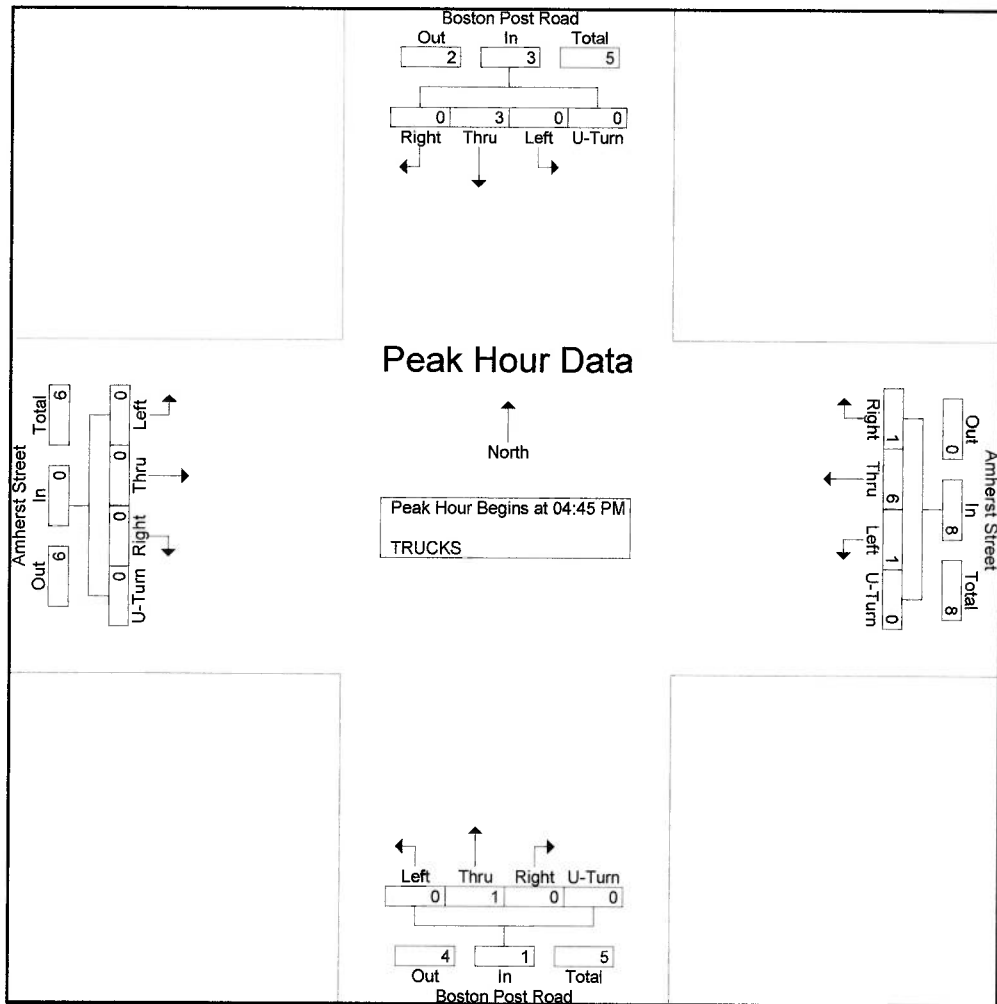


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Weather: Clear
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Site Code : 1974A
Start Date : 12/12/2019
Page No : 3

Start Time	Boston Post Road From North					Amherst Street From East					Boston Post Road From South					Amherst Street From West					Int. Total	
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total		
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																						
Peak Hour for Entire Intersection Begins at 04:45 PM																						
04:45 PM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2
05:00 PM	0	1	0	0	1	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	3
05:15 PM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	2
05:30 PM	0	1	0	0	1	0	3	1	0	4	0	0	0	0	0	0	0	0	0	0	0	5
Total Volume	0	3	0	0	3	1	6	1	0	8	0	1	0	0	1	0	0	0	0	0	0	12
% App. Total	0	100	0	0		12.5	75	12.5	0		0	100	0	0		0	0	0	0	0		
PHF	.000	.750	.000	.000	.750	.250	.500	.250	.000	.500	.000	.250	.000	.000	.250	.000	.000	.000	.000	.000	.600	



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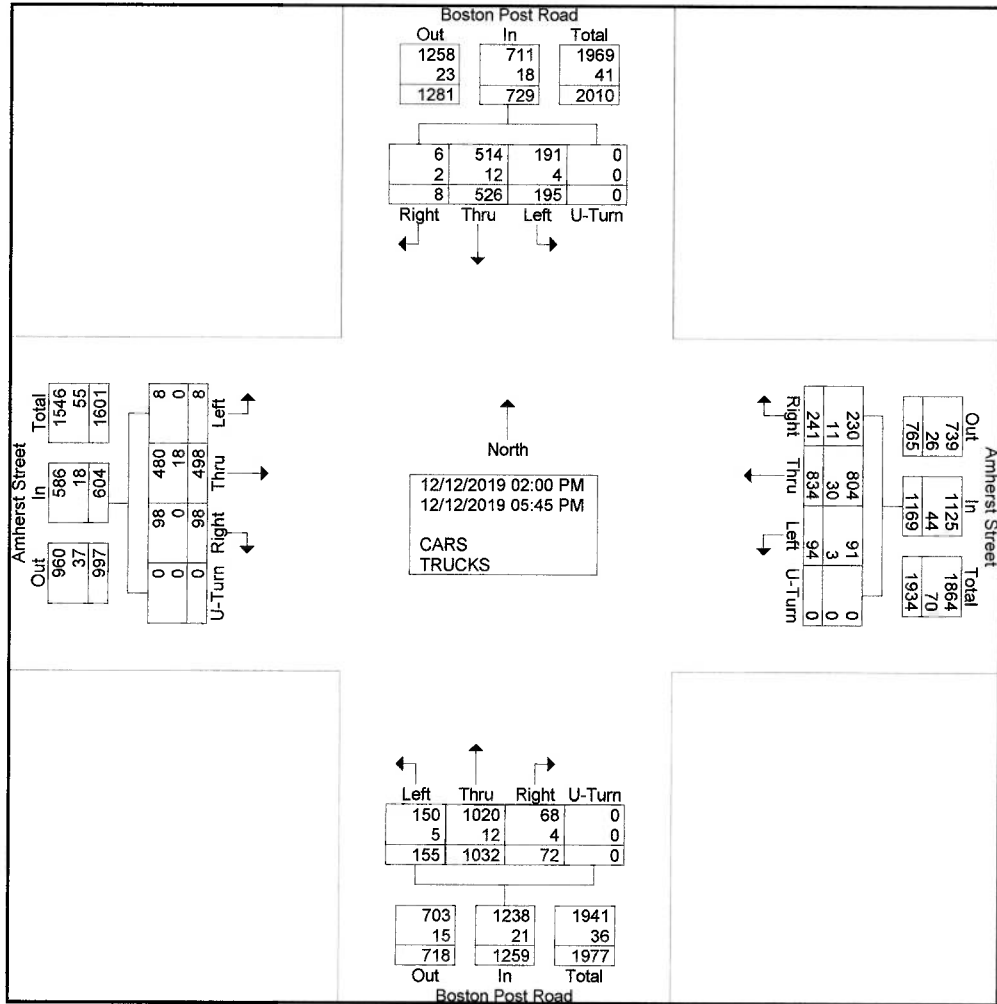
Groups Printed- CARS - TRUCKS

Start Time	Boston Post Road From North					Amherst Street From East					Boston Post Road From South					Amherst Street From West					Int. Total
	Right	Thru	Left	U-Turn	App Total	Right	Thru	Left	U-Turn	App Total	Right	Thru	Left	U-Turn	App Total	Right	Thru	Left	U-Turn	App Total	
02:00 PM	0	26	14	0	40	16	25	2	0	43	3	41	10	0	54	4	32	2	0	38	175
02:15 PM	2	21	12	0	35	10	32	4	0	46	4	36	4	0	44	9	27	1	0	37	162
02:30 PM	1	30	7	0	38	12	39	4	0	55	3	81	11	0	95	6	23	0	0	29	217
02:45 PM	0	27	12	0	39	14	40	7	0	61	5	75	10	0	90	7	20	1	0	28	218
Total	3	104	45	0	152	52	136	17	0	205	15	233	35	0	283	26	102	4	0	132	772
03:00 PM	2	35	18	0	55	23	34	3	0	60	3	66	11	0	80	7	39	0	0	46	241
03:15 PM	0	54	14	0	68	9	56	6	0	71	3	57	6	0	66	10	19	1	0	30	235
03:30 PM	0	47	21	0	68	17	46	11	0	74	4	60	7	0	71	6	32	0	0	38	251
03:45 PM	1	40	21	0	62	14	50	6	0	70	4	54	10	0	68	3	51	0	0	54	254
Total	3	176	74	0	253	63	186	26	0	275	14	237	34	0	285	26	141	1	0	168	981
04:00 PM	1	53	12	0	66	10	52	7	0	69	8	55	3	0	66	5	30	1	0	36	237
04:15 PM	1	26	11	0	38	11	63	7	0	81	4	71	6	0	81	8	36	2	0	46	246
04:30 PM	0	40	13	0	53	22	73	5	0	100	6	66	10	0	82	4	38	0	0	42	277
04:45 PM	0	28	7	0	35	17	58	6	0	81	6	72	14	0	92	5	30	0	0	35	243
Total	2	147	43	0	192	60	246	25	0	331	24	264	33	0	321	22	134	3	0	159	1003
05:00 PM	0	19	4	0	23	18	62	4	0	84	3	63	16	0	82	7	40	0	0	47	236
05:15 PM	0	27	11	0	38	17	67	5	0	89	5	70	14	0	89	3	34	0	0	37	253
05:30 PM	0	27	11	0	38	20	73	12	0	105	5	93	14	0	112	5	25	0	0	30	285
05:45 PM	0	26	7	0	33	11	64	5	0	80	6	72	9	0	87	9	22	0	0	31	231
Total	0	99	33	0	132	66	266	26	0	358	19	298	53	0	370	24	121	0	0	145	1005
Grand Total	8	526	195	0	729	241	834	94	0	1169	72	1032	155	0	1259	98	498	8	0	604	3761
Apprch %	1.1	72.2	26.7	0		20.6	71.3	8	0		5.7	82	12.3	0		16.2	82.5	1.3	0		
Total %	0.2	14	5.2	0	19.4	6.4	22.2	2.5	0	31.1	1.9	27.4	4.1	0	33.5	2.6	13.2	0.2	0	16.1	
CARS	6	514	191	0	711	230	804	91	0	1125	68	1020	150	0	1238	98	480	8	0	586	3660
% CARS	75	97.7	97.9	0	97.5	95.4	96.4	96.8	0	96.2	94.4	98.8	96.8	0	98.3	100	96.4	100	0	97	97.3
TRUCKS	2	12	4	0	18	11	30	3	0	44	4	12	5	0	21	0	18	0	0	18	101
% TRUCKS	25	2.3	2.1	0	2.5	4.6	3.6	3.2	0	3.8	5.6	1.2	3.2	0	1.7	0	3.6	0	0	3	2.7

Stephen G. Pernaw & Company, Inc.
P.O. Box 1721
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Weather: Clear
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Job Number: 1974A
Town/State: Amherst, NH

File Name : 1974A_INT_C_Thurs_AM_&_PM
Site Code : 1974A
Start Date : 12/12/2019
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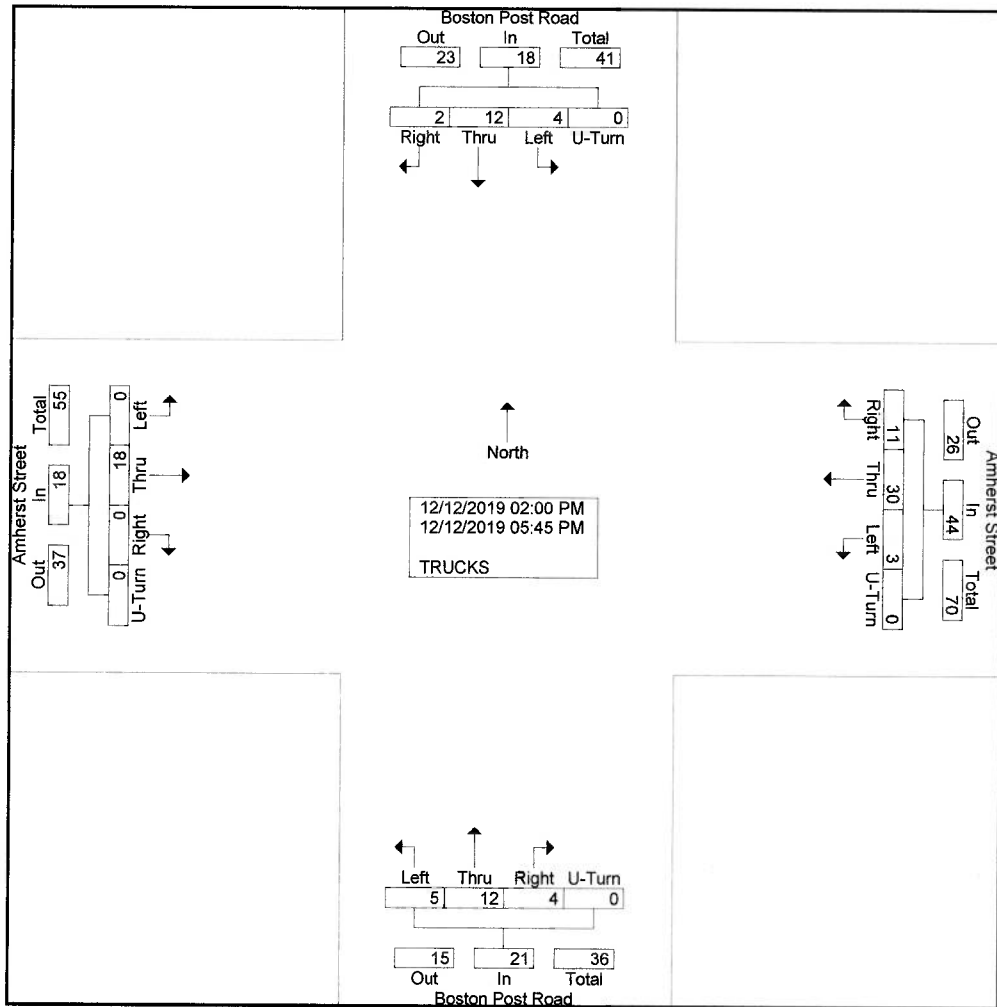
Groups Printed- TRUCKS

Start Time	Boston Post Road From North					Amherst Street From East					Boston Post Road From South					Amherst Street From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
02:00 PM	0	0	1	0	1	0	1	0	0	1	1	0	1	0	2	0	2	0	0	2	6
02:15 PM	2	0	0	0	2	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	7
02:30 PM	0	1	0	0	1	0	1	0	0	1	0	3	2	0	5	0	1	0	0	1	8
02:45 PM	0	1	0	0	1	2	0	1	0	3	0	2	0	0	2	0	3	0	0	3	9
Total	2	2	1	0	5	2	3	1	0	6	1	5	3	0	9	0	10	0	0	10	30
03:00 PM	0	0	0	0	0	5	3	0	0	8	1	2	0	0	3	0	1	0	0	1	12
03:15 PM	0	4	2	0	6	0	2	1	0	3	0	1	0	0	1	0	2	0	0	2	12
03:30 PM	0	0	0	0	0	0	3	0	0	3	0	1	1	0	2	0	0	0	0	0	5
03:45 PM	0	0	1	0	1	2	8	0	0	10	1	1	0	0	2	0	2	0	0	2	15
Total	0	4	3	0	7	7	16	1	0	24	2	5	1	0	8	0	5	0	0	5	44
04:00 PM	0	2	0	0	2	0	4	0	0	4	1	0	0	0	1	0	1	0	0	1	8
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	0	1	0	0	1	3
04:45 PM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
Total	0	3	0	0	3	0	6	0	0	6	1	1	1	0	3	0	2	0	0	2	14
05:00 PM	0	1	0	0	1	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	3
05:15 PM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	2
05:30 PM	0	1	0	0	1	0	3	1	0	4	0	0	0	0	0	0	0	0	0	0	5
05:45 PM	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	3
Total	0	3	0	0	3	2	5	1	0	8	0	1	0	0	1	0	1	0	0	1	13
Grand Total	2	12	4	0	18	11	30	3	0	44	4	12	5	0	21	0	18	0	0	18	101
Apprch %	11.1	66.7	22.2	0		25	68.2	6.8	0		19	57.1	23.8	0		0	100	0	0		
Total %	2	11.9	4	0	17.8	10.9	29.7	3	0	43.6	4	11.9	5	0	20.8	0	17.8	0	0	17.8	

Stephen G. Pernaw & Company, Inc.
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Weather: Clear
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Job Number: 1974A
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File Name : 1974A_INT_C_Thurs_AM_&_PM
Site Code : 1974A
Start Date : 12/12/2019
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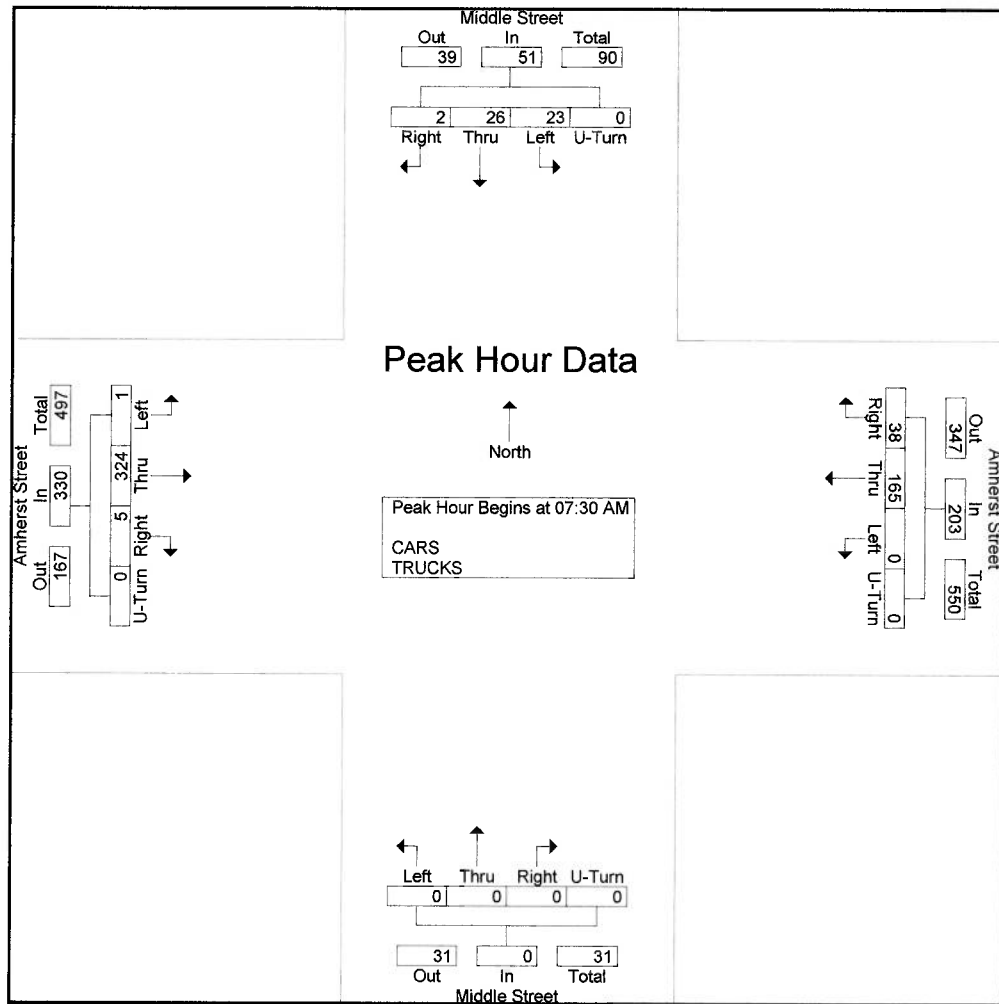


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Weather: Clear
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File Name : 1974A_INT_D_Thurs_AM
Site Code : 1974A
Start Date : 12/12/2019
Page No : 2

Start Time	Middle Street From North					Amherst Street From East					Middle Street From South					Amherst Street From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	0	1	6	0	7	8	35	0	0	43	0	0	0	0	0	1	102	0	0	103	153
07:45 AM	0	1	2	0	3	8	47	0	0	55	0	0	0	0	0	2	80	0	0	82	140
08:00 AM	0	3	1	0	4	12	42	0	0	54	0	0	0	0	0	2	70	1	0	73	131
08:15 AM	2	21	14	0	37	10	41	0	0	51	0	0	0	0	0	0	72	0	0	72	160
Total Volume	2	26	23	0	51	38	165	0	0	203	0	0	0	0	0	5	324	1	0	330	584
% App. Total	3.9	51	45.1	0		18.7	81.3	0	0		0	0	0	0		1.5	98.2	0.3	0		
PHF	.250	.310	.411	.000	.345	.792	.878	.000	.000	.923	.000	.000	.000	.000	.000	.625	.794	.250	.000	.801	.913

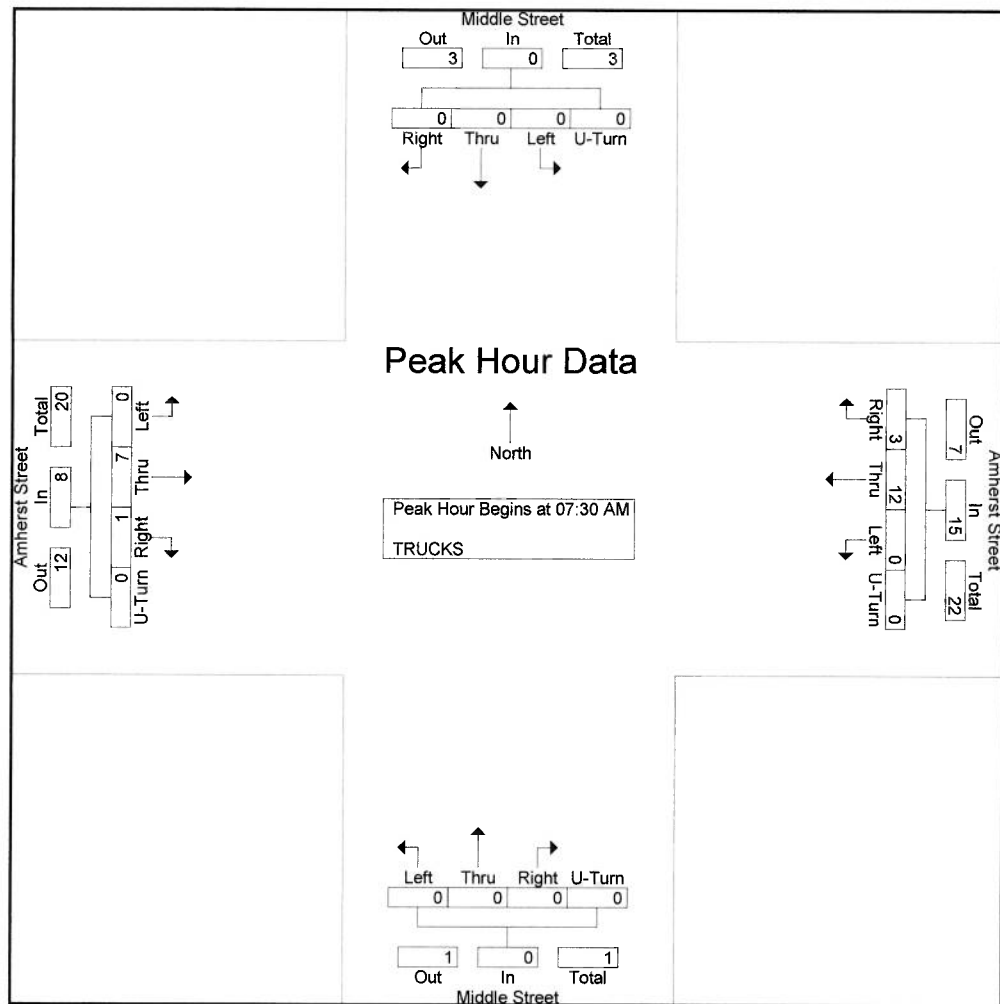


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Weather: Clear
Collected By: MV
Job Number: 1974A
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File Name : 1974A_INT_D_Thurs_AM
Site Code : 1974A
Start Date : 12/12/2019
Page No : 2

Start Time	Middle Street From North					Amherst Street From East					Middle Street From South					Amherst Street From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	2	0	0	2	4
07:45 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	4
08:00 AM	0	0	0	0	0	2	5	0	0	7	0	0	0	0	0	1	1	0	0	2	9
08:15 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	6
Total Volume	0	0	0	0	0	3	12	0	0	15	0	0	0	0	0	1	7	0	0	8	23
% App. Total	0	0	0	0	0	20	80	0	0	0	0	0	0	0	0	12.5	87.5	0	0	0	
PHF	.000	.000	.000	.000	.000	.375	.600	.000	.000	.536	.000	.000	.000	.000	.000	.250	.583	.000	.000	.667	.639



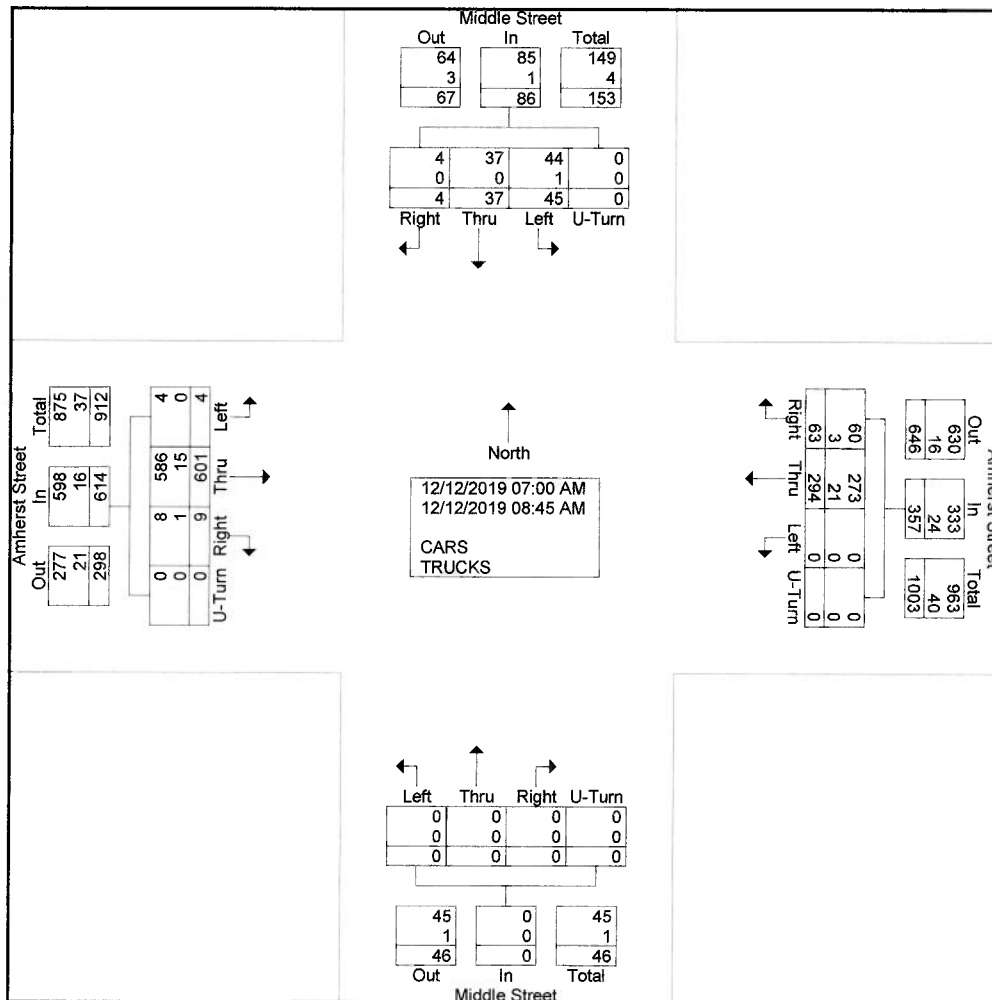
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Concord, New Hampshire 03302

Weather: Clear
Collected By: MV
Job Number: 1974A
Town/State: Amherst, NH

File Name : 1974A_INT_D_Thurs_AM
Site Code : 1974A
Start Date : 12/12/2019
Page No : 1

Groups Printed- CARS - TRUCKS

Start Time	Middle Street From North					Amherst Street From East					Middle Street From South					Amherst Street From West					Int. Total
	Right	Thru	Left	U-Turn	App Total	Right	Thru	Left	U-Turn	App Total	Right	Thru	Left	U-Turn	App Total	Right	Thru	Left	U-Turn	App Total	
07:00 AM	1	3	6	0	10	7	30	0	0	37	0	0	0	0	0	1	80	0	0	81	128
07:15 AM	0	0	4	0	4	10	36	0	0	46	0	0	0	0	0	1	80	1	0	82	132
07:30 AM	0	1	6	0	7	8	35	0	0	43	0	0	0	0	0	1	102	0	0	103	153
07:45 AM	0	1	2	0	3	8	47	0	0	55	0	0	0	0	0	2	80	0	0	82	140
Total	1	5	18	0	24	33	148	0	0	181	0	0	0	0	0	5	342	1	0	348	553
08:00 AM	0	3	1	0	4	12	42	0	0	54	0	0	0	0	0	2	70	1	0	73	131
08:15 AM	2	21	14	0	37	10	41	0	0	51	0	0	0	0	0	0	72	0	0	72	160
08:30 AM	0	4	8	0	12	5	28	0	0	33	0	0	0	0	0	1	66	1	0	68	113
08:45 AM	1	4	4	0	9	3	35	0	0	38	0	0	0	0	0	1	51	1	0	53	100
Total	3	32	27	0	62	30	146	0	0	176	0	0	0	0	0	4	259	3	0	266	504
Grand Total	4	37	45	0	86	63	294	0	0	357	0	0	0	0	0	9	601	4	0	614	1057
Apprch %	4.7	43	52.3	0		17.6	82.4	0	0		0	0	0	0		1.5	97.9	0.7	0		
Total %	0.4	3.5	4.3	0	8.1	6	27.8	0	0	33.8	0	0	0	0	0	0.9	56.9	0.4	0	58.1	
CARS	4	37	44	0	85	60	273	0	0	333	0	0	0	0	0	8	586	4	0	598	1016
% CARS	100	100	97.8	0	98.8	95.2	92.9	0	0	93.3	0	0	0	0	0	88.9	97.5	100	0	97.4	96.1
TRUCKS	0	0	1	0	1	3	21	0	0	24	0	0	0	0	0	1	15	0	0	16	41
% TRUCKS	0	0	2.2	0	1.2	4.8	7.1	0	0	6.7	0	0	0	0	0	11.1	2.5	0	0	2.6	3.9



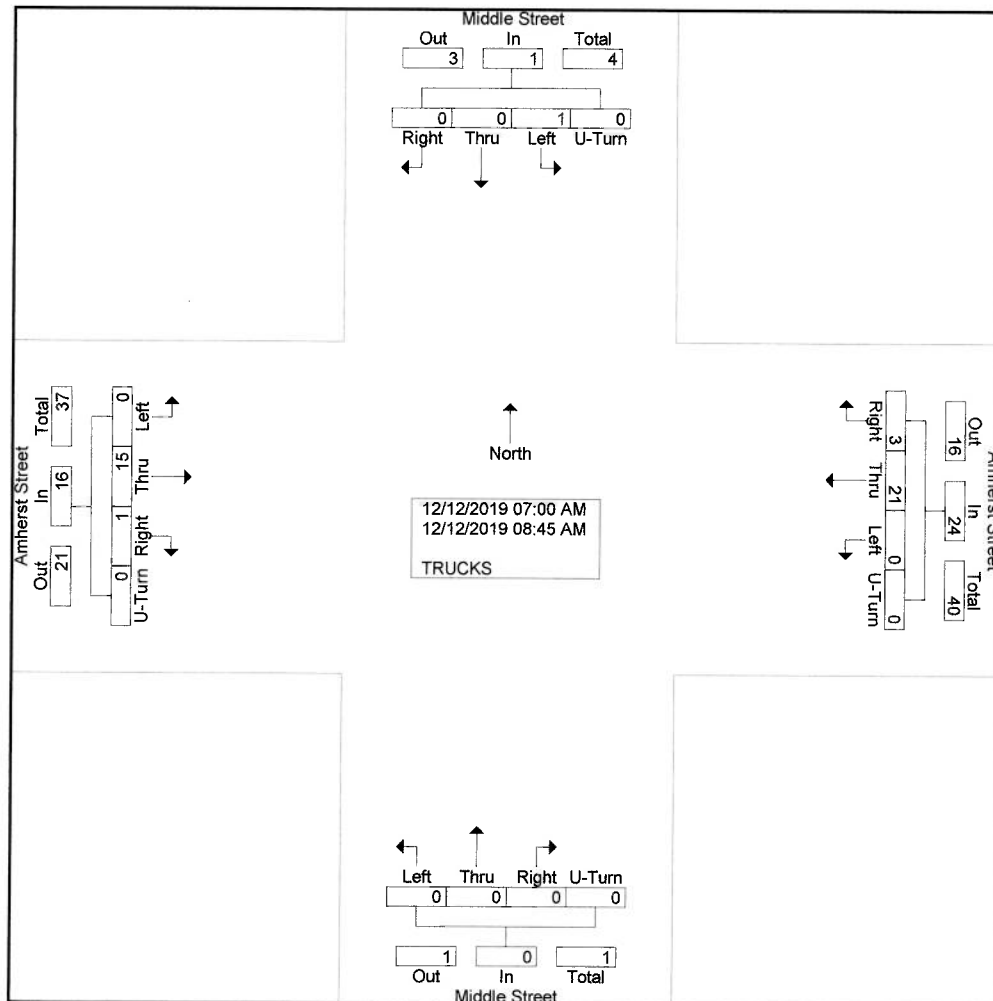
Stephen G. Pernaw & Company, Inc.
P.O. Box 1721
Concord, New Hampshire 03302

Weather: Clear
Collected By: MV
Job Number: 1974A
Town/State: Amherst, NH

File Name : 1974A_INT_D_Thurs_AM
Site Code : 1974A
Start Date : 12/12/2019
Page No : 1

Groups Printed- TRUCKS

Start Time	Middle Street From North					Amherst Street From East					Middle Street From South					Amherst Street From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
07:00 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	2	0	0	2	4
07:45 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	4
Total	0	0	0	0	0	1	6	0	0	7	0	0	0	0	0	0	4	0	0	4	11
08:00 AM	0	0	0	0	0	2	5	0	0	7	0	0	0	0	0	1	1	0	0	2	9
08:15 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	6
08:30 AM	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	6	0	0	6	8
08:45 AM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	1	0	0	1	7
Total	0	0	1	0	1	2	15	0	0	17	0	0	0	0	0	1	11	0	0	12	30
Grand Total	0	0	1	0	1	3	21	0	0	24	0	0	0	0	0	1	15	0	0	16	41
Apprch %	0	0	100	0		12.5	87.5	0	0		0	0	0	0		6.2	93.8	0	0		
Total %	0	0	2.4	0	2.4	7.3	51.2	0	0	58.5	0	0	0	0	0	2.4	36.6	0	0	39	

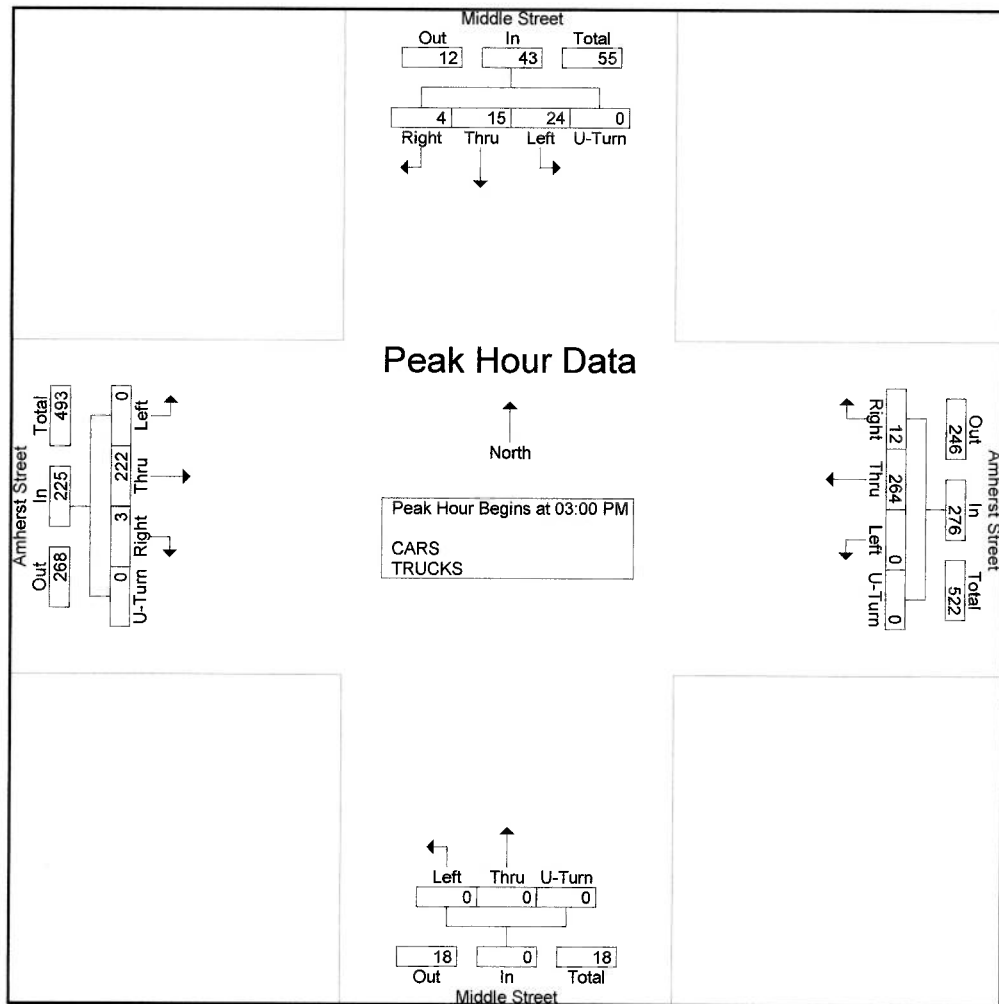


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Weather: Clear
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File Name : 1974A_INT_D_Thurs_PM
Site Code : 1974A
Start Date : 12/12/2019
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Start Time	Middle Street From North					Amherst Street From East					Middle Street From South				Amherst Street From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1																				
Peak Hour for Entire Intersection Begins at 03:00 PM																				
03:00 PM	0	4	6	0	10	4	58	0	0	62	0	0	0	0	0	55	0	0	55	127
03:15 PM	2	9	12	0	23	4	70	0	0	74	0	0	0	0	1	35	0	0	36	133
03:30 PM	1	2	4	0	7	2	66	0	0	68	0	0	0	0	2	54	0	0	56	131
03:45 PM	1	0	2	0	3	2	70	0	0	72	0	0	0	0	0	78	0	0	78	153
Total Volume	4	15	24	0	43	12	264	0	0	276	0	0	0	0	3	222	0	0	225	544
% App. Total	9.3	34.9	55.8	0		4.3	95.7	0	0		0	0	0		1.3	98.7	0	0		
PHF	.500	.417	.500	.000	.467	.750	.943	.000	.000	.932	.000	.000	.000	.000	.375	.712	.000	.000	.721	.889



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Weather: Clear
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File Name : 1974A_INT_D_Thurs_PM
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Start Date : 12/12/2019
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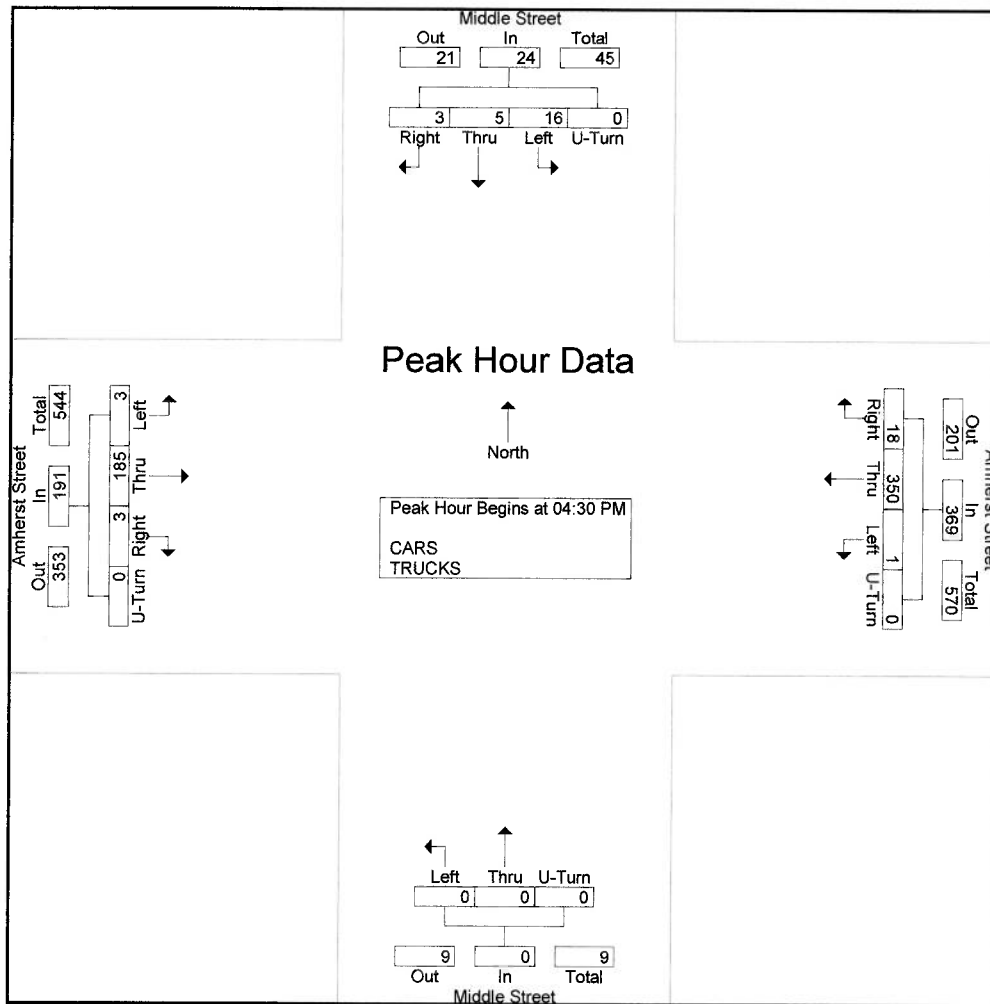
Start Time	Middle Street From North					Amherst Street From East					Middle Street From South				Amherst Street From West				Int. Total	
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn		App. Total
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1																				
Peak Hour for Entire Intersection Begins at 03:00 PM																				
03:00 PM	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	2	0	0	2	9
03:15 PM	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	3	0	0	3	6
03:30 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	2	0	0	2	5
03:45 PM	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	5	0	0	5	15
Total Volume	0	0	1	0	1	0	22	0	0	22	0	0	0	0	0	12	0	0	12	35
% App. Total	0	0	100	0	0	0	100	0	0	0	0	0	0	0	0	100	0	0	0	0
PHF	.000	.000	.250	.000	.250	.000	.550	.000	.000	.550	.000	.000	.000	.000	.000	.600	.000	.000	.600	.583

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File Name : 1974A_INT_D_Thurs_PM
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Start Time	Middle Street From North					Amherst Street From East					Middle Street From South				Amherst Street From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																				
Peak Hour for Entire Intersection Begins at 04:30 PM																				
04:30 PM	1	2	5	0	8	6	97	0	0	103	0	0	0	0	0	52	2	0	54	165
04:45 PM	2	1	5	0	8	1	85	0	0	86	0	0	0	0	0	39	1	0	40	134
05:00 PM	0	1	3	0	4	6	81	1	0	88	0	0	0	0	0	48	0	0	48	140
05:15 PM	0	1	3	0	4	5	87	0	0	92	0	0	0	0	3	46	0	0	49	145
Total Volume	3	5	16	0	24	18	350	1	0	369	0	0	0	0	3	185	3	0	191	584
% App. Total	12.5	20.8	66.7	0		4.9	94.9	0.3	0		0	0	0		1.6	96.9	1.6	0		
PHF	.375	.625	.800	.000	.750	.750	.902	.250	.000	.896	.000	.000	.000	.000	.250	.889	.375	.000	.884	.885

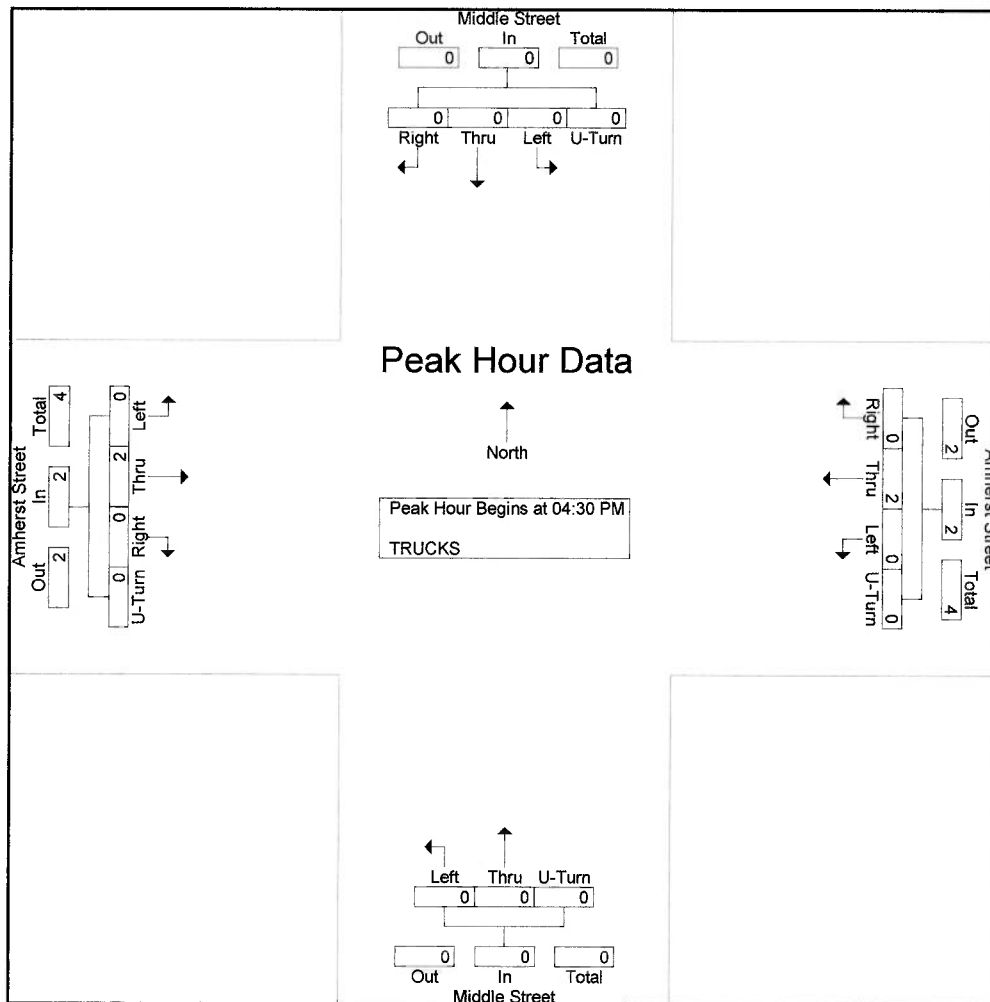


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Page No : 3

Start Time	Middle Street From North					Amherst Street From East					Middle Street From South				Amherst Street From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																				
Peak Hour for Entire Intersection Begins at 04:30 PM																				
04:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	0	0	2	3
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	1
05:15 PM	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	2	0	0	2	0	0	0	0	0	2	0	0	2	4
% App. Total	0	0	0	0	0	0	100	0	0	0	0	0	0	0	0	100	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.500	.000	.000	.500	.000	.000	.000	.000	.000	.250	.000	.000	.250	.333



Stephen G. Pernaw & Company, Inc.
P.O. Box 1721
Concord, New Hampshire 03302

Weather: Clear
Collected By: MV
Job Number: 1974A
Town/State: Amherst, NH

File Name : 1974A_INT_D_Thurs_PM
Site Code : 1974A
Start Date : 12/12/2019
Page No : 1

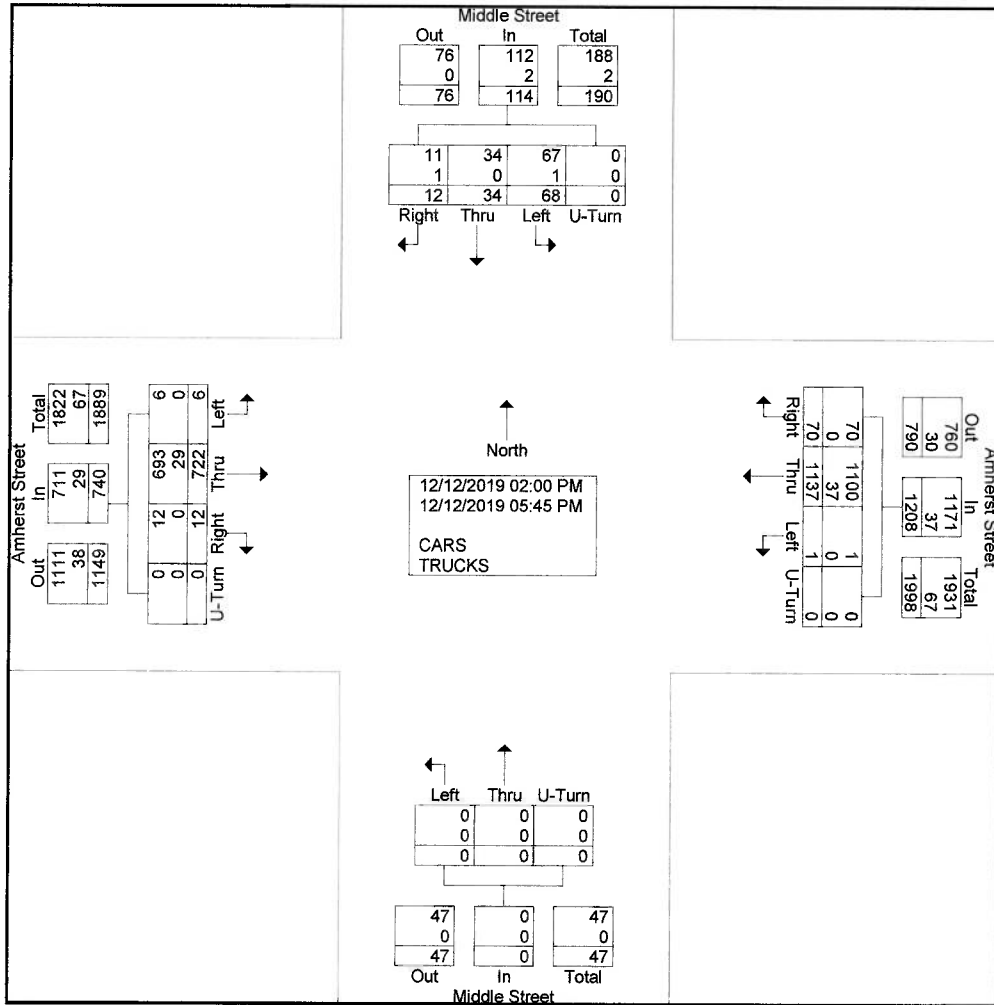
Groups Printed- CARS - TRUCKS

Start Time	Middle Street From North					Amherst Street From East					Middle Street From South				Amherst Street From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
02:00 PM	1	3	1	0	5	8	40	0	0	48	0	0	0	0	0	49	0	0	49	102
02:15 PM	0	1	4	0	5	6	44	0	0	50	0	0	0	0	1	39	0	0	40	95
02:30 PM	1	1	6	0	8	3	54	0	0	57	0	0	0	0	1	35	0	0	36	101
02:45 PM	0	1	3	0	4	4	58	0	0	62	0	0	0	0	0	36	0	0	36	102
Total	2	6	14	0	22	21	196	0	0	217	0	0	0	0	2	159	0	0	161	400
03:00 PM	0	4	6	0	10	4	58	0	0	62	0	0	0	0	0	55	0	0	55	127
03:15 PM	2	9	12	0	23	4	70	0	0	74	0	0	0	0	1	35	0	0	36	133
03:30 PM	1	2	4	0	7	2	66	0	0	68	0	0	0	0	2	54	0	0	56	131
03:45 PM	1	0	2	0	3	2	70	0	0	72	0	0	0	0	0	78	0	0	78	153
Total	4	15	24	0	43	12	264	0	0	276	0	0	0	0	3	222	0	0	225	544
04:00 PM	1	2	4	0	7	4	67	0	0	71	0	0	0	0	0	47	1	0	48	126
04:15 PM	0	2	6	0	8	2	82	0	0	84	0	0	0	0	0	46	0	0	46	138
04:30 PM	1	2	5	0	8	6	97	0	0	103	0	0	0	0	0	52	2	0	54	165
04:45 PM	2	1	5	0	8	1	85	0	0	86	0	0	0	0	0	39	1	0	40	134
Total	4	7	20	0	31	13	331	0	0	344	0	0	0	0	0	184	4	0	188	563
05:00 PM	0	1	3	0	4	6	81	1	0	88	0	0	0	0	0	48	0	0	48	140
05:15 PM	0	1	3	0	4	5	87	0	0	92	0	0	0	0	3	46	0	0	49	145
05:30 PM	1	2	4	0	7	6	99	0	0	105	0	0	0	0	2	33	0	0	35	147
05:45 PM	1	2	0	0	3	7	79	0	0	86	0	0	0	0	2	30	2	0	34	123
Total	2	6	10	0	18	24	346	1	0	371	0	0	0	0	7	157	2	0	166	555
Grand Total	12	34	68	0	114	70	1137	1	0	1208	0	0	0	0	12	722	6	0	740	2062
Apprch %	10.5	29.8	59.6	0		5.8	94.1	0.1	0		0	0	0	0	1.6	97.6	0.8	0		
Total %	0.6	1.6	3.3	0	5.5	3.4	55.1	0	0	58.6	0	0	0	0	0.6	35	0.3	0	35.9	
CARS	11	34	67	0	112	70	1100	1	0	1171	0	0	0	0	12	693	6	0	711	1994
% CARS	91.7	100	98.5	0	98.2	100	96.7	100	0	96.9	0	0	0	0	100	96	100	0	96.1	96.7
TRUCKS	1	0	1	0	2	0	37	0	0	37	0	0	0	0	0	29	0	0	29	68
% TRUCKS	8.3	0	1.5	0	1.8	0	3.3	0	0	3.1	0	0	0	0	0	4	0	0	3.9	3.3

Stephen G. Pernaw & Company, Inc.
P.O. Box 1721
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Weather: Clear
Collected By: MV
Job Number: 1974A
Town/State: Amherst, NH

File Name : 1974A_INT_D_Thurs_PM
Site Code : 1974A
Start Date : 12/12/2019
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Weather: Clear
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File Name : 1974A_INT_D_Thurs_PM
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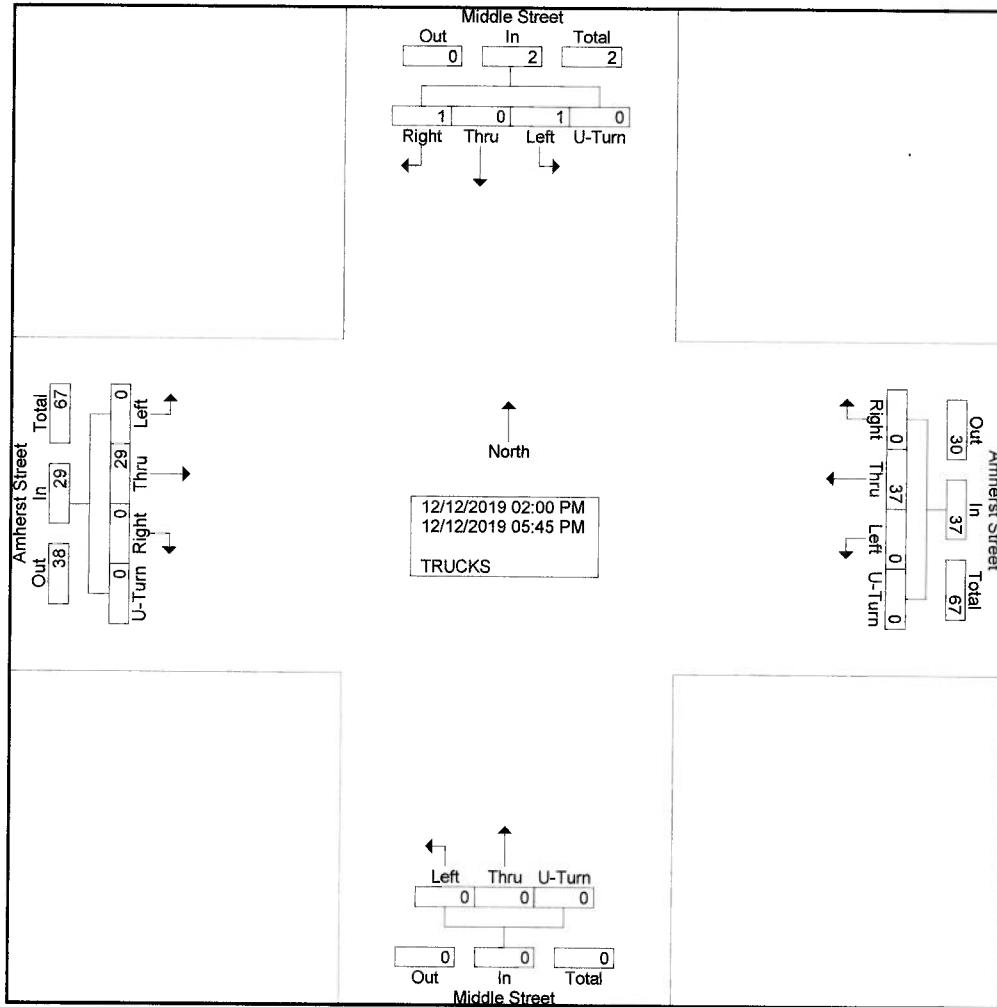
Groups Printed- TRUCKS

Start Time	Middle Street From North					Amherst Street From East					Middle Street From South				Amherst Street From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
02:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2	0	0	2	4
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	5
02:30 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	1	0	0	1	3
02:45 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	2	0	0	2	6
Total	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	10	0	0	10	18
03:00 PM	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	2	0	0	2	9
03:15 PM	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	3	0	0	3	6
03:30 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	2	0	0	2	5
03:45 PM	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	5	0	0	5	15
Total	0	0	1	0	1	0	22	0	0	22	0	0	0	0	0	12	0	0	12	35
04:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3	0	0	3	4
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
04:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	0	0	2	3
04:45 PM	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	2	0	0	2	0	0	0	0	0	7	0	0	7	9
05:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	3
05:45 PM	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2
Total	1	0	0	0	1	0	5	0	0	5	0	0	0	0	0	0	0	0	0	6
Grand Total	1	0	1	0	2	0	37	0	0	37	0	0	0	0	0	29	0	0	29	68
Apprch %	50	0	50	0		0	100	0	0		0	0	0	0	0	100	0	0		
Total %	1.5	0	1.5	0	2.9	0	54.4	0	0	54.4	0	0	0	0	0	42.6	0	0	42.6	

Stephen G. Pernaw & Company, Inc.
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Weather: Clear
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Job Number: 1974A
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Site Code : 1974A
Start Date : 12/12/2019
Page No : 2

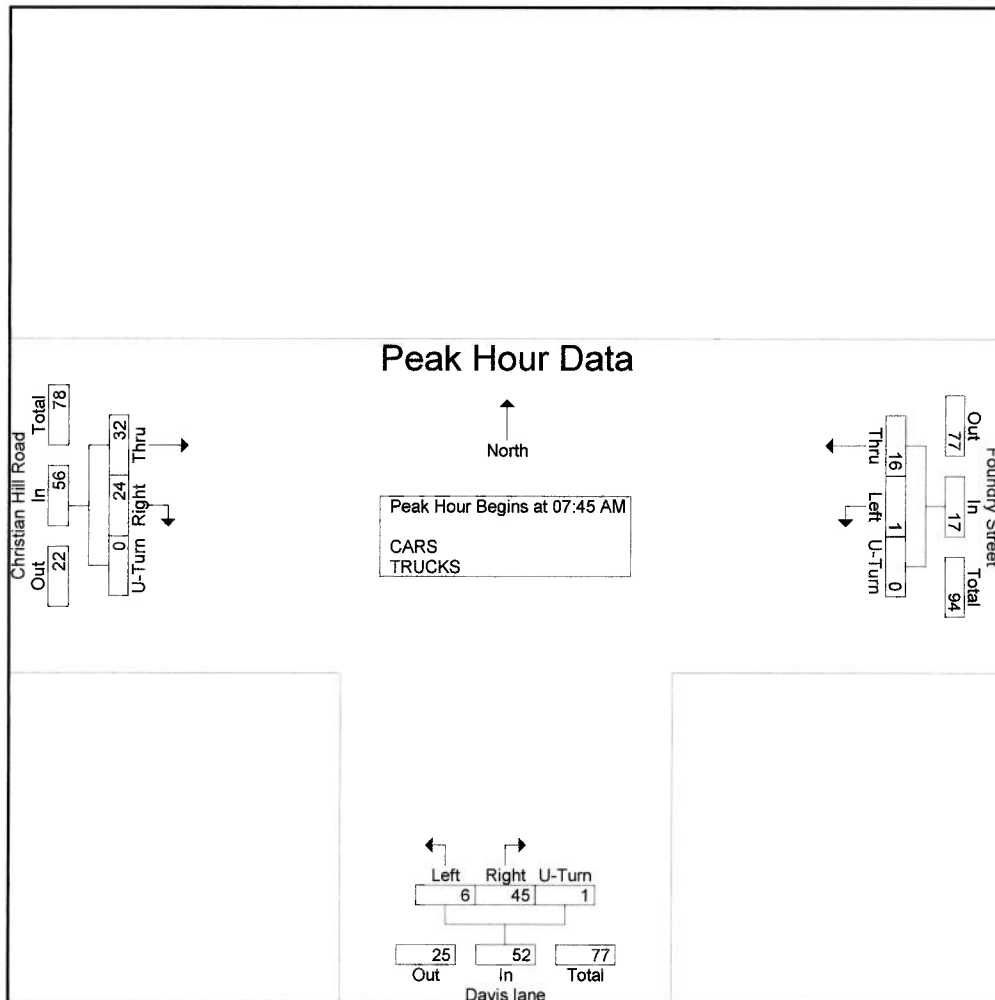


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Weather: Clear
Collected By: MV
Job Number: 1974A
Town/State: Amherst, NH

File Name : 1974A_Davis_N_AM
Site Code : 1974A
Start Date : 1/15/2020
Page No : 2

Start Time	Foundry Street From East				Davis lane From South				Christian Hill Road From West				Int. Total
	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:45 AM													
07:45 AM	3	0	0	3	2	1	0	3	7	8	0	15	21
08:00 AM	3	0	0	3	19	0	0	19	11	9	0	20	42
08:15 AM	5	0	0	5	23	3	1	27	3	9	0	12	44
08:30 AM	5	1	0	6	1	2	0	3	3	6	0	9	18
Total Volume	16	1	0	17	45	6	1	52	24	32	0	56	125
% App. Total	94.1	5.9	0		86.5	11.5	1.9		42.9	57.1	0		
PHF	.800	.250	.000	.708	.489	.500	.250	.481	.545	.889	.000	.700	.710

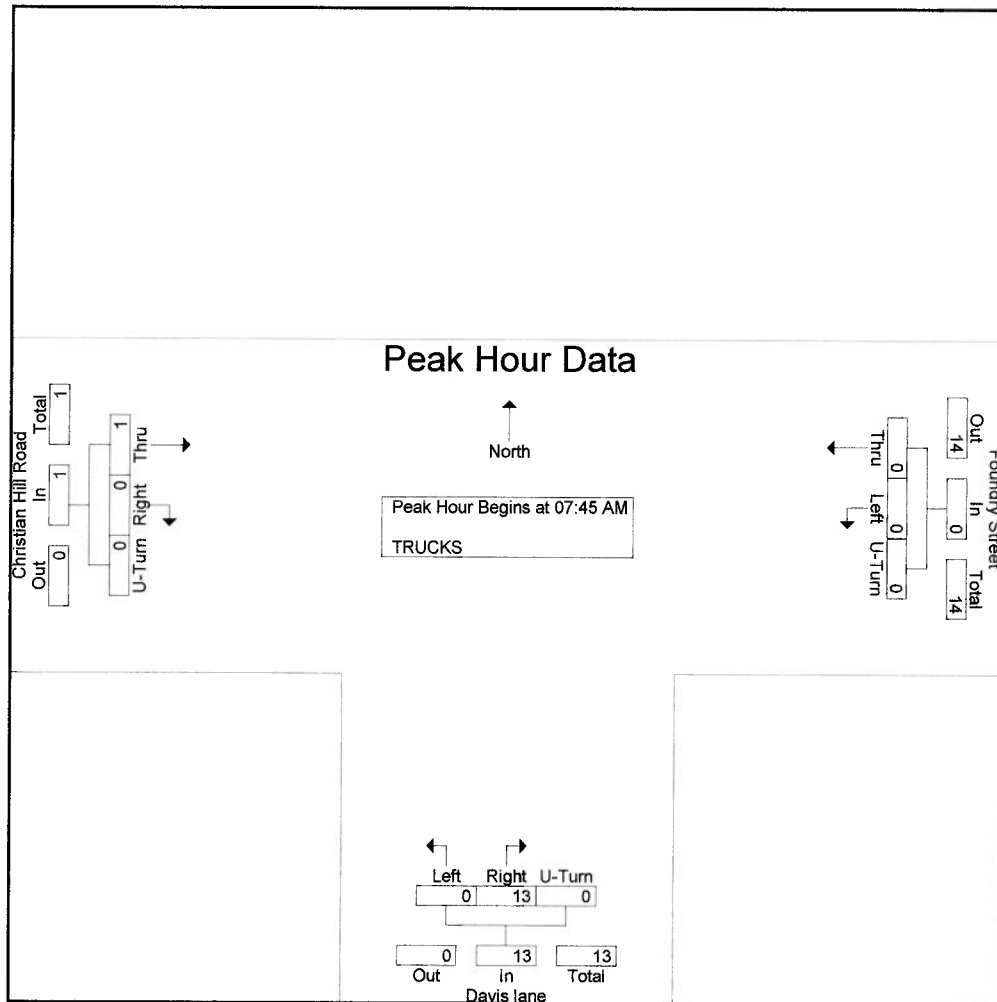


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Weather: Clear
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File Name : 1974A_Davis_N_AM
Site Code : 1974A
Start Date : 1/15/2020
Page No : 2

Start Time	Foundry Street From East				Davis lane From South				Christian Hill Road From West				Int. Total
	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:45 AM													
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	6	0	0	6	0	0	0	0	6
08:15 AM	0	0	0	0	7	0	0	7	0	0	0	0	7
08:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	1
Total Volume	0	0	0	0	13	0	0	13	0	1	0	1	14
% App. Total	0	0	0	0	100	0	0	100	0	100	0	100	100
PHF	.000	.000	.000	.000	.464	.000	.000	.464	.000	.250	.000	.250	.500



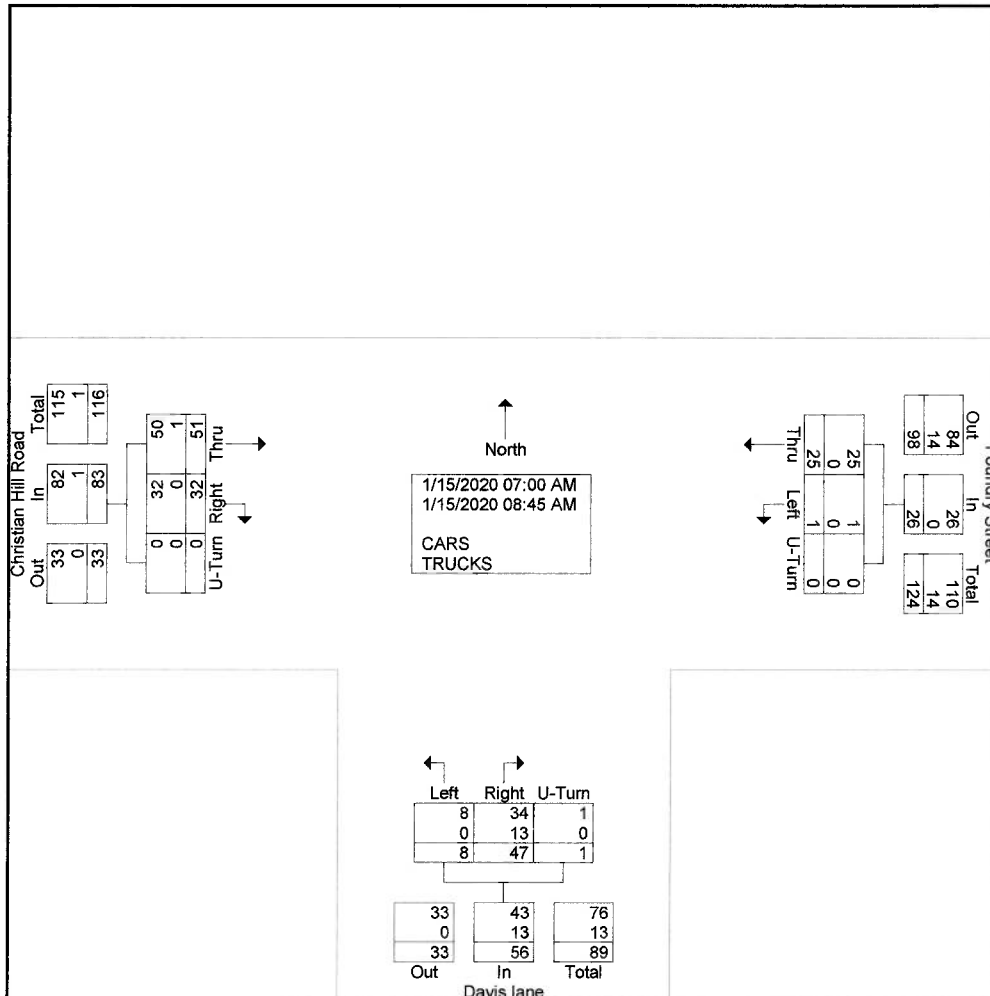
Stephen G. Pernaw & Company, Inc.
P.O. Box 1721
Concord, New Hampshire 03302

Weather: Clear
Collected By: MV
Job Number: 1974A
Town/State: Amherst, NH

File Name : 1974A_Davis_N_AM
Site Code : 1974A
Start Date : 1/15/2020
Page No : 1

Groups Printed- CARS - TRUCKS

Start Time	Foundry Street From East				Davis lane From South				Christian Hill Road From West				Int. Total
	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	
07:00 AM	4	0	0	4	0	2	0	2	4	5	0	9	15
07:15 AM	3	0	0	3	1	0	0	1	1	7	0	8	12
07:30 AM	0	0	0	0	1	0	0	1	1	5	0	6	7
07:45 AM	3	0	0	3	2	1	0	3	7	8	0	15	21
Total	10	0	0	10	4	3	0	7	13	25	0	38	55
08:00 AM	3	0	0	3	19	0	0	19	11	9	0	20	42
08:15 AM	5	0	0	5	23	3	1	27	3	9	0	12	44
08:30 AM	5	1	0	6	1	2	0	3	3	6	0	9	18
08:45 AM	2	0	0	2	0	0	0	0	2	2	0	4	6
Total	15	1	0	16	43	5	1	49	19	26	0	45	110
Grand Total	25	1	0	26	47	8	1	56	32	51	0	83	165
Apprch %	96.2	3.8	0		83.9	14.3	1.8		38.6	61.4	0		
Total %	15.2	0.6	0	15.8	28.5	4.8	0.6	33.9	19.4	30.9	0	50.3	
CARS	25	1	0	26	34	8	1	43	32	50	0	82	151
% CARS	100	100	0	100	72.3	100	100	76.8	100	98	0	98.8	91.5
TRUCKS	0	0	0	0	13	0	0	13	0	1	0	1	14
% TRUCKS	0	0	0	0	27.7	0	0	23.2	0	2	0	1.2	8.5



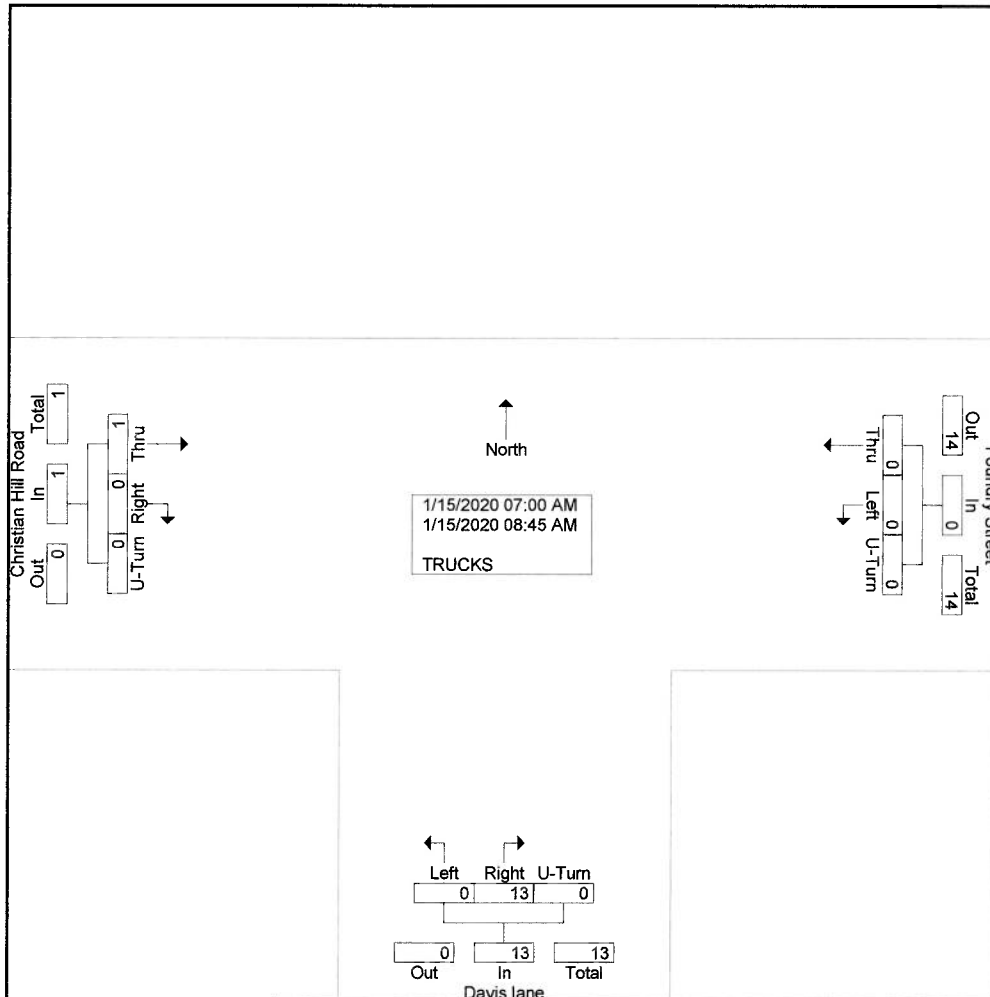
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P.O. Box 1721
Concord, New Hampshire 03302

Weather: Clear
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Job Number: 1974A
Town/State: Amherst, NH

File Name : 1974A_Davis_N_AM
Site Code : 1974A
Start Date : 1/15/2020
Page No : 1

Groups Printed- TRUCKS

Start Time	Foundry Street From East				Davis lane From South				Christian Hill Road From West				Int. Total
	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	6	0	0	6	0	0	0	0	6
08:15 AM	0	0	0	0	7	0	0	7	0	0	0	0	7
08:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	1
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	13	0	0	13	0	1	0	1	14
Grand Total	0	0	0	0	13	0	0	13	0	1	0	1	14
Apprch %	0	0	0		100	0	0		0	100	0		
Total %	0	0	0		92.9	0	0	92.9	0	7.1	0	7.1	



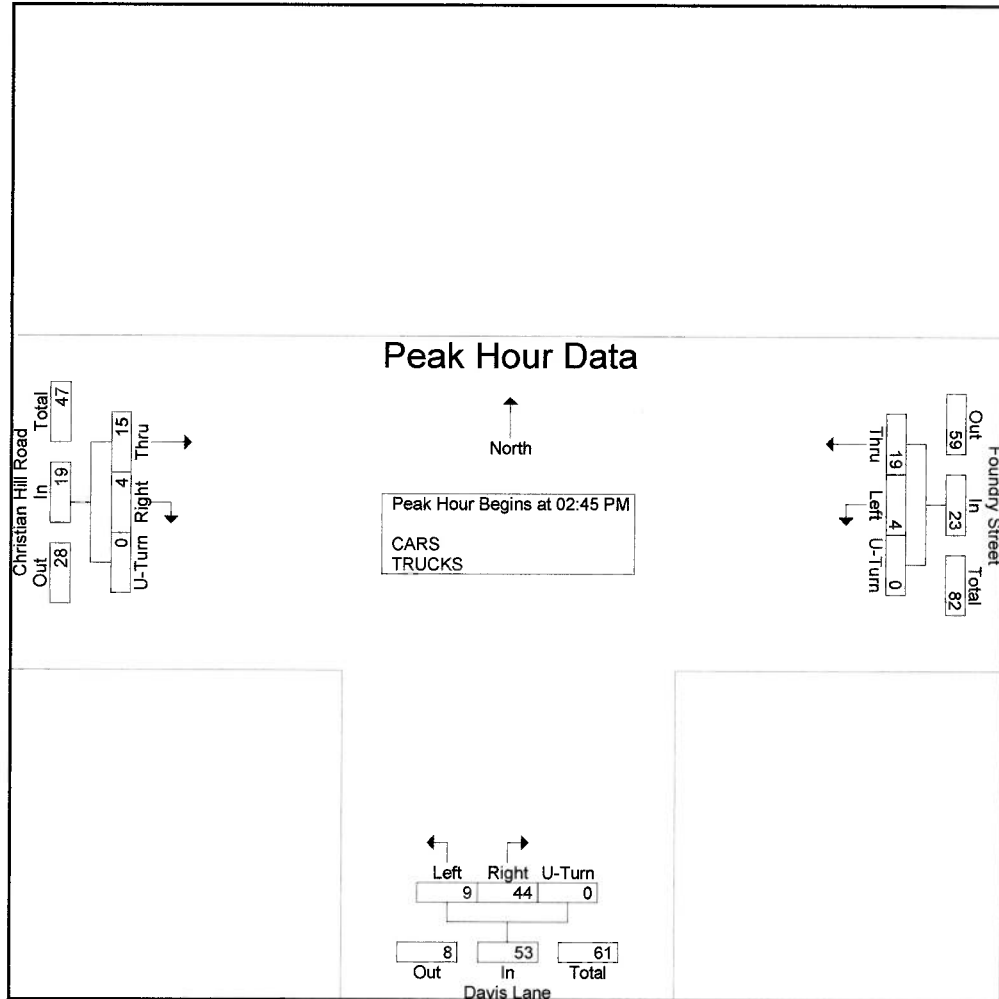
SCHOOL PH

Stephen G. Pernaw & Company, Inc.
P.O. Box 1721
Concord, New Hampshire 03302

Weather: Clear
Collected By: MV
Job Number: 1974A
Town/State: Amherst, NH

File Name : 1974A_Davis_N_PM
Site Code : 1974A
Start Date : 1/15/2020
Page No : 3

Start Time	Foundry Street From East				Davis Lane From South				Christian Hill Road From West				Int. Total
	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 02:45 PM													
02:45 PM	3	0	0	3	6	1	0	7	2	2	0	4	14
03:00 PM	2	0	0	2	36	4	0	40	0	6	0	6	48
03:15 PM	6	4	0	10	2	2	0	4	2	2	0	4	18
03:30 PM	8	0	0	8	0	2	0	2	0	5	0	5	15
Total Volume	19	4	0	23	44	9	0	53	4	15	0	19	95
% App. Total	82.6	17.4	0		83	17	0		21.1	78.9	0		
PHF	.594	.250	.000	.575	.306	.563	.000	.331	.500	.625	.000	.792	.495

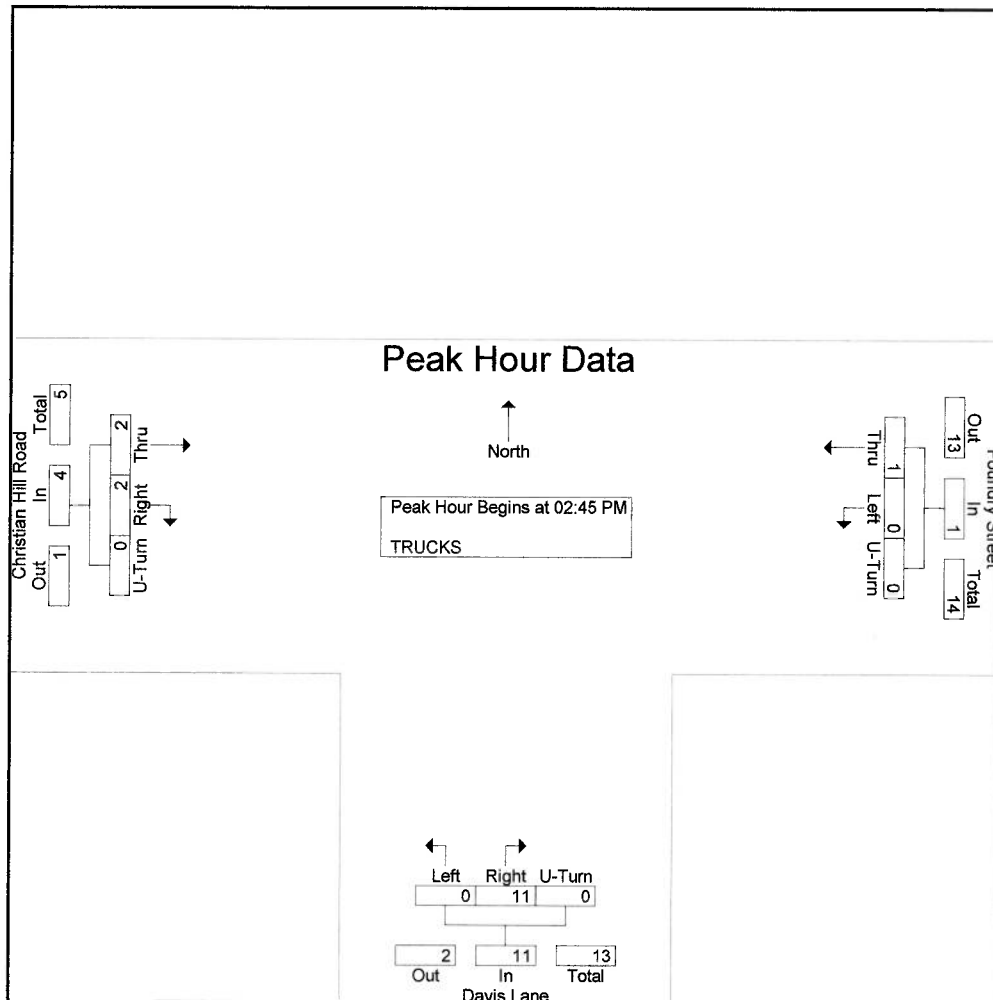


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Weather: Clear
Collected By: MV
Job Number: 1974A
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File Name : 1974A_Davis_N_PM
Site Code : 1974A
Start Date : 1/15/2020
Page No : 3

Start Time	Foundry Street From East				Davis Lane From South				Christian Hill Road From West				Int. Total
	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	
Peak Hour Analysis From 02:45 PM to 03:30 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 02:45 PM													
02:45 PM	1	0	0	1	4	0	0	4	1	2	0	3	8
03:00 PM	0	0	0	0	7	0	0	7	0	0	0	0	7
03:15 PM	0	0	0	0	0	0	0	0	1	0	0	1	1
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	1	0	0	1	11	0	0	11	2	2	0	4	16
% App. Total	100	0	0		100	0	0		50	50	0		
PHF	.250	.000	.000	.250	.393	.000	.000	.393	.500	.250	.000	.333	.500



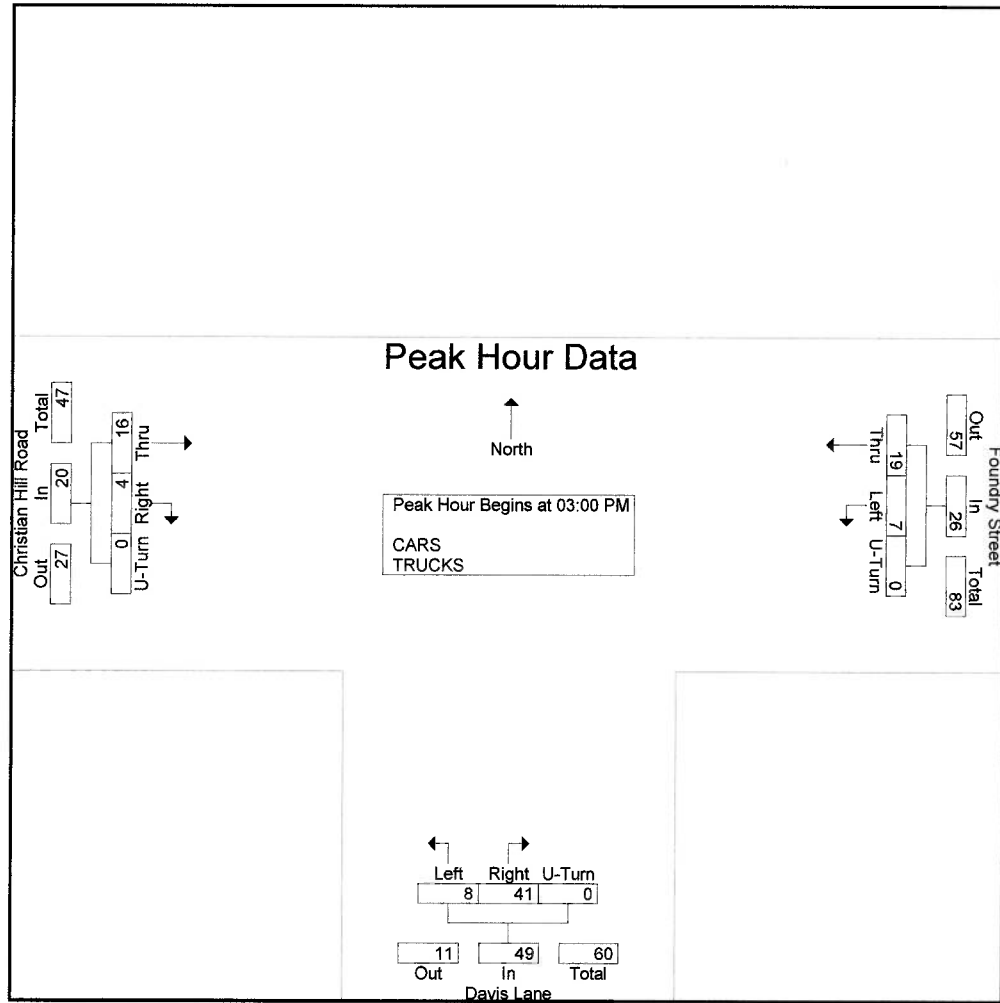
PM PH

Stephen G. Pernaw & Company, Inc.
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Weather: Clear
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Job Number: 1974A
Town/State: Amherst, NH

File Name : 1974A_Davis_N_PM
Site Code : 1974A
Start Date : 1/15/2020
Page No : 2

Start Time	Foundry Street From East				Davis Lane From South				Christian Hill Road From West				Int. Total
	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 03:00 PM													
03:00 PM	2	0	0	2	36	4	0	40	0	6	0	6	48
03:15 PM	6	4	0	10	2	2	0	4	2	2	0	4	18
03:30 PM	8	0	0	8	0	2	0	2	0	5	0	5	15
03:45 PM	3	3	0	6	3	0	0	3	2	3	0	5	14
Total Volume	19	7	0	26	41	8	0	49	4	16	0	20	95
% App. Total	73.1	26.9	0		83.7	16.3	0		20	80	0		
PHF	.594	.438	.000	.650	.285	.500	.000	.306	.500	.667	.000	.833	.495

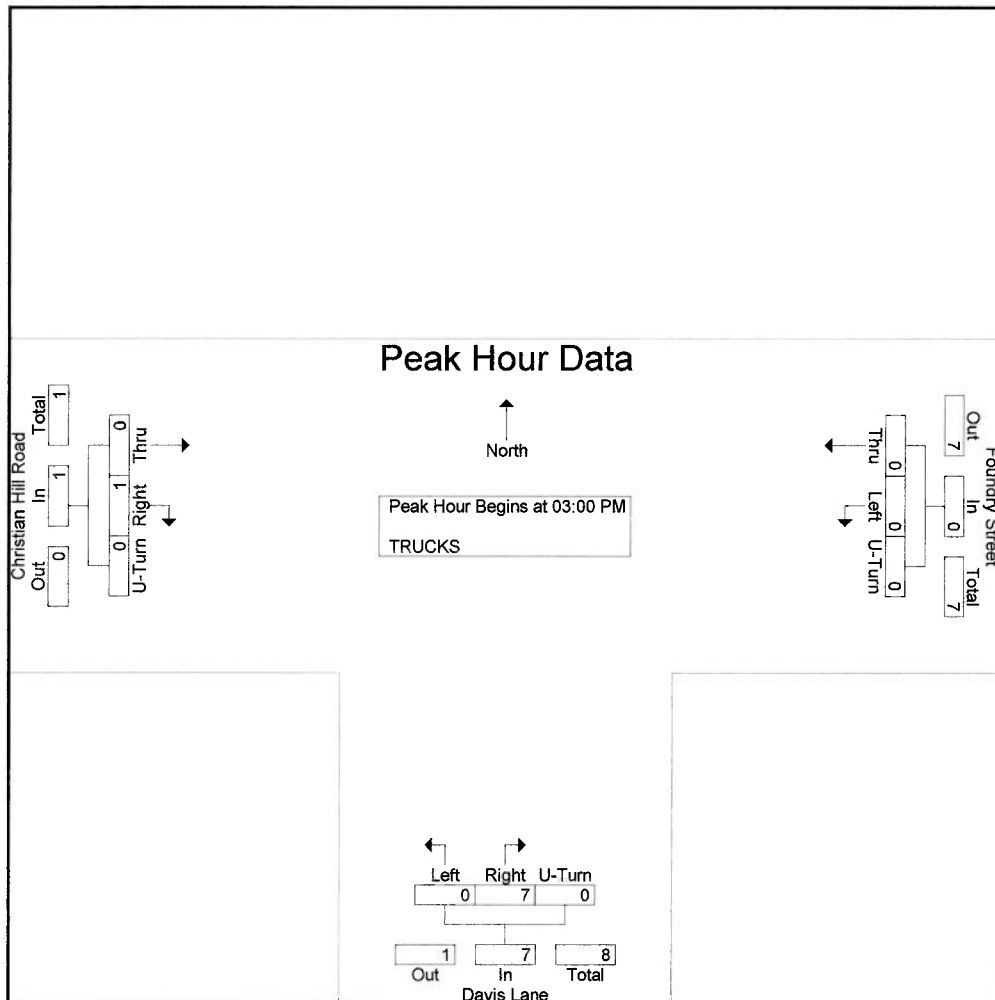


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Weather: Clear
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File Name : 1974A_Davis_N_PM
Site Code : 1974A
Start Date : 1/15/2020
Page No : 2

Start Time	Foundry Street From East				Davis Lane From South				Christian Hill Road From West				Int. Total
	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 03:00 PM													
03:00 PM	0	0	0	0	7	0	0	7	0	0	0	0	7
03:15 PM	0	0	0	0	0	0	0	0	1	0	0	1	1
03:30 PM	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	0	0
Total Volume	0	0	0	0	7	0	0	7	1	0	0	1	8
% App. Total	0	0	0	0	100	0	0	100	100	0	0	100	100
PHF	.000	.000	.000	.000	.250	.000	.000	.250	.250	.000	.000	.250	.286



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P.O. Box 1721
Concord, New Hampshire 03302

Weather: Clear
Collected By: MV
Job Number: 1974A
Town/State: Amherst, NH

File Name : 1974A_Davis_N_PM
Site Code : 1974A
Start Date : 1/15/2020
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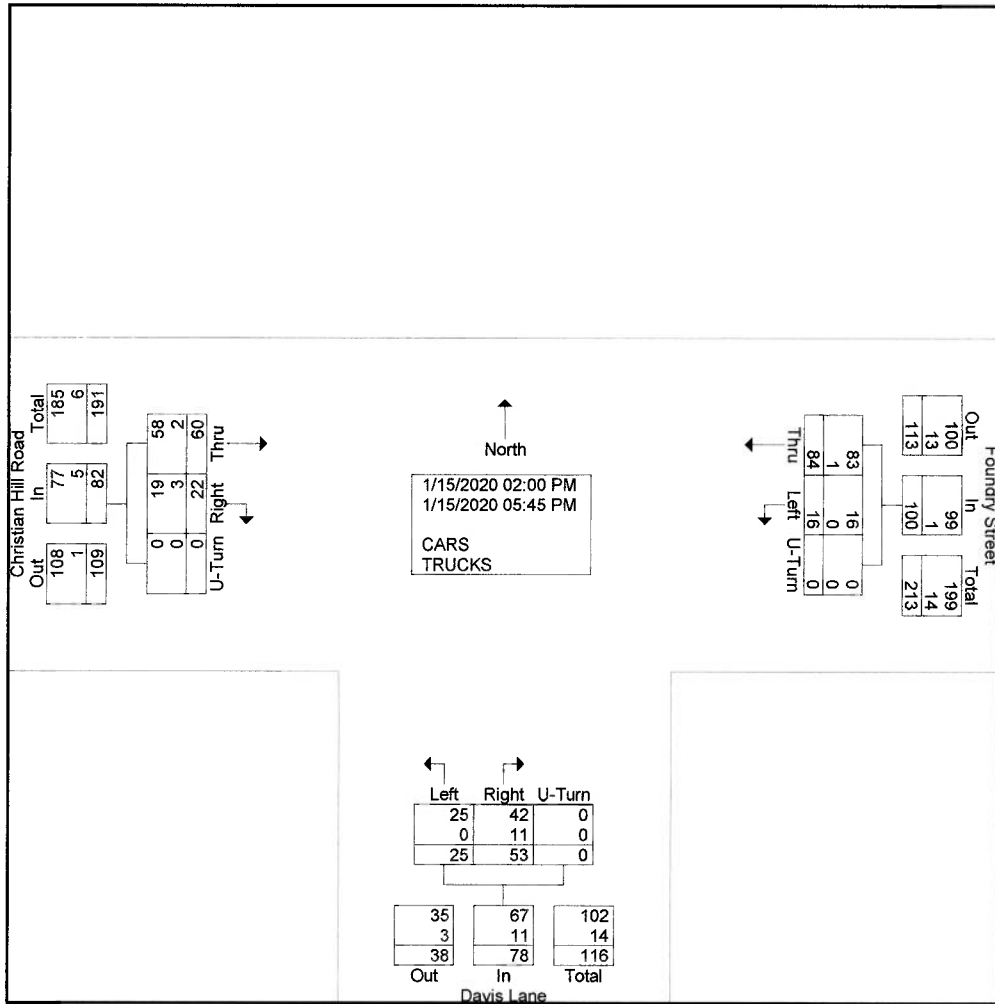
Groups Printed- CARS - TRUCKS

Start Time	Foundry Street From East				Davis Lane From South				Christian Hill Road From West				Int. Total
	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	
02:00 PM	2	2	0	4	0	4	0	4	0	4	0	4	12
02:15 PM	5	0	0	5	0	1	0	1	3	2	0	5	11
02:30 PM	5	0	0	5	0	1	0	1	3	1	0	4	10
02:45 PM	3	0	0	3	6	1	0	7	2	2	0	4	14
Total	15	2	0	17	6	7	0	13	8	9	0	17	47
03:00 PM	2	0	0	2	36	4	0	40	0	6	0	6	48
03:15 PM	6	4	0	10	2	2	0	4	2	2	0	4	18
03:30 PM	8	0	0	8	0	2	0	2	0	5	0	5	15
03:45 PM	3	3	0	6	3	0	0	3	2	3	0	5	14
Total	19	7	0	26	41	8	0	49	4	16	0	20	95
04:00 PM	7	3	0	10	0	1	0	1	2	8	0	10	21
04:15 PM	4	0	0	4	0	1	0	1	0	2	0	2	7
04:30 PM	3	0	0	3	0	0	0	0	1	5	0	6	9
04:45 PM	5	2	0	7	0	1	0	1	2	3	0	5	13
Total	19	5	0	24	0	3	0	3	5	18	0	23	50
05:00 PM	12	0	0	12	1	3	0	4	2	3	0	5	21
05:15 PM	8	0	0	8	0	1	0	1	3	3	0	6	15
05:30 PM	4	0	0	4	1	1	0	2	0	2	0	2	8
05:45 PM	7	2	0	9	4	2	0	6	0	9	0	9	24
Total	31	2	0	33	6	7	0	13	5	17	0	22	68
Grand Total	84	16	0	100	53	25	0	78	22	60	0	82	260
Apprch %	84	16	0		67.9	32.1	0		26.8	73.2	0		
Total %	32.3	6.2	0	38.5	20.4	9.6	0	30	8.5	23.1	0	31.5	
CARS	83	16	0	99	42	25	0	67	19	58	0	77	243
% CARS	98.8	100	0	99	79.2	100	0	85.9	86.4	96.7	0	93.9	93.5
TRUCKS	1	0	0	1	11	0	0	11	3	2	0	5	17
% TRUCKS	1.2	0	0	1	20.8	0	0	14.1	13.6	3.3	0	6.1	6.5

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Weather: Clear
Collected By: MV
Job Number: 1974A
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File Name : 1974A_Davis_N_PM
Site Code : 1974A
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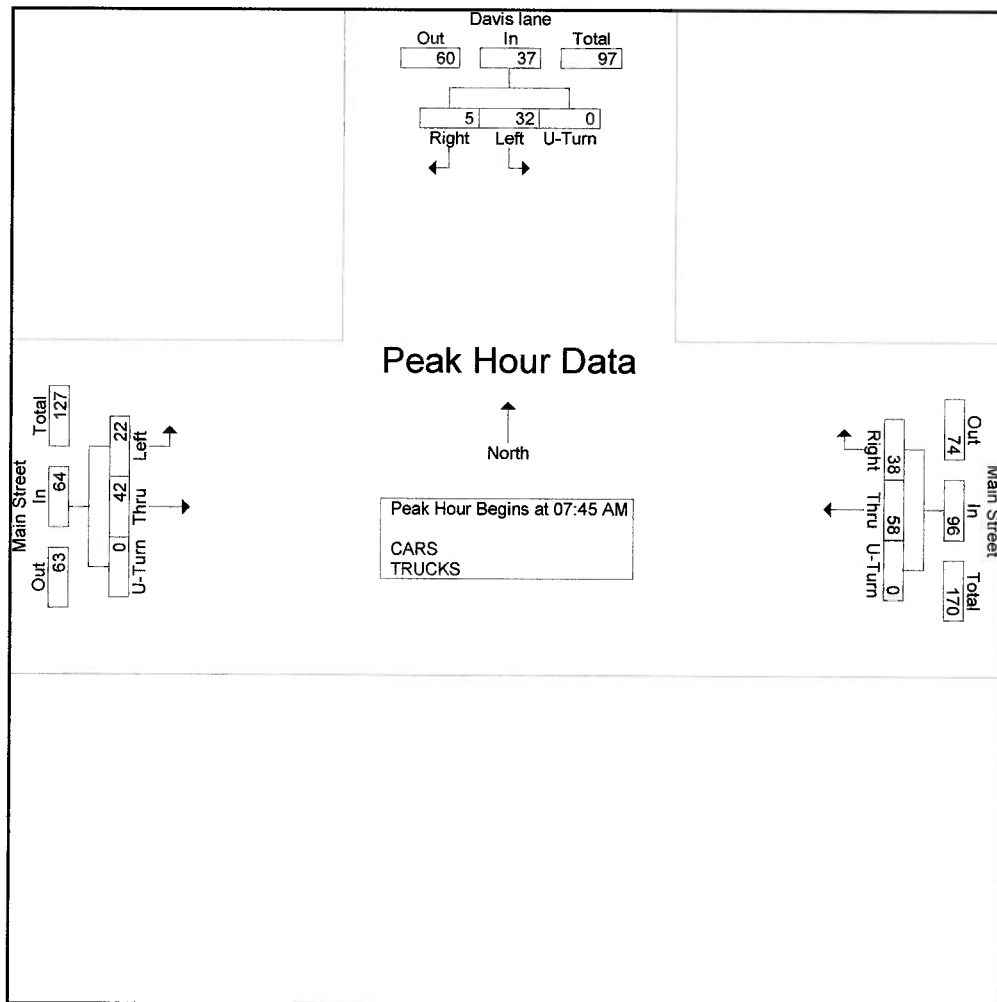


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Weather: Clear
Collected By: MV
Job Number: 1974A
Town/State: Amherst, NH

File Name : 1974A_Davis_S_AM
Site Code : 1974A
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Start Time	Davis lane From North				Main Street From East				Main Street From West				Int. Total
	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	Thru	Left	U-Turn	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:45 AM													
07:45 AM	0	7	0	7	2	9	0	11	10	5	0	15	33
08:00 AM	0	11	0	11	16	10	0	26	8	11	0	19	56
08:15 AM	3	10	0	13	18	27	0	45	15	5	0	20	78
08:30 AM	2	4	0	6	2	12	0	14	9	1	0	10	30
Total Volume	5	32	0	37	38	58	0	96	42	22	0	64	197
% App. Total	13.5	86.5	0		39.6	60.4	0		65.6	34.4	0		
PHF	.417	.727	.000	.712	.528	.537	.000	.533	.700	.500	.000	.800	.631

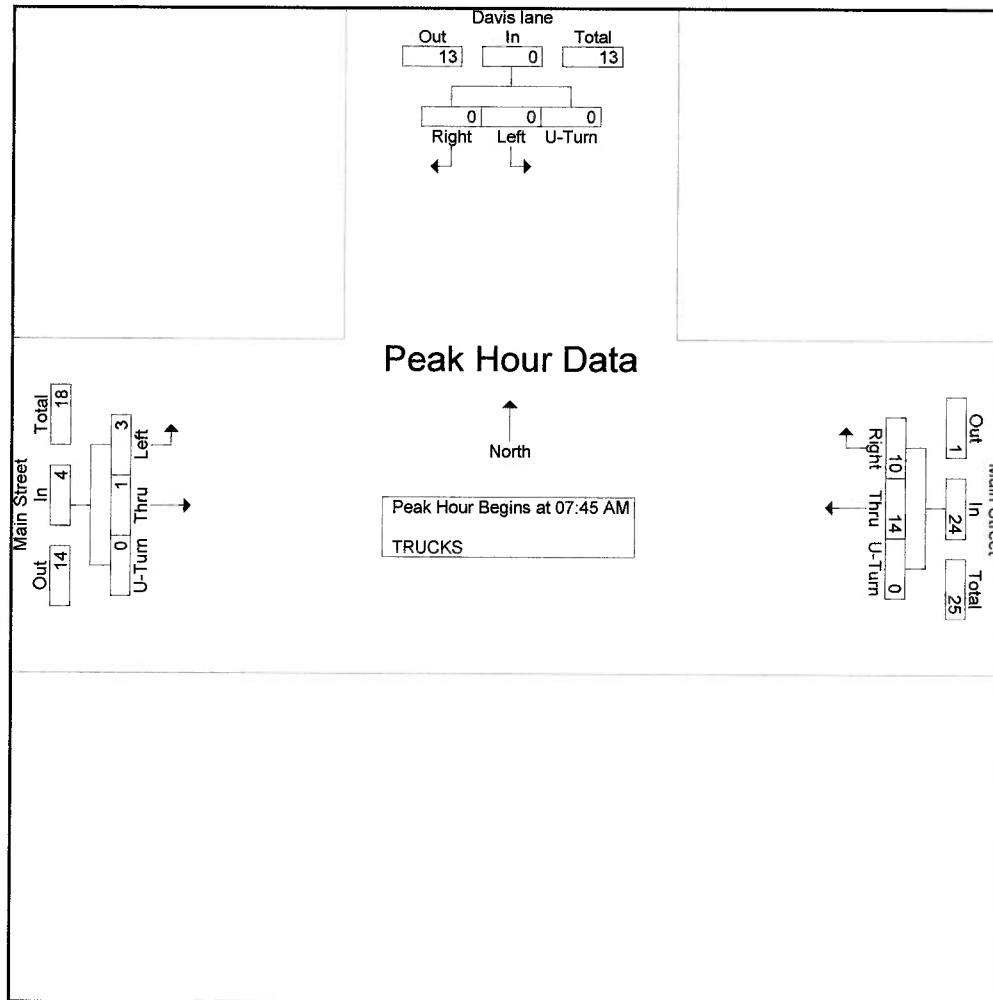


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Weather: Clear
Collected By: MV
Job Number: 1974A
Town/State: Amherst, NH

File Name : 1974A_Davis_S_AM
Site Code : 1974A
Start Date : 1/15/2020
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Start Time	Davis lane From North				Main Street From East				Main Street From West				Int. Total
	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	Thru	Left	U-Turn	App. Total	
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:45 AM													
07:45 AM	0	0	0	0	0	1	0	1	1	0	0	1	2
08:00 AM	0	0	0	0	3	0	0	3	0	3	0	3	6
08:15 AM	0	0	0	0	7	13	0	20	0	0	0	0	20
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	10	14	0	24	1	3	0	4	28
% App. Total	0	0	0	0	41.7	58.3	0		25	75	0		
PHF	.000	.000	.000	.000	.357	.269	.000	.300	.250	.250	.000	.333	.350



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Weather: Clear
Collected By: MV
Job Number: 1974A
Town/State: Amherst, NH

File Name : 1974A_Davis_S_AM
Site Code : 1974A
Start Date : 1/15/2020
Page No : 1

Groups Printed- CARS - TRUCKS

Start Time	Davis lane From North				Main Street From East				Main Street From West				Int. Total
	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	Thru	Left	U-Turn	App. Total	
07:00 AM	0	7	0	7	0	4	0	4	1	2	0	3	14
07:15 AM	0	1	0	1	0	5	0	5	5	1	0	6	12
07:30 AM	0	2	0	2	0	4	0	4	7	1	0	8	14
07:45 AM	0	7	0	7	2	9	0	11	10	5	0	15	33
Total	0	17	0	17	2	22	0	24	23	9	0	32	73
08:00 AM	0	11	0	11	16	10	0	26	8	11	0	19	56
08:15 AM	3	10	0	13	18	27	0	45	15	5	0	20	78
08:30 AM	2	4	0	6	2	12	0	14	9	1	0	10	30
08:45 AM	1	2	0	3	1	3	0	4	2	0	0	2	9
Total	6	27	0	33	37	52	0	89	34	17	0	51	173
Grand Total	6	44	0	50	39	74	0	113	57	26	0	83	246
Apprch %	12	88	0		34.5	65.5	0		68.7	31.3	0		
Total %	2.4	17.9	0	20.3	15.9	30.1	0	45.9	23.2	10.6	0	33.7	
CARS	6	44	0	50	29	60	0	89	56	23	0	79	218
% CARS	100	100	0	100	74.4	81.1	0	78.8	98.2	88.5	0	95.2	88.6
TRUCKS	0	0	0	0	10	14	0	24	1	3	0	4	28
% TRUCKS	0	0	0	0	25.6	18.9	0	21.2	1.8	11.5	0	4.8	11.4

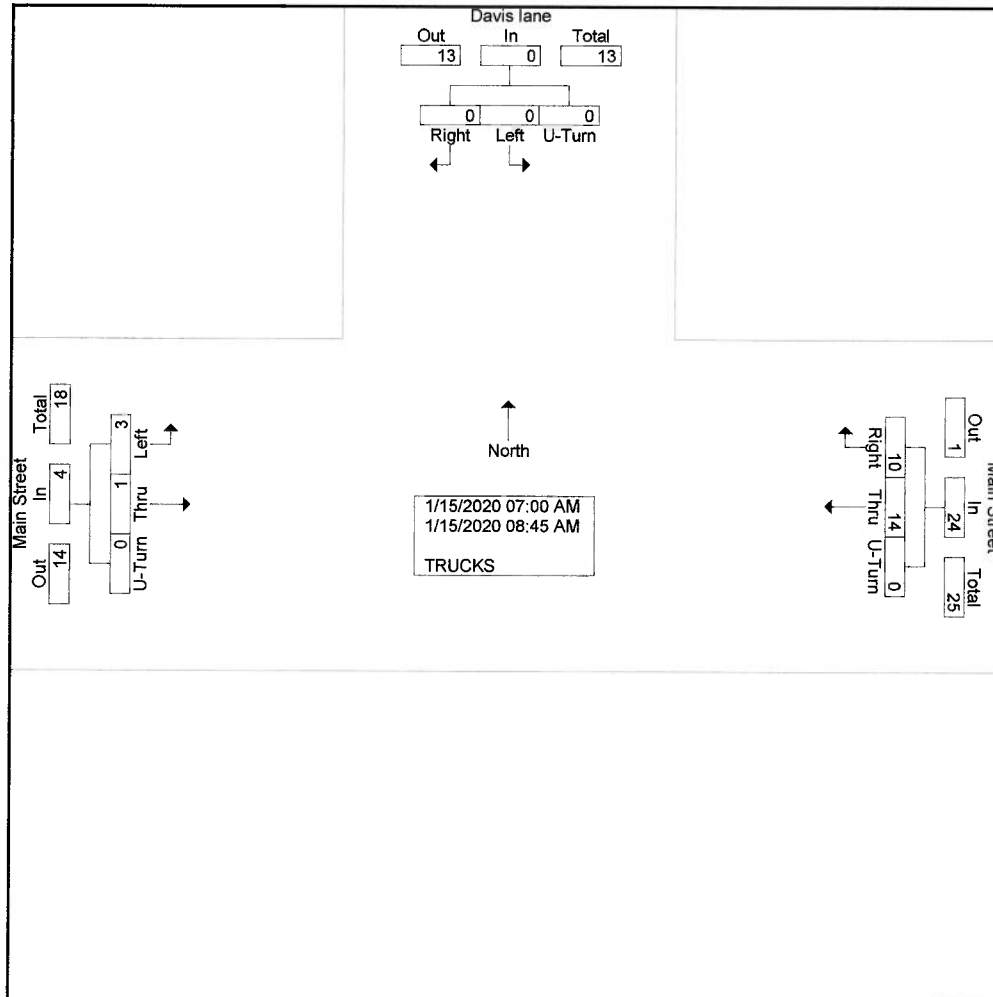
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Weather: Clear
Collected By: MV
Job Number: 1974A
Town/State: Amherst, NH

File Name : 1974A_Davis_S_AM
Site Code : 1974A
Start Date : 1/15/2020
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Groups Printed- TRUCKS

Start Time	Davis lane From North				Main Street From East				Main Street From West				Int. Total
	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	Thru	Left	U-Turn	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	1	0	1	1	0	0	1	2
Total	0	0	0	0	0	1	0	1	1	0	0	1	2
08:00 AM	0	0	0	0	3	0	0	3	0	3	0	3	6
08:15 AM	0	0	0	0	7	13	0	20	0	0	0	0	20
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	10	13	0	23	0	3	0	3	26
Grand Total	0	0	0	0	10	14	0	24	1	3	0	4	28
Apprch %	0	0	0	0	41.7	58.3	0		25	75	0		
Total %	0	0	0	0	35.7	50	0	85.7	3.6	10.7	0	14.3	



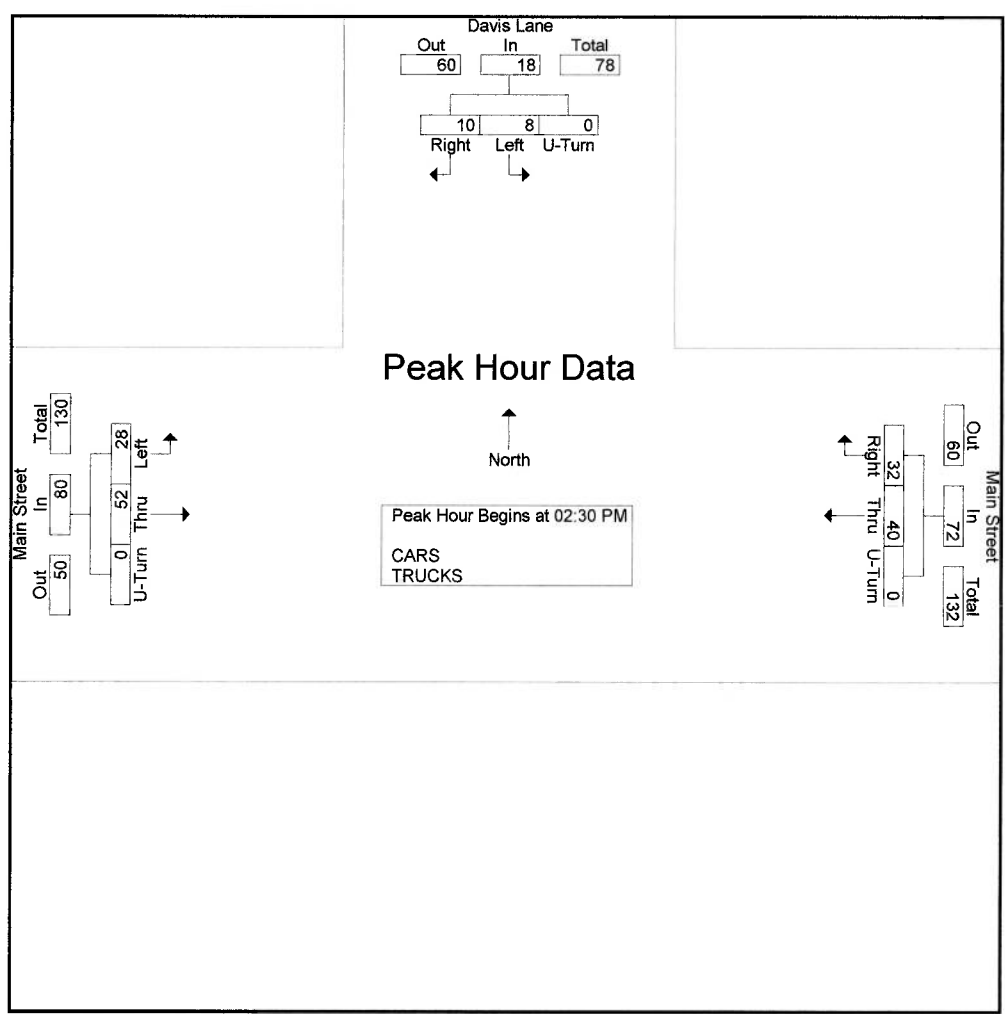
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Weather: Clear
 Collected By: MV
 Job Number: 1974A
 Town/State: Amherst, NH

File Name : 1974A_Davis_S_PM
 Site Code : 1974A
 Start Date : 1/15/2020
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Start Time	Davis Lane From North				Main Street From East				Main Street From West				Int. Total
	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	Thru	Left	U-Turn	App. Total	
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 02:30 PM													
02:30 PM	2	1	0	3	2	7	0	9	6	2	0	8	20
02:45 PM	2	2	0	4	14	4	0	18	13	13	0	26	48
03:00 PM	1	2	0	3	12	16	0	28	17	12	0	29	60
03:15 PM	5	3	0	8	4	13	0	17	16	1	0	17	42
Total Volume	10	8	0	18	32	40	0	72	52	28	0	80	170
% App. Total	55.6	44.4	0		44.4	55.6	0		65	35	0		
PHF	.500	.667	.000	.563	.571	.625	.000	.643	.765	.538	.000	.690	.708

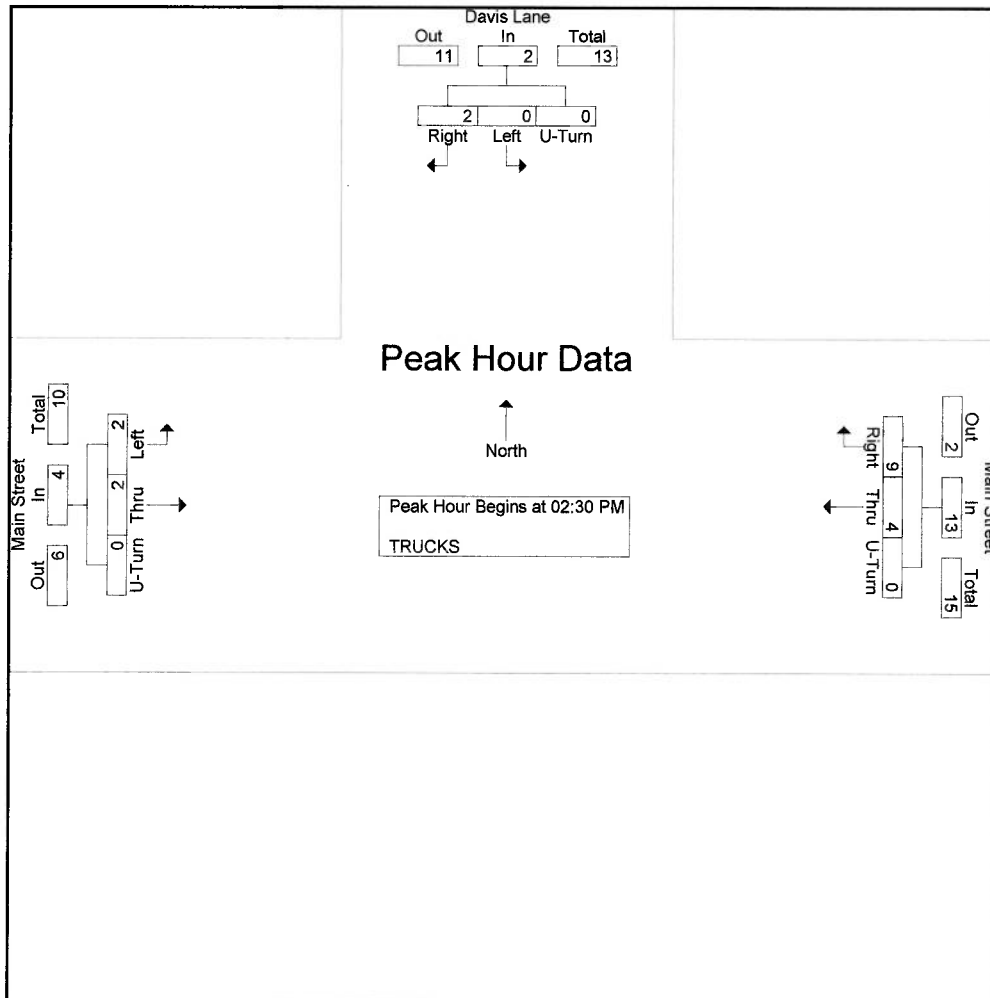


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Weather: Clear
Collected By: MV
Job Number: 1974A
Town/State: Amherst, NH

File Name : 1974A_Davis_S_PM
Site Code : 1974A
Start Date : 1/15/2020
Page No : 3

Start Time	Davis Lane From North				Main Street From East				Main Street From West				Int. Total
	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	Thru	Left	U-Turn	App. Total	
Peak Hour Analysis From 02:30 PM to 03:15 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 02:30 PM													
02:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	1
02:45 PM	0	0	0	0	3	1	0	4	1	2	0	3	7
03:00 PM	1	0	0	1	6	1	0	7	0	0	0	0	8
03:15 PM	1	0	0	1	0	1	0	1	1	0	0	1	3
Total Volume	2	0	0	2	9	4	0	13	2	2	0	4	19
% App. Total	100	0	0		69.2	30.8	0		50	50	0		
PHF	.500	.000	.000	.500	.375	1.00	.000	.464	.500	.250	.000	.333	.594



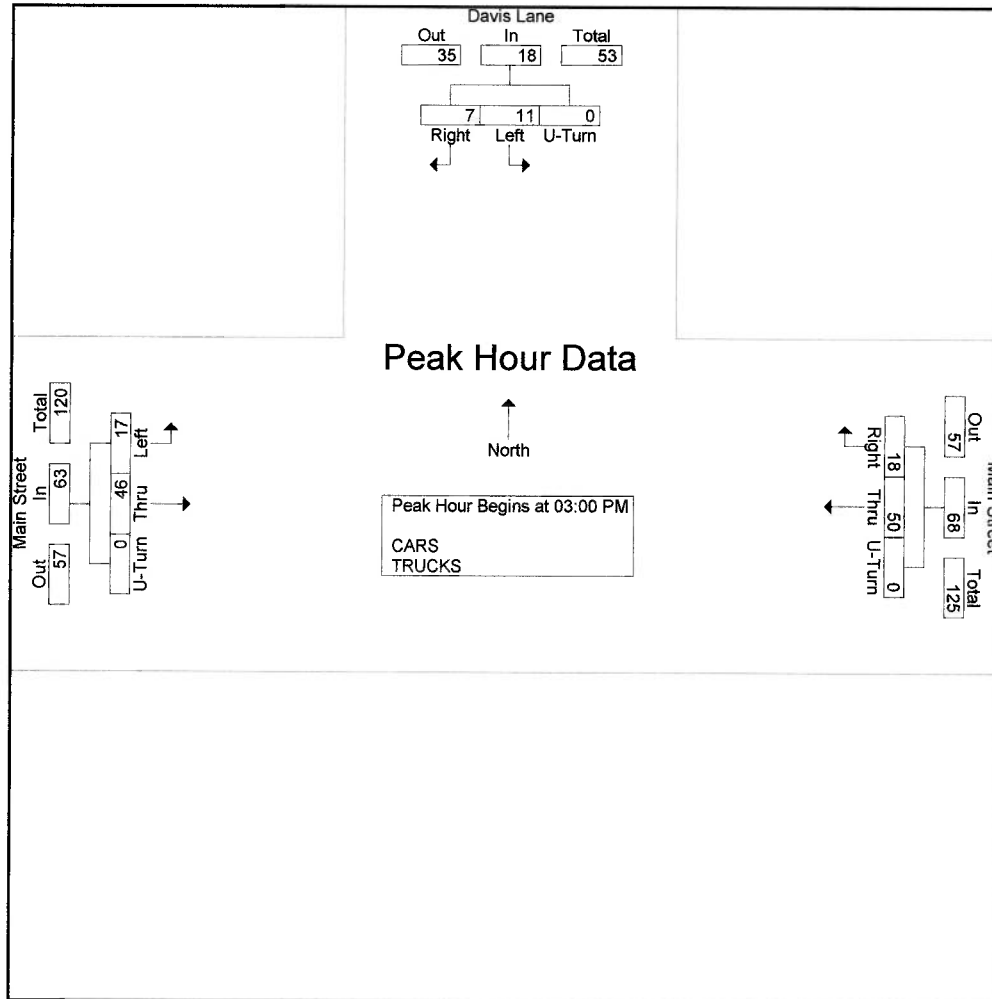
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Weather: Clear
Collected By: MV
Job Number: 1974A
Town/State: Amherst, NH

File Name : 1974A_Davis_S_PM
Site Code : 1974A
Start Date : 1/15/2020
Page No : 3

Start Time	Davis Lane From North				Main Street From East				Main Street From West				Int. Total
	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	Thru	Left	U-Turn	App. Total	
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 03:00 PM													
03:00 PM	1	2	0	3	12	16	0	28	17	12	0	29	60
03:15 PM	5	3	0	8	4	13	0	17	16	1	0	17	42
03:30 PM	0	2	0	2	0	9	0	9	5	2	0	7	18
03:45 PM	1	4	0	5	2	12	0	14	8	2	0	10	29
Total Volume	7	11	0	18	18	50	0	68	46	17	0	63	149
% App. Total	38.9	61.1	0		26.5	73.5	0		73	27	0		
PHF	.350	.688	.000	.563	.375	.781	.000	.607	.676	.354	.000	.543	.621

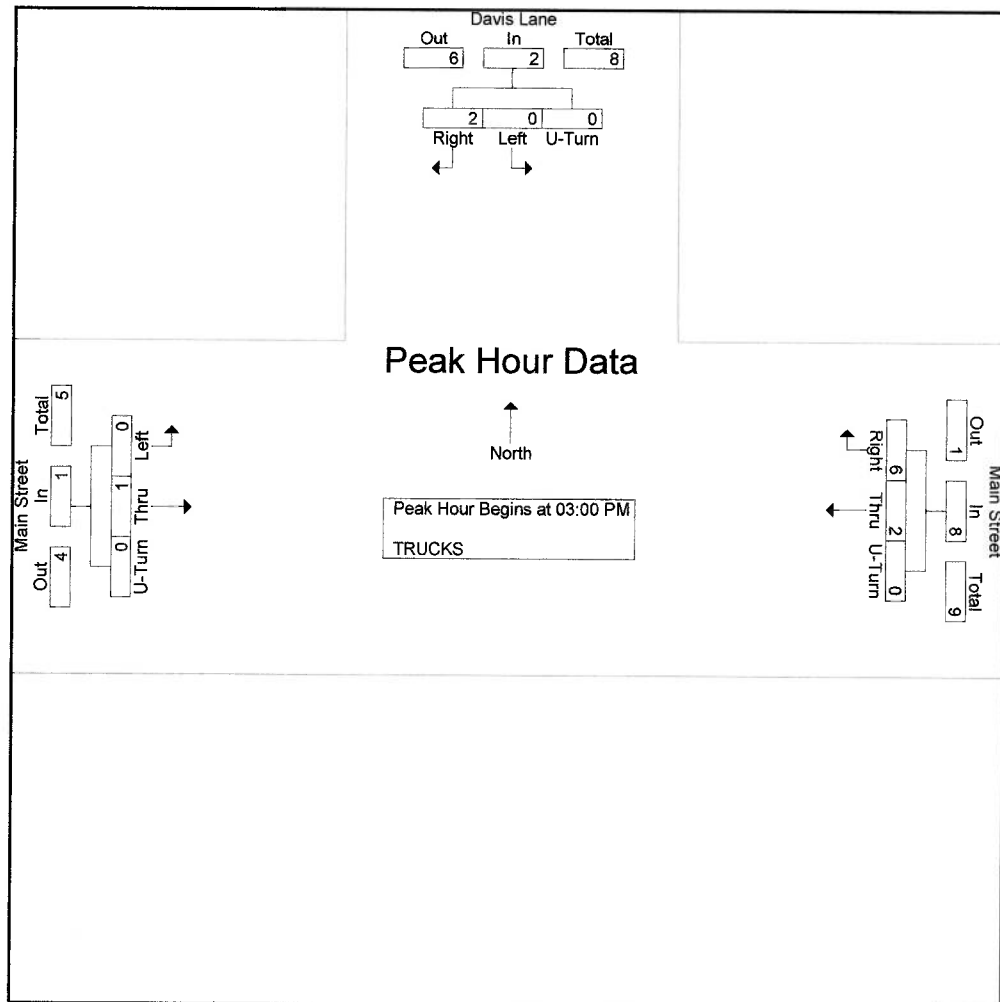


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Weather: Clear
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File Name : 1974A_Davis_S_PM
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Start Time	Davis Lane From North				Main Street From East				Main Street From West				Int. Total
	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	Thru	Left	U-Turn	App. Total	
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 03:00 PM													
03:00 PM	1	0	0	1	6	1	0	7	0	0	0	0	8
03:15 PM	1	0	0	1	0	1	0	1	1	0	0	1	3
03:30 PM	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	0	0
Total Volume	2	0	0	2	6	2	0	8	1	0	0	1	11
% App. Total	100	0	0		75	25	0		100	0	0		
PHF	.500	.000	.000	.500	.250	.500	.000	.286	.250	.000	.000	.250	.344



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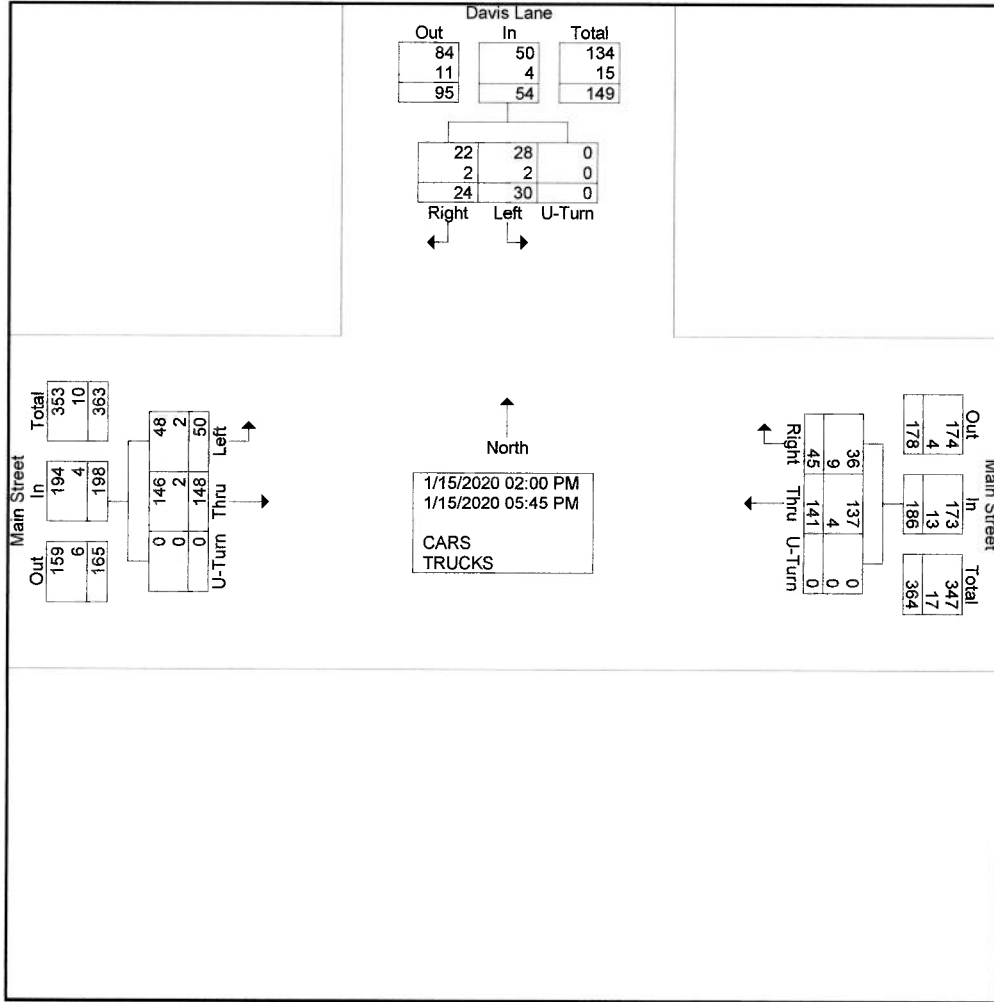
Groups Printed- CARS - TRUCKS

Start Time	Davis Lane From North				Main Street From East				Main Street From West				Int. Total
	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	Thru	Left	U-Turn	App. Total	
02:00 PM	1	1	0	2	1	5	0	6	6	4	0	10	18
02:15 PM	1	4	0	5	0	6	0	6	8	3	0	11	22
02:30 PM	2	1	0	3	2	7	0	9	6	2	0	8	20
02:45 PM	2	2	0	4	14	4	0	18	13	13	0	26	48
Total	6	8	0	14	17	22	0	39	33	22	0	55	108
03:00 PM	1	2	0	3	12	16	0	28	17	12	0	29	60
03:15 PM	5	3	0	8	4	13	0	17	16	1	0	17	42
03:30 PM	0	2	0	2	0	9	0	9	5	2	0	7	18
03:45 PM	1	4	0	5	2	12	0	14	8	2	0	10	29
Total	7	11	0	18	18	50	0	68	46	17	0	63	149
04:00 PM	3	1	0	4	2	10	0	12	3	0	0	3	19
04:15 PM	0	0	0	0	0	8	0	8	11	1	0	12	20
04:30 PM	0	1	0	1	0	9	0	9	8	0	0	8	18
04:45 PM	2	1	0	3	2	7	0	9	8	2	0	10	22
Total	5	3	0	8	4	34	0	38	30	3	0	33	79
05:00 PM	3	4	0	7	4	7	0	11	10	2	0	12	30
05:15 PM	1	3	0	4	0	10	0	10	9	1	0	10	24
05:30 PM	0	0	0	0	1	9	0	10	12	1	0	13	23
05:45 PM	2	1	0	3	1	9	0	10	8	4	0	12	25
Total	6	8	0	14	6	35	0	41	39	8	0	47	102
Grand Total	24	30	0	54	45	141	0	186	148	50	0	198	438
Apprch %	44.4	55.6	0		24.2	75.8	0		74.7	25.3	0		
Total %	5.5	6.8	0	12.3	10.3	32.2	0	42.5	33.8	11.4	0	45.2	
CARS	22	28	0	50	36	137	0	173	146	48	0	194	417
% CARS	91.7	93.3	0	92.6	80	97.2	0	93	98.6	96	0	98	95.2
TRUCKS	2	2	0	4	9	4	0	13	2	2	0	4	21
% TRUCKS	8.3	6.7	0	7.4	20	2.8	0	7	1.4	4	0	2	4.8

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Weather: Clear
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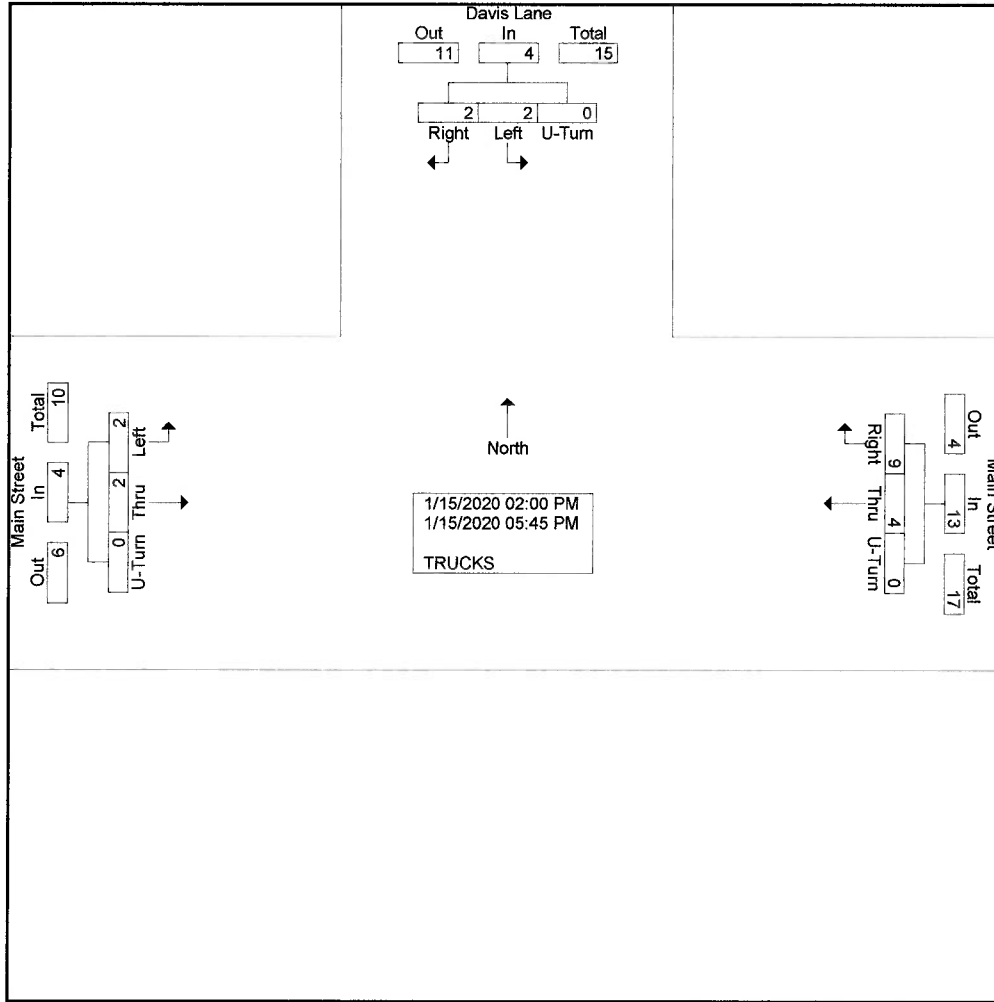
Groups Printed- TRUCKS

Start Time	Davis Lane From North				Main Street From East				Main Street From West				Int. Total
	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	Thru	Left	U-Turn	App. Total	
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	1
02:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	1
02:45 PM	0	0	0	0	3	1	0	4	1	2	0	3	7
Total	0	1	0	1	3	2	0	5	1	2	0	3	9
03:00 PM	1	0	0	1	6	1	0	7	0	0	0	0	8
03:15 PM	1	0	0	1	0	1	0	1	1	0	0	1	3
03:30 PM	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	0	0
Total	2	0	0	2	6	2	0	8	1	0	0	1	11
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	0	0	0	0	0	0	0	0	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	2	2	0	4	9	4	0	13	2	2	0	4	21
Apprch %	50	50	0		69.2	30.8	0		50	50	0		
Total %	9.5	9.5	0	19	42.9	19	0	61.9	9.5	9.5	0	19	

Stephen G. Pernaw & Company, Inc.
P.O. Box 1721
Concord, New Hampshire 03302

Weather: Clear
Collected By: MV
Job Number: 1974A
Town/State: Amherst, NH

File Name : 1974A_Davis_S_PM
Site Code : 1974A
Start Date : 1/15/2020
Page No : 2

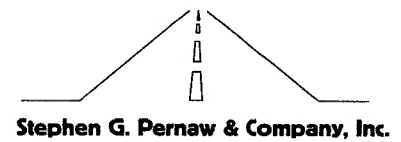


Appendix D

Seasonal Adjustment Factor / Historical Growth Rate

Seasonal Adjustment Factors

NHDOT Group 4 (Urban) vs. Local Amherst Factor



Method A: NHDOT Group 4 Average

Year 2018 Monthly Data - Urban

Month	ADT	Adjustment to	
		Average	Peak
Jan	11,282	1.13	1.24
Feb	11,848	1.08	1.18
Mar	11,828	1.08	1.18
Apr	12,491	1.02	1.12
May	13,587	0.94	1.03
Jun	13,911	0.92	1.00
Jul	13,765	0.93	1.01
Aug	13,945	0.92	1.00
Sep	13,168	0.97	1.06
Oct	13,367	0.96	1.04
Nov	12,215	1.05	1.14
Dec	11,963	1.07	1.17

Year 2017 Monthly Data - Urban

Month	ADT	Adjustment to	
		Average	Peak
Jan	12254	1.21	1.33
Feb	13494	1.10	1.21
Mar	14335	1.03	1.14
Apr	15004	0.99	1.09
May	15547	0.95	1.05
Jun	16310	0.91	1.00
Jul	15523	0.95	1.05
Aug	15974	0.93	1.02
Sep	15546	0.95	1.05
Oct	15104	0.98	1.08
Nov	14544	1.02	1.12
Dec	14151	1.05	1.15

Year 2016 Monthly Data - Urban

Month	ADT	Adjustment to	
		Average	Peak
Jan	13573	1.16	1.25
Feb	14038	1.12	1.21
Mar	15731	1.00	1.08
Apr	16139	0.97	1.05
May	15705	1.00	1.08
Jun	16766	0.94	1.01
Jul	15752	1.00	1.08
Aug	16529	0.95	1.03
Sep	17007	0.92	1.00
Oct	16598	0.94	1.02
Nov	15649	1.00	1.09
Dec	14638	1.07	1.16

Average Peak-Month Factor 1.16

Method B: Local Amherst Factor

SGP ATR on Boston Post Road over Beaver Brook
(same location as NHDOT 82013064)

SGP DATA:

Wednesday 12/11/19	2820 vpd
Thursday 12/12/19	3034 vpd
Average:	2927 vpd

NHDOT JULY DATA (same location):

Tuesday 7/23/19	2901 vpd
Wednesday 7/24/19	3128 vpd
Thursday 7/25/19	3140 vpd
Friday 7/26/19	3031 vpd
Average:	3050 vpd

Convert NHDOT July data to Peak Month

2018 seasonal factor	1.01
2017 seasonal factor	1.05
2016 seasonal factor	1.08
Average:	1.05

Calculate NHDOT Peak Month Volume

3050 vpd X 1.05 = 3203 vpd

Calculate Local Amherst Factor

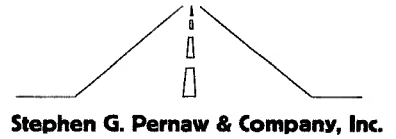
NHDOT Peak Month Volume / SGP December Volume

3203 / 2927 = 1.09

Determine average factor

Group 4 Method =	1.16
Local Factor =	1.09
Average:	1.13

USE 1.15



STEPHEN G. PERNAW & COMPANY, INC.
 PROJECT: Proposed Residential Developments, Amherst, New Hampshire
 NUMBER: 1974A
 COUNT STATION: 82013064

HISTORICAL GROWTH CALCULATIONS

LOCATION : Boston Post Road (Over Beaver Brook) North of Jones Road - Amherst, NH
CASE : AADT

ARITHMETIC PROJECTIONS

YEAR	AADT			<i>PROJECTIONS</i>	
		Regression Output:			
2016	2243	Constant	-89485.167	2019	2379
2017	2288	Std Err of Y Est	0.4082483	2020	2425
2018	2334	R Squared	0.9999597	2021	2470
		No. of Observations	3	2022	2516
		Degrees of Freedom	1	2023	2561
		X Coefficient	45.5	2024	2607
		Std Err of Coef.	0.2886751	2025	2652
				2026	2698
				2027	2743
				2028	2789
				2029	2834

RATE = 46 VPD/YEAR

GEOMETRIC PROJECTIONS

YEAR	AADT	Ln AADT			<i>PROJECTIONS</i>	
			Regression Output:			
2016	2243	7.71557	Constant	-32.37187	2019	2381
2017	2288	7.73543	Std Err of Y Est	1.7E-05	2020	2429
2018	2334	7.75534	R Squared	0.9999996	2021	2477
			No. of Observations	3	2022	2527
			Degrees of Freedom	1	2023	2578
			X Coefficient	0.0198846	2024	2630
			Std Err of Coef.	1.202E-05	2025	2683
					2026	2736
					2027	2791
					2028	2847
					2029	2905

RATE = 2.0 % / YEAR

List View All DIRs

Record	⏪ ⏩ 1	of 1	Goto Record	go
Location ID	82013064	MPO ID		
Type	SPOT	HPMS ID		
On NHS	No	On HPMS	No	
LRS ID	L0130131__	LRS Loc Pt.		
SF Group	04	Route Type		
AF Group	04	Route		
GF Group	E	Active	Yes	
Class Dist Grp	Default	Category	3	
Seas Clss Grp	Default			
WIM Group	Default			
QC Group	Default			
Funct'l Class	Local	Milepost		
Located On	Boston Post Rd			
Loc On Alias	BOSTON POST RD OVER BEAVER BROOK NORTH OF JONES RD			
	PR	MP	PT	▼
More Detail ▶				
STATION DATA				

Directions: 2-WAY ⓘ

AADT ⓘ

Year	AADT	DHV-30	K %	D %	PA	BC	Src
2018	2,334 ³		12		2,151 (92%)	183 (8%)	Grown from 2017
2017	2,288 ³		12		2,124 (93%)	164 (7%)	Grown from 2016
2016	2,243	261	12		2,046 (91%)	197 (9%)	
2015	2,527 ³						Grown from 2014
2014	2,453 ³						Grown from 2013

1-5 of 14

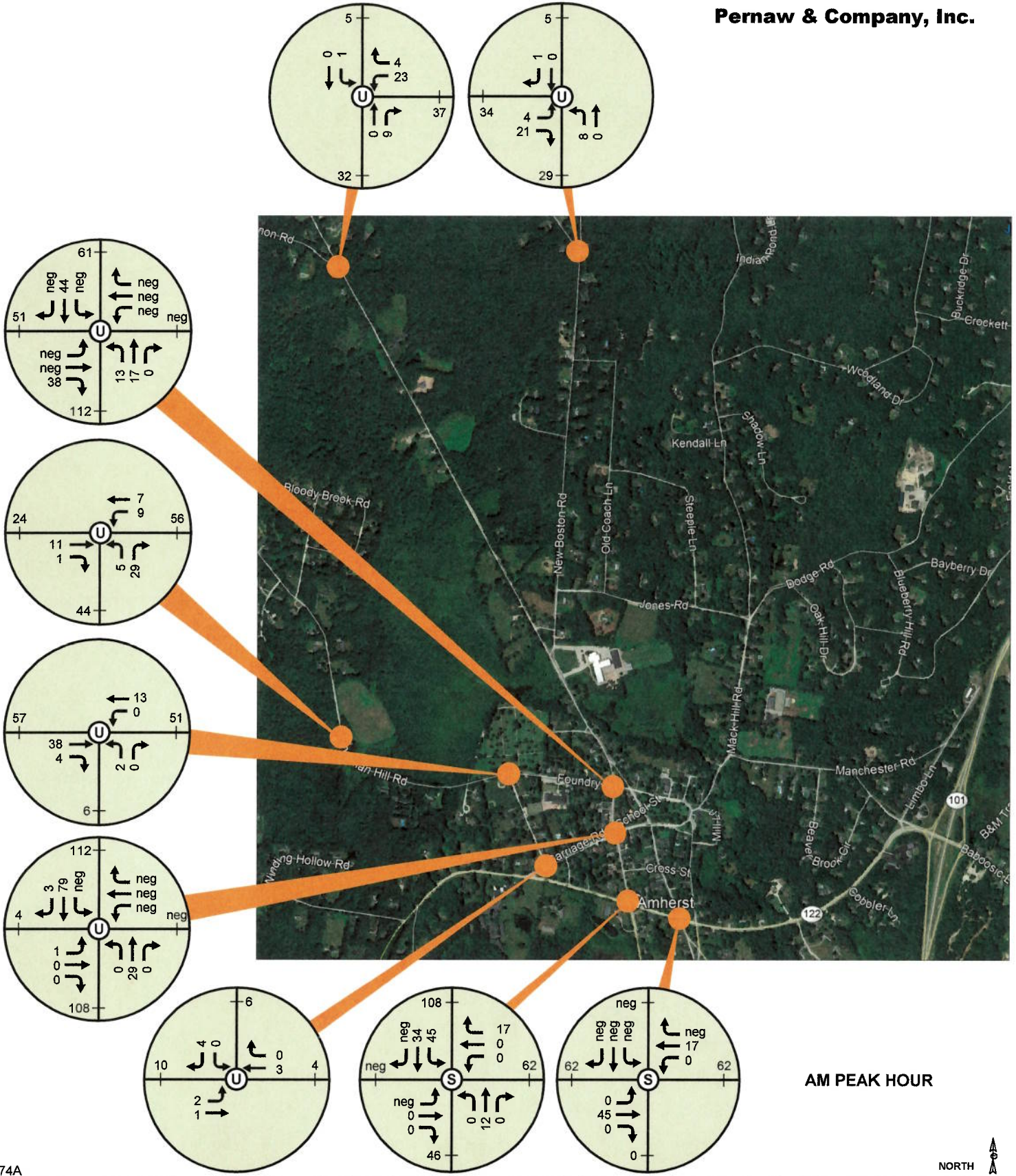
Travel Demand Model										
Model Year	Model AADT	AM PHV	AM PPV	MD PHV	MD PPV	PM PHV	PM PPV	NT PHV	NT PPV	

VOLUME COUNT			
	Date	Int	Total
🐾	Sun 7/28/2019	60	1,868
🐾	Sat 7/27/2019	60	2,296
🐾	Fri 7/26/2019	60	3,031
🐾	Thu 7/25/2019	60	3,140
🐾	Wed 7/24/2019	60	3,128
🐾	Tue 7/23/2019	60	2,901
🐾	Sun 8/7/2016	60	1,861

VOLUME TREND	
Year	Annual Growth

Appendix E

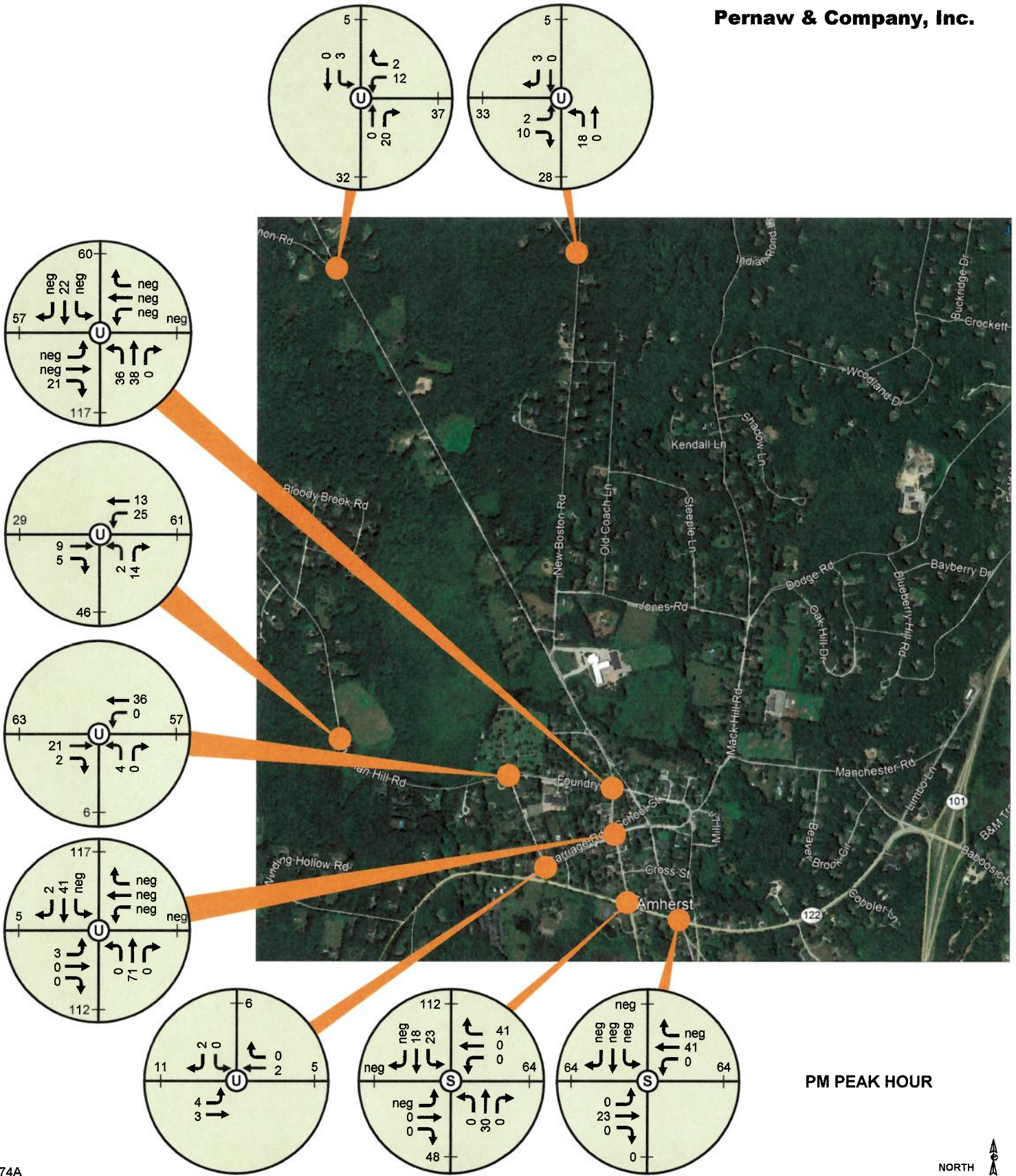
Site Generated Traffic Volumes / Trip Distribution



AM PEAK HOUR



1974A



PM PEAK HOUR



1974A

Appendix

Site Generated Traffic Volumes - PM Peak Hour

Traffic Impact and Site Access Study, Proposed Residential Developments, Amherst, New Hampshire

Trip Generation Summary

Alternative: Clearview

Phase:

Project: 2003A

Open Date: 3/31/2020

Analysis Date: 3/31/2020

ITE	Land Use	Weekday Average Daily Trips				Weekday AM Peak Hour of Adjacent Street Traffic			Weekday PM Peak Hour of Adjacent Street Traffic			
		*	Enter	Exit	Total	*	Enter	Exit	Total	*	Enter	Exit
210	SFHOUSE 1		177	177	354	7	20	27	21	12	33	
	31 Dwelling Units (East)	x 1.25 =	221	221	442	9	25	34	23	14	37	
210	SFHOUSE 2		198	198	396	8	22	30	23	14	37	
	35 Dwelling Units (West)	x 1.25 =	248	248	496	10	27	37	44	26	70	
Unadjusted Volume			375	375	750	15	42	57	44	26	70	
Internal Capture Trips			0	0	0	0	0	0	0	0	0	
Pass-By Trips			0	0	0	0	0	0	0	0	0	
Volume Added to Adjacent Streets			375	375	750	15	42	57	44	26	70	

Total Weekday Average Daily Trips Internal Capture = 0 Percent

Total Weekday AM Peak Hour of Adjacent Street Traffic Internal Capture = 0 Percent

Total Weekday PM Peak Hour of Adjacent Street Traffic Internal Capture = 0 Percent

* - Custom rate used for selected time period.

Trip Generation Summary

Alternative: Jacobson Farm

Phase:

Project: 2003A

Open Date: 3/31/2020

Analysis Date: 3/31/2020

ITE	Land Use	Weekday Average Daily Trips			Weekday AM Peak Hour of Adjacent Street Traffic			Weekday PM Peak Hour of Adjacent Street Traffic		
		* Enter	Exit	Total	* Enter	Exit	Total	* Enter	Exit	Total
210	SFHOUSE 3	5	4	9	0	1	1	1	0	1
	1 Dwelling Units (6 beds)	$22 \times 1.25 = 17$	17	26	22×1.25	2	2	2	0	2
210	SFHOUSE 4	290	290	580	11	31	42	35	20	55
	53 Dwelling Units	$3 \times 1.25 = 3.75$	3.75	7.25	$3 \times 1.25 = 3.75$	4	5.2			
210	SFHOUSE 5	29	28	57	1	3	4	4	2	6
	6 Dwelling Units (4 beds)	$1.5 \times 1.25 = 3.75$	3.75	11.0	$1.5 \times 1.25 = 3.75$	6	8	4	3	9
210	SFHOUSE 6	0	0	0	0	0	0	0	0	0
	0 Dwelling Units FARM	20	20	40	2	2	4	4	4	8
Unadjusted Volume		324	322	646	12	35	47	40	22	62
Internal Capture Trips		0	0	0	0	0	0	0	0	0
Pass-By Trips		0	0	0	0	0	0	0	0	0
Volume Added to Adjacent Streets		324	322	646	12	35	47	40	22	62

Total Weekday Average Daily Trips Internal Capture = 0 Percent

Total Weekday AM Peak Hour of Adjacent Street Traffic Internal Capture = 0 Percent

Total Weekday PM Peak Hour of Adjacent Street Traffic Internal Capture = 0 Percent

FARM ≈ 280 trips/week, $\frac{280}{7} = 36/day$, round to 40, $K_{am} = 10$ i.e.t, $K_{pm} = 20$ i.e.t

* - Custom rate used for selected time period.

Appendix F Capacity and Level of Service Calculations – Unsignalized

HCM 2010 AWSC

2: Boston Post Road & Main Street

Intersection

Intersection Delay, s/veh 15
 Intersection LOS B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	17	20	7	33	25	6	20	185	17	6	357	42
Future Vol, veh/h	17	20	7	33	25	6	20	185	17	6	357	42
Peak Hour Factor	0.69	0.69	0.69	0.53	0.53	0.53	0.91	0.91	0.91	0.77	0.77	0.77
Heavy Vehicles, %	0	10	0	3	8	0	15	5	6	0	1	45
Mvmt Flow	25	29	10	62	47	11	22	203	19	8	464	55
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	1			1			1			1		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	1			1			1			1		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	1			1			1			1		
HCM Control Delay	9.8			10.6			11.5			18.2		
HCM LOS	A			B			B			C		

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	9%	39%	52%	1%
Vol Thru, %	83%	45%	39%	88%
Vol Right, %	8%	16%	9%	10%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	222	44	64	405
LT Vol	20	17	33	6
Through Vol	185	20	25	357
RT Vol	17	7	6	42
Lane Flow Rate	244	64	121	526
Geometry Grp	1	1	1	1
Degree of Util (X)	0.364	0.107	0.202	0.7
Departure Headway (Hd)	5.378	6.053	6.03	4.791
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	668	591	594	757
Service Time	3.412	4.102	4.074	2.791
HCM Lane V/C Ratio	0.365	0.108	0.204	0.695
HCM Control Delay	11.5	9.8	10.6	18.2
HCM Lane LOS	B	A	B	C
HCM 95th-tile Q	1.7	0.4	0.7	5.8

HCM 2010 AWSC
 2: Boston Post Road & Main Street

Intersection

Intersection Delay, s/veh24.1
 Intersection LOS C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔		↔			↔			↔		
Traffic Vol, veh/h	20	24	8	39	30	7	24	221	20	7	427	50
Future Vol, veh/h	20	24	8	39	30	7	24	221	20	7	427	50
Peak Hour Factor	0.69	0.69	0.69	0.53	0.53	0.53	0.91	0.91	0.91	0.77	0.77	0.77
Heavy Vehicles, %	0	10	0	3	8	0	15	5	6	0	1	45
Mvmt Flow	29	35	12	74	57	13	26	243	22	9	555	65
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	1			1			1			1		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	1			1			1			1		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	1			1			1			1		
HCM Control Delay	10.8			11.9			13.7			33.3		
HCM LOS	B			B			B			D		

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	9%	38%	51%	1%
Vol Thru, %	83%	46%	39%	88%
Vol Right, %	8%	15%	9%	10%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	265	52	76	484
LT Vol	24	20	39	7
Through Vol	221	24	30	427
RT Vol	20	8	7	50
Lane Flow Rate	291	75	143	629
Geometry Grp	1	1	1	1
Degree of Util (X)	0.465	0.139	0.26	0.879
Departure Headway (Hd)	5.744	6.621	6.528	5.034
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	623	538	548	717
Service Time	3.804	4.707	4.605	3.082
HCM Lane V/C Ratio	0.467	0.139	0.261	0.877
HCM Control Delay	13.7	10.8	11.9	33.3
HCM Lane LOS	B	B	B	D
HCM 95th-tile Q	2.5	0.5	1	10.8

HCM 2010 AWSC
 2: Boston Post Road & Main Street

Intersection

Intersection Delay, s/veh 46.9
 Intersection LOS E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	21	24	8	39	30	7	24	250	20	7	506	53
Future Vol, veh/h	21	24	8	39	30	7	24	250	20	7	506	53
Peak Hour Factor	0.69	0.69	0.69	0.53	0.53	0.53	0.91	0.91	0.91	0.77	0.77	0.77
Heavy Vehicles, %	0	10	0	3	8	0	15	5	6	0	1	45
Mvmt Flow	30	35	12	74	57	13	26	275	22	9	657	69
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	1			1			1			1		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	1			1			1			1		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	1			1			1			1		
HCM Control Delay	11.4			12.6			15.6			71.1		
HCM LOS	B			B			C			F		

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	8%	40%	51%	1%
Vol Thru, %	85%	45%	39%	89%
Vol Right, %	7%	15%	9%	9%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	294	53	76	566
LT Vol	24	21	39	7
Through Vol	250	24	30	506
RT Vol	20	8	7	53
Lane Flow Rate	323	77	143	735
Geometry Grp	1	1	1	1
Degree of Util (X)	0.527	0.147	0.27	1.053
Departure Headway (Hd)	6.033	7.157	7.017	5.156
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	601	504	515	706
Service Time	4.033	5.157	5.017	3.19
HCM Lane V/C Ratio	0.537	0.153	0.278	1.041
HCM Control Delay	15.6	11.4	12.6	71.1
HCM Lane LOS	C	B	B	F
HCM 95th-tile Q	3.1	0.5	1.1	19

HCM 2010 AWSC
 2: Boston Post Road & Main Street

Intersection

Intersection Delay, s/veh 69.1

Intersection LOS F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↕			↕			↕			↕		
Traffic Vol, veh/h	24	29	10	48	37	9	29	269	24	9	521	61
Future Vol, veh/h	24	29	10	48	37	9	29	269	24	9	521	61
Peak Hour Factor	0.69	0.69	0.69	0.53	0.53	0.53	0.91	0.91	0.91	0.77	0.77	0.77
Heavy Vehicles, %	0	10	0	3	8	0	15	5	6	0	1	45
Mvmt Flow	35	42	14	91	70	17	32	296	26	12	677	79
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Approach	EB		WB			NB			SB			
Opposing Approach	WB		EB			SB			NB			
Opposing Lanes	1		1			1			1			
Conflicting Approach Left	SB		NB			EB			WB			
Conflicting Lanes Left	1		1			1			1			
Conflicting Approach Right	NB		SB			WB			EB			
Conflicting Lanes Right	1		1			1			1			
HCM Control Delay	12.3		14.2			18.7			111.7			
HCM LOS	B		B			C			F			

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	9%	38%	51%	2%
Vol Thru, %	84%	46%	39%	88%
Vol Right, %	7%	16%	10%	10%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	322	63	94	591
LT Vol	29	24	48	9
Through Vol	269	29	37	521
RT Vol	24	10	9	61
Lane Flow Rate	354	91	177	768
Geometry Grp	1	1	1	1
Degree of Util (X)	0.603	0.182	0.344	1.167
Departure Headway (Hd)	6.431	7.648	7.397	5.474
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	566	472	490	668
Service Time	4.431	5.648	5.397	3.505
HCM Lane V/C Ratio	0.625	0.193	0.361	1.15
HCM Control Delay	18.7	12.3	14.2	111.7
HCM Lane LOS	C	B	B	F
HCM 95th-tile Q	4	0.7	1.5	25.1

HCM 2010 AWSC

2: Boston Post Road & Main Street

Intersection

Intersection Delay, s/veh 112.8
 Intersection LOS F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	25 ✓	29 ✓	10 ✓	48 ✓	37 ✓	9 ✓	29 ✓	298 ✓	24 ✓	9 ✓	600 ✓	64 ✓
Future Vol, veh/h	25	29	10	48	37	9	29	298	24	9	600	64
Peak Hour Factor	0.69	0.69	0.69	0.53	0.53	0.53	0.91	0.91	0.91	0.77	0.77	0.77
Heavy Vehicles, %	0	10	0	3	8	0	15	5	6	0	1	45
Mvmt Flow	36	42	14	91	70	17	32	327	26	12	779	83
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	1			1			1			1		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	1			1			1			1		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	1			1			1			1		
HCM Control Delay	12.9			14.9			21.6			183.6		
HCM LOS	B			B			C			F		

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	8%	39%	51%	1%
Vol Thru, %	85%	45%	39%	89%
Vol Right, %	7%	16%	10%	10%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	351	64	94	673
LT Vol	29	25	48	9
Through Vol	298	29	37	600
RT Vol	24	10	9	64
Lane Flow Rate	386	93	177	874
Geometry Grp	1	1	1	1
Degree of Util (X)	0.659	0.187	0.347	1.346
Departure Headway (Hd)	6.656	8.088	7.795	5.545
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	548	446	465	656
Service Time	4.656	6.088	5.795	3.59
HCM Lane V/C Ratio	0.704	0.209	0.381	1.332
HCM Control Delay	21.6	12.9	14.9	183.6
HCM Lane LOS	C	B	B	F
HCM 95th-tile Q	4.8	0.7	1.5	36.7

HCM 2010 AWSC
 2: Boston Post Road & Main Street

Intersection

Intersection Delay, s/veh 11.1

Intersection LOS B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↕	↕	↕	↕	↕	↕	↕	↕	↕	↕
Traffic Vol, veh/h	24	21	14	13	15	8	9	355	30	1	141	16
Future Vol, veh/h	24	21	14	13	15	8	9	355	30	1	141	16
Peak Hour Factor	0.67	0.67	0.67	0.69	0.69	0.69	0.93	0.93	0.93	0.69	0.69	0.69
Heavy Vehicles, %	4	0	0	0	7	0	0	1	0	0	1	0
Mvmt Flow	36	31	21	19	22	12	10	382	32	1	204	23
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	1			1			1			1		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	1			1			1			1		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	1			1			1			1		
HCM Control Delay	9.4			9			12.5			9.7		
HCM LOS	A			A			B			A		

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	2%	41%	36%	1%
Vol Thru, %	90%	36%	42%	89%
Vol Right, %	8%	24%	22%	10%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	394	59	36	158
LT Vol	9	24	13	1
Through Vol	355	21	15	141
RT Vol	30	14	8	16
Lane Flow Rate	424	88	52	229
Geometry Grp	1	1	1	1
Degree of Util (X)	0.529	0.133	0.079	0.298
Departure Headway (Hd)	4.497	5.444	5.44	4.685
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	796	653	652	763
Service Time	2.546	3.525	3.529	2.743
HCM Lane V/C Ratio	0.533	0.135	0.08	0.3
HCM Control Delay	12.5	9.4	9	9.7
HCM Lane LOS	B	A	A	A
HCM 95th-tile Q	3.2	0.5	0.3	1.3

HCM 2010 AWSC

2: Boston Post Road & Main Street

Intersection

Intersection Delay, s/veh 13.7

Intersection LOS B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔		↔			↔			↔		
Traffic Vol, veh/h	29	25	17	16	18	10	11	425	36	1	169	19
Future Vol, veh/h	29	25	17	16	18	10	11	425	36	1	169	19
Peak Hour Factor	0.67	0.67	0.67	0.69	0.69	0.69	0.93	0.93	0.93	0.69	0.69	0.69
Heavy Vehicles, %	4	0	0	0	7	0	0	1	0	0	1	0
Mvmt Flow	43	37	25	23	26	14	12	457	39	1	245	28
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	1			1			1			1		
Conflicting Approach Left SB				NB			EB			WB		
Conflicting Lanes Left	1			1			1			1		
Conflicting Approach Right NB				SB			WB			EB		
Conflicting Lanes Right	1			1			1			1		
HCM Control Delay	10.2			9.7			16.4			11.1		
HCM LOS	B			A			C			B		

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	2%	41%	36%	1%
Vol Thru, %	90%	35%	41%	89%
Vol Right, %	8%	24%	23%	10%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	472	71	44	189
LT Vol	11	29	16	1
Through Vol	425	25	18	169
RT Vol	36	17	10	19
Lane Flow Rate	508	106	64	274
Geometry Grp	1	1	1	1
Degree of Util (X)	0.658	0.174	0.105	0.382
Departure Headway (Hd)	4.764	5.914	5.944	5.014
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	761	608	605	723
Service Time	2.764	3.931	3.966	3.014
HCM Lane V/C Ratio	0.668	0.174	0.106	0.379
HCM Control Delay	16.4	10.2	9.7	11.1
HCM Lane LOS	C	B	A	B
HCM 95th-tile Q	5	0.6	0.4	1.8

HCM 2010 AWSC

2: Boston Post Road & Main Street

Intersection

Intersection Delay, s/veh	18.5
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	32 ✓	25 ✓	17 ✓	16 ✓	18 ✓	10 ✓	11 ✓	496 ✓	36 ✓	1 ✓	210 ✓	21 ✓
Future Vol, veh/h	32	25	17	16	18	10	11	496	36	1	210	21
Peak Hour Factor	0.67	0.67	0.67	0.69	0.69	0.69	0.93	0.93	0.93	0.69	0.69	0.69
Heavy Vehicles, %	4	0	0	0	7	0	0	1	0	0	1	0
Mvmt Flow	48	37	25	23	26	14	12	533	39	1	304	30
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	1			1			1			1		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	1			1			1			1		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	1			1			1			1		
HCM Control Delay	10.9			10.2			24.1			13		
HCM LOS	B			B			C			B		

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	2%	43%	36%	0%
Vol Thru, %	91%	34%	41%	91%
Vol Right, %	7%	23%	23%	9%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	543	74	44	232
LT Vol	11	32	16	1
Through Vol	496	25	18	210
RT Vol	36	17	10	21
Lane Flow Rate	584	110	64	336
Geometry Grp	1	1	1	1
Degree of Util (X)	0.794	0.193	0.113	0.484
Departure Headway (Hd)	4.894	6.299	6.353	5.177
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	742	568	562	696
Service Time	2.926	4.355	4.414	3.214
HCM Lane V/C Ratio	0.787	0.194	0.114	0.483
HCM Control Delay	24.1	10.9	10.2	13
HCM Lane LOS	C	B	B	B
HCM 95th-tile Q	8.1	0.7	0.4	2.7

HCM 2010 AWSC
 2: Boston Post Road & Main Street

Intersection

Intersection Delay, s/veh 22.7
 Intersection LOS C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	35	30	21	20	22	12	13	518	44	1	206	23
Future Vol, veh/h	35	30	21	20	22	12	13	518	44	1	206	23
Peak Hour Factor	0.67	0.67	0.67	0.69	0.69	0.69	0.93	0.93	0.93	0.69	0.69	0.69
Heavy Vehicles, %	4	0	0	0	7	0	0	1	0	0	1	0
Mvmt Flow	52	45	31	29	32	17	14	557	47	1	299	33
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	1			1			1			1		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	1			1			1			1		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	1			1			1			1		
HCM Control Delay	11.5			10.7			31.4			13.7		
HCM LOS	B			B			D			B		

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	2%	41%	37%	0%
Vol Thru, %	90%	35%	41%	90%
Vol Right, %	8%	24%	22%	10%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	575	86	54	230
LT Vol	13	35	20	1
Through Vol	518	30	22	206
RT Vol	44	21	12	23
Lane Flow Rate	618	128	78	333
Geometry Grp	1	1	1	1
Degree of Util (X)	0.864	0.23	0.142	0.498
Departure Headway (Hd)	5.033	6.464	6.553	5.379
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	717	553	544	667
Service Time	3.076	4.537	4.635	3.433
HCM Lane V/C Ratio	0.862	0.231	0.143	0.499
HCM Control Delay	31.4	11.5	10.7	13.7
HCM Lane LOS	D	B	B	B
HCM 95th-tile Q	10.3	0.9	0.5	2.8

HCM 2010 AWSC

2: Boston Post Road & Main Street

Intersection

Intersection Delay, s/veh	38.3
Intersection LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	38 ✓	30 ✓	21 ✓	20 ✓	22 ✓	12 ✓	13 ✓	589 ✓	44 ✓	1 ✓	247 ✓	25 ✓
Future Vol, veh/h	38	30	21	20	22	12	13	589	44	1	247	25
Peak Hour Factor	0.67	0.67	0.67	0.69	0.69	0.69	0.93	0.93	0.93	0.69	0.69	0.69
Heavy Vehicles, %	4	0	0	0	7	0	0	1	0	0	1	0
Mvmt Flow	57	45	31	29	32	17	14	633	47	1	358	36
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	1			1			1			1		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	1			1			1			1		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	1			1			1			1		
HCM Control Delay	12.3			11.4			58.3			17.3		
HCM LOS	B			B			F			C		

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	2%	43%	37%	0%
Vol Thru, %	91%	34%	41%	90%
Vol Right, %	7%	24%	22%	9%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	646	89	54	273
LT Vol	13	38	20	1
Through Vol	589	30	22	247
RT Vol	44	21	12	25
Lane Flow Rate	695	133	78	396
Geometry Grp	1	1	1	1
Degree of Util (X)	1.005	0.254	0.152	0.614
Departure Headway (Hd)	5.21	6.983	7.127	5.588
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	695	518	506	641
Service Time	3.275	4.983	5.127	3.666
HCM Lane V/C Ratio	1	0.257	0.154	0.618
HCM Control Delay	58.3	12.3	11.4	17.3
HCM Lane LOS	F	B	B	C
HCM 95th-tile Q	16.3	1	0.5	4.2

2: Boston Post Road & Main Street Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.1	0.1	0.1	0.0	0.0
Total Del/Veh (s)	5.2	5.4	6.9	7.6	7.1

Intersection: 2: Boston Post Road & Main Street

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	66	65	108	163
Average Queue (ft)	24	30	51	71
95th Queue (ft)	53	56	86	119
Link Distance (ft)	415	442	746	433
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

2: Boston Post Road & Main Street Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.2	0.1	0.0	0.0
Total Del/Veh (s)	3.3	5.9	7.4	9.3	7.9

Intersection: 2: Boston Post Road & Main Street

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	61	88	110	208
Average Queue (ft)	27	34	57	89
95th Queue (ft)	53	67	91	165
Link Distance (ft)	387	442	746	433
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

2: Boston Post Road & Main Street Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.1	0.2	0.1	0.0	0.1
Total Del/Veh (s)	5.8	6.1	8.0	12.8	10.5

Intersection: 2: Boston Post Road & Main Street

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	62	82	128	330
Average Queue (ft)	26	35	62	114
95th Queue (ft)	53	65	102	238
Link Distance (ft)	415	442	746	433
Upstream Blk Time (%)				0
Queuing Penalty (veh)				0
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

2: Boston Post Road & Main Street Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.1	0.2	0.1	0.0	0.1
Total Del/Veh (s)	5.8	6.8	9.8	20.9	15.5

Intersection: 2: Boston Post Road & Main Street

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	63	79	207	423
Average Queue (ft)	30	37	80	170
95th Queue (ft)	54	68	151	376
Link Distance (ft)	415	442	746	433
Upstream Blk Time (%)				1
Queuing Penalty (veh)				4
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

2: Boston Post Road & Main Street Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.1	0.2	0.1	0.0	0.1
Total Del/Veh (s)	6.1	7.1	9.2	27.6	19.7

Intersection: 2: Boston Post Road & Main Street

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	67	91	163	434
Average Queue (ft)	31	39	75	228
95th Queue (ft)	57	75	129	446
Link Distance (ft)	415	442	746	433
Upstream Blk Time (%)				1
Queuing Penalty (veh)				9
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

2: Boston Post Road & Main Street Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0
Total Del/Veh (s)	4.8	4.7	8.7	5.0	7.2

Intersection: 2: Boston Post Road & Main Street

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	56	58	126	57
Average Queue (ft)	27	23	69	35
95th Queue (ft)	50	50	104	56
Link Distance (ft)	415	442	746	433
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

2: Boston Post Road & Main Street Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.1	0.1	0.1	0.0	0.1
Total Del/Veh (s)	5.1	5.2	9.8	5.6	8.1

Intersection: 2: Boston Post Road & Main Street

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	60	60	164	82
Average Queue (ft)	30	26	81	41
95th Queue (ft)	56	53	129	69
Link Distance (ft)	415	442	746	433
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

2: Boston Post Road & Main Street Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0
Total Del/Veh (s)	5.3	5.1	10.7	5.9	8.7

Intersection: 2: Boston Post Road & Main Street

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	60	55	181	87
Average Queue (ft)	30	25	92	44
95th Queue (ft)	51	50	146	73
Link Distance (ft)	415	442	746	433
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

2: Boston Post Road & Main Street Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.2	0.1	0.1	0.0	0.1
Total Del/Veh (s)	5.6	5.5	12.6	6.1	9.9

Intersection: 2: Boston Post Road & Main Street

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	73	66	221	97
Average Queue (ft)	34	28	112	46
95th Queue (ft)	60	55	181	75
Link Distance (ft)	415	442	746	433
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

2: Boston Post Road & Main Street Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.2	0.1	0.2	0.0	0.2
Total Del/Veh (s)	5.8	6.9	17.4	9.2	13.8

Intersection: 2: Boston Post Road & Main Street

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	69	62	388	145
Average Queue (ft)	33	27	154	56
95th Queue (ft)	56	54	323	133
Link Distance (ft)	415	442	746	433
Upstream Blk Time (%)			0	0
Queuing Penalty (veh)			0	1
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

HCM 2010 TWSC
3: Boston Post Road & Foundary Street

Intersection

Int Delay, s/veh 4.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	27	6	37	7	8	0	23	170	1	0	372	11
Future Vol, veh/h	27	6	37	7	8	0	23	170	1	0	372	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	44	44	44	75	75	75	90	90	90	83	83	83
Heavy Vehicles, %	30	0	20	0	13	0	0	6	0	0	4	0
Mvmt Flow	61	14	84	9	11	0	26	189	1	0	448	13

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	702	697	455	746	703	190	461	0	0	190	0	0
Stage 1	455	455	-	242	242	-	-	-	-	-	-	-
Stage 2	247	242	-	504	461	-	-	-	-	-	-	-
Critical Hdwy	7.4	6.5	6.4	7.1	6.63	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.4	5.5	-	6.1	5.63	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.4	5.5	-	6.1	5.63	-	-	-	-	-	-	-
Follow-up Hdwy	3.77	4	3.48	3.5	4.117	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	319	367	569	332	349	857	1111	-	-	1396	-	-
Stage 1	535	572	-	766	686	-	-	-	-	-	-	-
Stage 2	699	709	-	554	547	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	305	357	569	269	340	857	1111	-	-	1396	-	-
Mov Cap-2 Maneuver	305	357	-	269	340	-	-	-	-	-	-	-
Stage 1	521	572	-	746	668	-	-	-	-	-	-	-
Stage 2	670	691	-	461	547	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	19.2		17.7		1		0	
HCM LOS	C		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1111	-	-	411	303	1396	-	-
HCM Lane V/C Ratio	0.023	-	-	0.387	0.066	-	-	-
HCM Control Delay (s)	8.3	0	-	19.2	17.7	0	-	-
HCM Lane LOS	A	A	-	C	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	1.8	0.2	0	-	-

HCM 2010 TWSC
 3: Boston Post Road & Foundary Street

Intersection

Int Delay, s/veh 5.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↕	↕	↕	↕	↕	↕	↕	↕	↕	↕
Traffic Vol, veh/h	32	7	44	8	10	0	28	203	1	0	445	13
Future Vol, veh/h	32	7	44	8	10	0	28	203	1	0	445	13
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	44	44	44	75	75	75	90	90	90	83	83	83
Heavy Vehicles, %	30	0	20	0	13	0	0	6	0	0	4	0
Mvmt Flow	73	16	100	11	13	0	31	226	1	0	536	16

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	839	833	544	891	841	227	552	0	0	227	0	0
Stage 1	544	544	-	289	289	-	-	-	-	-	-	-
Stage 2	295	289	-	602	552	-	-	-	-	-	-	-
Critical Hdwy	7.4	6.5	6.4	7.1	6.63	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.4	5.5	-	6.1	5.63	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.4	5.5	-	6.1	5.63	-	-	-	-	-	-	-
Follow-up Hdwy	3.77	4	3.48	3.5	4.117	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	256	307	506	265	289	817	1028	-	-	1353	-	-
Stage 1	476	522	-	723	653	-	-	-	-	-	-	-
Stage 2	657	677	-	490	497	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	240	296	506	198	279	817	1028	-	-	1353	-	-
Mov Cap-2 Maneuver	240	296	-	198	279	-	-	-	-	-	-	-
Stage 1	459	522	-	698	630	-	-	-	-	-	-	-
Stage 2	621	653	-	381	497	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	28	22	1	0
HCM LOS	D	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1028	-	-	340	236	1353	-	-
HCM Lane V/C Ratio	0.03	-	-	0.555	0.102	-	-	-
HCM Control Delay (s)	8.6	0	-	28	22	0	-	-
HCM Lane LOS	A	A	-	D	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	3.2	0.3	0	-	-

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Intersection

Int Delay, s/veh 12.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	32	7	82	8	10	0	41	220	1	0	489	13
Future Vol, veh/h	32	7	82	8	10	0	41	220	1	0	489	13
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	44	44	44	75	75	75	90	90	90	83	83	83
Heavy Vehicles, %	30	0	20	0	13	0	0	6	0	0	4	0
Mvmt Flow	73	16	186	11	13	0	46	244	1	0	589	16

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	940	934	597	1035	942	245	605	0	0	245	0	0
Stage 1	597	597	-	337	337	-	-	-	-	-	-	-
Stage 2	343	337	-	698	605	-	-	-	-	-	-	-
Critical Hdwy	7.4	6.5	6.4	7.1	6.63	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.4	5.5	-	6.1	5.63	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.4	5.5	-	6.1	5.63	-	-	-	-	-	-	-
Follow-up Hdwy	3.77	4	3.48	3.5	4.117	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	217	268	471	212	252	799	983	-	-	1333	-	-
Stage 1	444	495	-	681	622	-	-	-	-	-	-	-
Stage 2	618	645	-	434	470	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	199	254	471	117	238	799	983	-	-	1333	-	-
Mov Cap-2 Maneuver	199	254	-	117	238	-	-	-	-	-	-	-
Stage 1	420	495	-	644	588	-	-	-	-	-	-	-
Stage 2	571	610	-	254	470	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	50.7	30.9	1.4	0
HCM LOS	F	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	983	-	-	334	163	1333	-	-
HCM Lane V/C Ratio	0.046	-	-	0.823	0.147	-	-	-
HCM Control Delay (s)	8.8	0	-	50.7	30.9	0	-	-
HCM Lane LOS	A	A	-	F	D	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	7.1	0.5	0	-	-

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Intersection

Int Delay, s/veh 14.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	39	9	54	10	12	0	34	247	1	0	542	16
Future Vol, veh/h	39	9	54	10	12	0	34	247	1	0	542	16
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	44	44	44	75	75	75	90	90	90	83	83	83
Heavy Vehicles, %	30	0	20	0	13	0	0	6	0	0	4	0
Mvmt Flow	89	20	123	13	16	0	38	274	1	0	653	19

Major/Minor	Minor2		Minor1			Major1		Major2				
Conflicting Flow All	1022	1014	663	1085	1023	275	672	0	0	275	0	0
Stage 1	663	663	-	351	351	-	-	-	-	-	-	-
Stage 2	359	351	-	734	672	-	-	-	-	-	-	-
Critical Hdwy	7.4	6.5	6.4	7.1	6.63	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.4	5.5	-	6.1	5.63	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.4	5.5	-	6.1	5.63	-	-	-	-	-	-	-
Follow-up Hdwy	3.77	4	3.48	3.5	4.117	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	190	240	431	196	225	769	928	-	-	1300	-	-
Stage 1	408	462	-	670	613	-	-	-	-	-	-	-
Stage 2	605	636	-	415	438	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	173	228	431	126	214	769	928	-	-	1300	-	-
Mov Cap-2 Maneuver	173	228	-	126	214	-	-	-	-	-	-	-
Stage 1	388	462	-	638	584	-	-	-	-	-	-	-
Stage 2	560	605	-	284	438	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	72	32.1	1.1	0
HCM LOS	F	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	928	-	-	261	162	1300	-	-
HCM Lane V/C Ratio	0.041	-	-	0.888	0.181	-	-	-
HCM Control Delay (s)	9	0	-	72	32.1	0	-	-
HCM Lane LOS	A	A	-	F	D	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	7.7	0.6	0	-	-

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Intersection

Int Delay, s/veh 41.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	39	9	92	10	12	0	47	264	1	0	586	16
Future Vol, veh/h	39	9	92	10	12	0	47	264	1	0	586	16
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	44	44	44	75	75	75	90	90	90	83	83	83
Heavy Vehicles, %	30	0	20	0	13	0	0	6	0	0	4	0
Mvmt Flow	89	20	209	13	16	0	52	293	1	0	706	19

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1122	1114	716	1228	1123	294	725	0	0	294	0	0
Stage 1	716	716	-	398	398	-	-	-	-	-	-	-
Stage 2	406	398	-	830	725	-	-	-	-	-	-	-
Critical Hdwy	7.4	6.5	6.4	7.1	6.63	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.4	5.5	-	6.1	5.63	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.4	5.5	-	6.1	5.63	-	-	-	-	-	-	-
Follow-up Hdwy	3.77	4	3.48	3.5	4.117	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	162	210	401	156	196	750	887	-	-	1279	-	-
Stage 1	380	437	-	632	584	-	-	-	-	-	-	-
Stage 2	570	606	-	367	414	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	143	195	401	65	182	750	887	-	-	1279	-	-
Mov Cap-2 Maneuver	143	195	-	65	182	-	-	-	-	-	-	-
Stage 1	353	437	-	588	543	-	-	-	-	-	-	-
Stage 2	514	564	-	167	414	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	179.9	55.3	1.4	0
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	887	-	-	255	100	1279	-	-
HCM Lane V/C Ratio	0.059	-	-	1.248	0.293	-	-	-
HCM Control Delay (s)	9.3	0	-	179.9	55.3	0	-	-
HCM Lane LOS	A	A	-	F	F	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	15.6	1.1	0	-	-

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Intersection

Int Delay, s/veh 1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	6	15	1	9	1	29	345	5	0	143	2
Future Vol, veh/h	0	6	15	1	9	1	29	345	5	0	143	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	66	66	66	46	46	46	94	94	94	67	67	67
Heavy Vehicles, %	0	0	7	0	0	0	0	1	0	0	1	0
Mvmt Flow	0	9	23	2	20	2	31	367	5	0	213	3

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	658	649	215	663	648	370	216	0	0	372	0	0
Stage 1	215	215	-	432	432	-	-	-	-	-	-	-
Stage 2	443	434	-	231	216	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.27	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.363	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	380	391	813	377	392	680	1366	-	-	1198	-	-
Stage 1	792	729	-	606	586	-	-	-	-	-	-	-
Stage 2	598	585	-	776	728	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	356	380	813	352	381	680	1366	-	-	1198	-	-
Mov Cap-2 Maneuver	356	380	-	352	381	-	-	-	-	-	-	-
Stage 1	769	729	-	588	569	-	-	-	-	-	-	-
Stage 2	559	568	-	745	728	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.2	14.7	0.6	0
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1366	-	-	613	394	1198	-	-
HCM Lane V/C Ratio	0.023	-	-	0.052	0.061	-	-	-
HCM Control Delay (s)	7.7	0	-	11.2	14.7	0	-	-
HCM Lane LOS	A	A	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.2	0.2	0	-	-

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Intersection

Int Delay, s/veh 1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	7	18	1	11	1	35	413	6	0	171	2
Future Vol, veh/h	0	7	18	1	11	1	35	413	6	0	171	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	66	66	66	46	46	46	94	94	94	67	67	67
Heavy Vehicles, %	0	0	7	0	0	0	0	1	0	0	1	0
Mvmt Flow	0	11	27	2	24	2	37	439	6	0	255	3

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	786	776	257	792	774	442	258	0	0	445	0	0
Stage 1	257	257	-	516	516	-	-	-	-	-	-	-
Stage 2	529	519	-	276	258	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.27	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.363	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	312	331	770	309	332	620	1318	-	-	1126	-	-
Stage 1	752	699	-	546	538	-	-	-	-	-	-	-
Stage 2	537	536	-	735	698	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	285	319	770	282	320	620	1318	-	-	1126	-	-
Mov Cap-2 Maneuver	285	319	-	282	320	-	-	-	-	-	-	-
Stage 1	724	699	-	526	518	-	-	-	-	-	-	-
Stage 2	492	516	-	698	698	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	12	17	0.6	0
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1318	-	-	552	329	1126	-	-
HCM Lane V/C Ratio	0.028	-	-	0.069	0.086	-	-	-
HCM Control Delay (s)	7.8	0	-	12	17	0	-	-
HCM Lane LOS	A	A	-	B	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.2	0.3	0	-	-

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Intersection

Int Delay, s/veh 2.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0 ✓	7 ✓	39 ✓	1 ✓	11 ✓	1 ✓	71 ✓	451 ✓	6 ✓	0 ✓	193 ✓	2 ✓
Future Vol, veh/h	0	7	39	1	11	1	71	451	6	0	193	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	66	66	66	46	46	46	94	94	94	67	67	67
Heavy Vehicles, %	0	0	7	0	0	0	0	1	0	0	1	0
Mvmt Flow	0	11	59	2	24	2	76	480	6	0	288	3

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	938	928	290	960	926	483	291	0	0	486	0	0
Stage 1	290	290	-	635	635	-	-	-	-	-	-	-
Stage 2	648	638	-	325	291	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.27	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.363	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	247	270	737	238	271	588	1282	-	-	1087	-	-
Stage 1	722	676	-	470	476	-	-	-	-	-	-	-
Stage 2	462	474	-	692	675	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	214	248	737	199	249	588	1282	-	-	1087	-	-
Mov Cap-2 Maneuver	214	248	-	199	249	-	-	-	-	-	-	-
Stage 1	664	676	-	432	437	-	-	-	-	-	-	-
Stage 2	400	436	-	627	675	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	12.2		20.9		1.1		0	
HCM LOS	B		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1282	-	-	567	255	1087	-	-
HCM Lane V/C Ratio	0.059	-	-	0.123	0.111	-	-	-
HCM Control Delay (s)	8	0	-	12.2	20.9	0	-	-
HCM Lane LOS	A	A	-	B	C	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	0.4	0.4	0	-	-

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Intersection

Int Delay, s/veh 1.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	9	22	1	13	1	43	503	7	0	208	2
Future Vol, veh/h	0	9	22	1	13	1	43	503	7	0	208	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	66	66	66	46	46	46	94	94	94	67	67	67
Heavy Vehicles, %	0	0	7	0	0	0	0	1	0	0	1	0
Mvmt Flow	0	14	33	2	28	2	46	535	7	0	310	3

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	958	946	312	966	944	539	313	0	0	542	0	0
Stage 1	312	312	-	631	631	-	-	-	-	-	-	-
Stage 2	646	634	-	335	313	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.27	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.363	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	239	264	717	236	264	546	1259	-	-	1037	-	-
Stage 1	703	661	-	472	477	-	-	-	-	-	-	-
Stage 2	464	476	-	683	661	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	209	250	717	207	250	546	1259	-	-	1037	-	-
Mov Cap-2 Maneuver	209	250	-	207	250	-	-	-	-	-	-	-
Stage 1	666	661	-	447	452	-	-	-	-	-	-	-
Stage 2	411	451	-	638	661	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	13.6	21.1	0.6	0
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1259	-	-	465	256	1037	-	-
HCM Lane V/C Ratio	0.036	-	-	0.101	0.127	-	-	-
HCM Control Delay (s)	8	0	-	13.6	21.1	0	-	-
HCM Lane LOS	A	A	-	B	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.3	0.4	0	-	-

HCM 2010 TWSC

3: Boston Post Road & Foundary Street

Intersection

Int Delay, s/veh 2.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0 ✓	9 ✓	43 ✓	1 ✓	13 ✓	1 ✓	79 ✓	541 ✓	7 ✓	0 ✓	230 ✓	2 ✓
Future Vol, veh/h	0	9	43	1	13	1	79	541	7	0	230	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	66	66	66	46	46	46	94	94	94	67	67	67
Heavy Vehicles, %	0	0	7	0	0	0	0	1	0	0	1	0
Mvmt Flow	0	14	65	2	28	2	84	576	7	0	343	3

Major/Minor	Minor2		Minor1			Major1		Major2				
Conflicting Flow All	1108	1096	345	1132	1094	580	346	0	0	583	0	0
Stage 1	345	345	-	748	748	-	-	-	-	-	-	-
Stage 2	763	751	-	384	346	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.27	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.363	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	189	215	687	182	216	518	1224	-	-	1001	-	-
Stage 1	675	640	-	408	423	-	-	-	-	-	-	-
Stage 2	400	421	-	643	639	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	154	193	687	144	194	518	1224	-	-	1001	-	-
Mov Cap-2 Maneuver	154	193	-	144	194	-	-	-	-	-	-	-
Stage 1	606	640	-	366	380	-	-	-	-	-	-	-
Stage 2	331	378	-	570	639	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	14.1	26.7	1	0
HCM LOS	B	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1224	-	-	476	198	1001	-	-
HCM Lane V/C Ratio	0.069	-	-	0.166	0.165	-	-	-
HCM Control Delay (s)	8.2	0	-	14.1	26.7	0	-	-
HCM Lane LOS	A	A	-	B	D	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	0.6	0.6	0	-	-

HCM 2010 TWSC
 4: Middle Street & Amherst Street

Intersection

Int Delay, s/veh 1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations		↕			↕			↕				
Traffic Vol, veh/h	3	308	1	1	175	38	17	14	3	0	0	0
Future Vol, veh/h	3	308	1	1	175	38	17	14	3	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	-	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	76	76	76	82	82	82	57	57	57	90	90	90
Heavy Vehicles, %	0	2	0	0	6	5	0	0	0	0	0	0
Mvmt Flow	4	405	1	1	213	46	30	25	5	0	0	0

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	259	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.1	-	4.1
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.2	-	2.2
Pot Cap-1 Maneuver	1317	-	1164
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1317	-	1164
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	SE
HCM Control Delay, s	0.1	0	13.9
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	EBR	WBL	WBT	WBR	SELn1
Capacity (veh/h)	1317	-	-	1164	-	-	466
HCM Lane V/C Ratio	0.003	-	-	0.001	-	-	0.128
HCM Control Delay (s)	7.7	0	-	8.1	0	-	13.9
HCM Lane LOS	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0	-	-	0	-	-	0.4

HCM 2010 TWSC
4: Middle Street & Amherst Street

Intersection

Int Delay, s/veh 1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations		↕			↕			↕				
Traffic Vol, veh/h	4	368	1	1	209	45	20	17	4	0	0	0
Future Vol, veh/h	4	368	1	1	209	45	20	17	4	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	-	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	76	76	76	82	82	82	57	57	57	90	90	90
Heavy Vehicles, %	0	2	0	0	6	5	0	0	0	0	0	0
Mvmt Flow	5	484	1	1	255	55	35	30	7	0	0	0

Major/Minor	Major1		Major2		Minor2				
Conflicting Flow All	310	0	0	485	0	0	780	780	283
Stage 1	-	-	-	-	-	-	285	285	-
Stage 2	-	-	-	-	-	-	495	495	-
Critical Hdwy	4.1	-	-	4.1	-	-	6.4	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	5.4	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.4	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3
Pot Cap-1 Maneuver	1262	-	-	1088	-	-	367	329	761
Stage 1	-	-	-	-	-	-	768	679	-
Stage 2	-	-	-	-	-	-	617	549	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1262	-	-	1088	-	-	365	0	761
Mov Cap-2 Maneuver	-	-	-	-	-	-	365	0	-
Stage 1	-	-	-	-	-	-	764	0	-
Stage 2	-	-	-	-	-	-	616	0	-

Approach	EB	WB	SE
HCM Control Delay, s	0.1	0	16
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	EBR	WBL	WBT	WBR	SELn1
Capacity (veh/h)	1262	-	-	1088	-	-	400
HCM Lane V/C Ratio	0.004	-	-	0.001	-	-	0.18
HCM Control Delay (s)	7.9	0	-	8.3	0	-	16
HCM Lane LOS	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0	-	-	0	-	-	0.6

HCM 2010 TWSC
 4: Middle Street & Amherst Street

Intersection

Int Delay, s/veh 1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations		↕			↕			↕				
Traffic Vol, veh/h	4	413	1	1	226	45	20	17	4	0	0	0
Future Vol, veh/h	4	413	1	1	226	45	20	17	4	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	-	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	76	76	76	82	82	82	57	57	57	90	90	90
Heavy Vehicles, %	0	2	0	0	6	5	0	0	0	0	0	0
Mvmt Flow	5	543	1	1	276	55	35	30	7	0	0	0

Major/Minor	Major1		Major2		Minor2				
Conflicting Flow All	331	0	0	544	0	0	860	860	304
Stage 1	-	-	-	-	-	-	306	306	-
Stage 2	-	-	-	-	-	-	554	554	-
Critical Hdwy	4.1	-	-	4.1	-	-	6.4	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	5.4	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.4	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3
Pot Cap-1 Maneuver	1240	-	-	1035	-	-	329	296	740
Stage 1	-	-	-	-	-	-	751	665	-
Stage 2	-	-	-	-	-	-	580	517	-
Platoon blocked, %		-	-		-	-			
Mov Cap-1 Maneuver	1240	-	-	1035	-	-	327	0	740
Mov Cap-2 Maneuver	-	-	-	-	-	-	327	0	-
Stage 1	-	-	-	-	-	-	746	0	-
Stage 2	-	-	-	-	-	-	579	0	-

Approach	EB		WB		SE
HCM Control Delay, s	0.1		0		17.4
HCM LOS					C

Minor Lane/Major Mvmt	EBL	EBT	EBR	WBL	WBT	WBR	SELn1
Capacity (veh/h)	1240	-	-	1035	-	-	361
HCM Lane V/C Ratio	0.004	-	-	0.001	-	-	0.199
HCM Control Delay (s)	7.9	0	-	8.5	0	-	17.4
HCM Lane LOS	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0	-	-	0	-	-	0.7

HCM 2010 TWSC
4: Middle Street & Amherst Street

Intersection

Int Delay, s/veh 1.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations		↕			↕			↕				
Traffic Vol, veh/h	5	449	1	1	255	55	24	21	5	0	0	0
Future Vol, veh/h	5	449	1	1	255	55	24	21	5	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	-	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	76	76	76	82	82	82	57	57	57	90	90	90
Heavy Vehicles, %	0	2	0	0	6	5	0	0	0	0	0	0
Mvmt Flow	7	591	1	1	311	67	42	37	9	0	0	0

Major/Minor	Major1		Major2		Minor2				
Conflicting Flow All	378	0	0	592	0	0	953	953	345
Stage 1	-	-	-	-	-	-	347	347	-
Stage 2	-	-	-	-	-	-	606	606	-
Critical Hdwy	4.1	-	-	4.1	-	-	6.4	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	5.4	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.4	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3
Pot Cap-1 Maneuver	1192	-	-	994	-	-	290	261	702
Stage 1	-	-	-	-	-	-	720	638	-
Stage 2	-	-	-	-	-	-	548	490	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1192	-	-	994	-	-	287	0	702
Mov Cap-2 Maneuver	-	-	-	-	-	-	287	0	-
Stage 1	-	-	-	-	-	-	714	0	-
Stage 2	-	-	-	-	-	-	547	0	-

Approach	EB	WB	SE
HCM Control Delay, s	0.1	0	20.4
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	EBR	WBL	WBT	WBR	SELn1
Capacity (veh/h)	1192	-	-	994	-	-	320
HCM Lane V/C Ratio	0.006	-	-	0.001	-	-	0.274
HCM Control Delay (s)	8	0	-	8.6	0	-	20.4
HCM Lane LOS	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0	-	-	0	-	-	1.1

HCM 2010 TWSC
4: Middle Street & Amherst Street

Intersection

Int Delay, s/veh 1.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations		↕			↕			↕				
Traffic Vol, veh/h	5	494	1	1	272	55	24	21	5	0	0	0
Future Vol, veh/h	5	494	1	1	272	55	24	21	5	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	-	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	76	76	76	82	82	82	57	57	57	90	90	90
Heavy Vehicles, %	0	2	0	0	6	5	0	0	0	0	0	0
Mvmt Flow	7	650	1	1	332	67	42	37	9	0	0	0

Major/Minor	Major1		Major2		Minor2				
Conflicting Flow All	399	0	0	651	0	0	1033	1033	366
Stage 1	-	-	-	-	-	-	368	368	-
Stage 2	-	-	-	-	-	-	665	665	-
Critical Hdwy	4.1	-	-	4.1	-	-	6.4	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	5.4	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.4	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3
Pot Cap-1 Maneuver	1171	-	-	945	-	-	260	234	684
Stage 1	-	-	-	-	-	-	704	625	-
Stage 2	-	-	-	-	-	-	515	461	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1171	-	-	945	-	-	257	0	684
Mov Cap-2 Maneuver	-	-	-	-	-	-	257	0	-
Stage 1	-	-	-	-	-	-	698	0	-
Stage 2	-	-	-	-	-	-	514	0	-

Approach	EB		WB		SE
HCM Control Delay, s	0.1		0		22.9
HCM LOS					C

Minor Lane/Major Mvmt	EBL	EBT	EBR	WBL	WBT	WBR	SELn1
Capacity (veh/h)	1171	-	-	945	-	-	288
HCM Lane V/C Ratio	0.006	-	-	0.001	-	-	0.305
HCM Control Delay (s)	8.1	0	-	8.8	0	-	22.9
HCM Lane LOS	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0	-	-	0	-	-	1.3

HCM 2010 TWSC
4: Middle Street & Amherst Street

Intersection

Int Delay, s/veh 0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations		↕			↕			↕				
Traffic Vol, veh/h	3	181	4	1	357	13	16	4	3	0	0	0
Future Vol, veh/h	3	181	4	1	357	13	16	4	3	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	-	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	93	93	93	72	72	72	90	90	90
Heavy Vehicles, %	0	3	0	0	2	0	0	0	33	0	0	0
Mvmt Flow	3	185	4	1	384	14	22	6	4	0	0	0

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	398	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.1	-	4.1
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.2	-	2.2
Pot Cap-1 Maneuver	1172	-	1397
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1172	-	1397
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	SE
HCM Control Delay, s	0.1	0	12.9
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	EBR	WBL	WBT	WBR	SELn1
Capacity (veh/h)	1172	-	-	1397	-	-	490
HCM Lane V/C Ratio	0.003	-	-	0.001	-	-	0.065
HCM Control Delay (s)	8.1	0	-	7.6	0	-	12.9
HCM Lane LOS	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0	-	-	0	-	-	0.2

HCM 2010 TWSC
4: Middle Street & Amherst Street

Intersection

Int Delay, s/veh 0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations		↕			↕			↕				
Traffic Vol, veh/h	4	216	5	1	427	16	19	5	4	0	0	0
Future Vol, veh/h	4	216	5	1	427	16	19	5	4	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	-	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	93	93	93	72	72	72	90	90	90
Heavy Vehicles, %	0	3	0	0	2	0	0	0	33	0	0	0
Mvmt Flow	4	220	5	1	459	17	26	7	6	0	0	0

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	476	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.1	-	4.1
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.2	-	2.2
Pot Cap-1 Maneuver	1097	-	1356
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1097	-	1356
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	SE
HCM Control Delay, s	0.1	0	14.3
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	EBR	WBL	WBT	WBR	SELn1
Capacity (veh/h)	1097	-	-	1356	-	-	424
HCM Lane V/C Ratio	0.004	-	-	0.001	-	-	0.092
HCM Control Delay (s)	8.3	0	-	7.7	0	-	14.3
HCM Lane LOS	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0	-	-	0	-	-	0.3

HCM 2010 TWSC
 4: Middle Street & Amherst Street

Intersection

Int Delay, s/veh 0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Vol, veh/h	4	239	5	1	468	16	19	5	4	0	0	0
Future Vol, veh/h	4	239	5	1	468	16	19	5	4	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	-	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	93	93	93	72	72	72	90	90	90
Heavy Vehicles, %	0	3	0	0	2	0	0	0	33	0	0	0
Mvmt Flow	4	244	5	1	503	17	26	7	6	0	0	0

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	520	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.1	-	4.1
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.2	-	2.2
Pot Cap-1 Maneuver	1056	-	1328
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1056	-	1328
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	SE
HCM Control Delay, s	0.1	0	15.3
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	EBR	WBL	WBT	WBR	SELn1
Capacity (veh/h)	1056	-	-	1328	-	-	388
HCM Lane V/C Ratio	0.004	-	-	0.001	-	-	0.1
HCM Control Delay (s)	8.4	0	-	7.7	0	-	15.3
HCM Lane LOS	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0	-	-	0	-	-	0.3

HCM 2010 TWSC
4: Middle Street & Amherst Street

Intersection

Int Delay, s/veh 0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations	↕			↕			↕					
Traffic Vol, veh/h	5 ✓	263 ✓	6 ✓	1 ✓	521 ✓	20 ✓	23 ✓	6 ✓	5 ✓	0	0	0
Future Vol, veh/h	5	263	6	1	521	20	23	6	5	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	-	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	93	93	93	72	72	72	90	90	90
Heavy Vehicles, %	0	3	0	0	2	0	0	0	33	0	0	0
Mvmt Flow	5	268	6	1	560	22	32	8	7	0	0	0

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	582	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.1	-	4.1
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.2	-	2.2
Pot Cap-1 Maneuver	1002	-	1301
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1002	-	1301
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	SE
HCM Control Delay, s	0.2	0	17
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	EBR	WBL	WBT	WBR	SELn1
Capacity (veh/h)	1002	-	-	1301	-	-	348
HCM Lane V/C Ratio	0.005	-	-	0.001	-	-	0.136
HCM Control Delay (s)	8.6	0	-	7.8	0	-	17
HCM Lane LOS	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0	-	-	0	-	-	0.5

HCM 2010 TWSC
 4: Middle Street & Amherst Street

Intersection

Int Delay, s/veh 0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations	↕		↕		↕		↕					
Traffic Vol, veh/h	5	286	6	1	562	20	23	6	5	0	0	0
Future Vol, veh/h	5	286	6	1	562	20	23	6	5	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	-	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	93	93	93	72	72	72	90	90	90
Heavy Vehicles, %	0	3	0	0	2	0	0	0	33	0	0	0
Mvmt Flow	5	292	6	1	604	22	32	8	7	0	0	0

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	626	0	298
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.1	-	4.1
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.2	-	2.2
Pot Cap-1 Maneuver	965	-	1275
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	965	-	1275
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	SE
HCM Control Delay, s	0.1	0	18.3
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	EBR	WBL	WBT	WBR	SELn1
Capacity (veh/h)	965	-	-	1275	-	-	318
HCM Lane V/C Ratio	0.005	-	-	0.001	-	-	0.148
HCM Control Delay (s)	8.8	0	-	7.8	0	-	18.3
HCM Lane LOS	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0	-	-	0	-	-	0.5

HCM 2010 TWSC

5: Christian Hill Road & Proposed Road A

Intersection

Int Delay, s/veh 2.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
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Lane Configurations	Y			↑	↑	
Traffic Vol, veh/h	5 ✓	29 ✓	9 ✓	25 ✓	74 ✓	1 ✓
Future Vol, veh/h	5	29	9	25	74	1
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	94	94	74	74
Heavy Vehicles, %	0	0	0	7	2	0
Mvmt Flow	6	32	10	27	100	1

Major/Minor	Minor2	Major1	Major2
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Conflicting Flow All	148	101	101	0	-	0
Stage 1	101	-	-	-	-	-
Stage 2	47	-	-	-	-	-
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	849	960	1504	-	-	-
Stage 1	928	-	-	-	-	-
Stage 2	981	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	843	960	1504	-	-	-
Mov Cap-2 Maneuver	843	-	-	-	-	-
Stage 1	922	-	-	-	-	-
Stage 2	981	-	-	-	-	-

Approach	EB	NB	SB
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HCM Control Delay, s	9	2	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
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Capacity (veh/h)	1504	-	941	-	-
HCM Lane V/C Ratio	0.006	-	0.04	-	-
HCM Control Delay (s)	7.4	0	9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

HCM 2010 TWSC

5: Christian Hill Road & Proposed Road A

Intersection

Int Delay, s/veh 2.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5 ✓	29 ✓	9 ✓	29 ✓	88 ✓	1 ✓
Future Vol, veh/h	5	29	9	29	88	1
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	94	94	74	74
Heavy Vehicles, %	0	0	0	7	2	0
Mvmt Flow	6	32	10	31	119	1

Major/Minor	Minor2	Major1	Major2		
Conflicting Flow All	171	120	120	0	-
Stage 1	120	-	-	-	-
Stage 2	51	-	-	-	-
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	824	937	1480	-	-
Stage 1	910	-	-	-	-
Stage 2	977	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	818	937	1480	-	-
Mov Cap-2 Maneuver	818	-	-	-	-
Stage 1	904	-	-	-	-
Stage 2	977	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.1	1.8	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1480	-	917	-	-
HCM Lane V/C Ratio	0.006	-	0.041	-	-
HCM Control Delay (s)	7.4	0	9.1	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

HCM 2010 TWSC

5: Christian Hill Road & Proposed Road A

Intersection

Int Delay, s/veh	2.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y			Y	Y	
Traffic Vol, veh/h	2 ✓	14 ✓	25 ✓	51 ✓	54 ✓	5 ✓
Future Vol, veh/h	2	14	25	51	54	5
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	89	89	86	86
Heavy Vehicles, %	0	0	0	3	8	0
Mvmt Flow	2	16	28	57	63	6

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	179	66	69	0	0
Stage 1	66	-	-	-	-
Stage 2	113	-	-	-	-
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	815	1003	1545	-	-
Stage 1	962	-	-	-	-
Stage 2	917	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	800	1003	1545	-	-
Mov Cap-2 Maneuver	800	-	-	-	-
Stage 1	944	-	-	-	-
Stage 2	917	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.8	2.4	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1545	-	972	-	-
HCM Lane V/C Ratio	0.018	-	0.018	-	-
HCM Control Delay (s)	7.4	0	8.8	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-

HCM 2010 TWSC
 5: Christian Hill Road & Proposed Road A

Intersection

Int Delay, s/veh 1.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y			↑	↑	
Traffic Vol, veh/h	2 ✓	14 ✓	25 ✓	59 ✓	64 ✓	5 ✓
Future Vol, veh/h	2	14	25	59	64	5
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	89	89	86	86
Heavy Vehicles, %	0	0	0	3	8	0
Mvmt Flow	2	16	28	66	74	6

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	199	77	80	0	-	0
Stage 1	77	-	-	-	-	-
Stage 2	122	-	-	-	-	-
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	794	990	1531	-	-	-
Stage 1	951	-	-	-	-	-
Stage 2	908	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	779	990	1531	-	-	-
Mov Cap-2 Maneuver	779	-	-	-	-	-
Stage 1	933	-	-	-	-	-
Stage 2	908	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.8	2.2	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1531	-	958	-	-
HCM Lane V/C Ratio	0.018	-	0.019	-	-
HCM Control Delay (s)	7.4	0	8.8	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-

HCM 2010 TWSC
 6: Boston Post Road & Proposed Road B

Intersection

Int Delay, s/veh 0.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	↕
Traffic Vol, veh/h	1 ✓	292 ✓	61 ✓	9 ✓	23 ✓	4 ✓
Future Vol, veh/h	1	292	61	9	23	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	85	85	90	90
Heavy Vehicles, %	0	12	2	0	0	0
Mvmt Flow	1	317	72	11	26	4

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	83	0	397
Stage 1	-	-	78
Stage 2	-	-	319
Critical Hdwy	4.1	-	6.4
Critical Hdwy Stg 1	-	-	5.4
Critical Hdwy Stg 2	-	-	5.4
Follow-up Hdwy	2.2	-	3.5
Pot Cap-1 Maneuver	1527	-	612
Stage 1	-	-	950
Stage 2	-	-	741
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1527	-	611
Mov Cap-2 Maneuver	-	-	611
Stage 1	-	-	949
Stage 2	-	-	741

Approach	EB	WB	SB
HCM Control Delay, s	0	0	10.8
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1527	-	-	-	648
HCM Lane V/C Ratio	0.001	-	-	-	0.046
HCM Control Delay (s)	7.4	0	-	-	10.8
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

HCM 2010 TWSC

6: Boston Post Road & Proposed Road B

Intersection

Int Delay, s/veh 0.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
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Lane Configurations		↕	↕		↕	↕
Traffic Vol, veh/h	1 ✓	356 ✓	74 ✓	9 ✓	23 ✓	4 ✓
Future Vol, veh/h	1	356	74	9	23	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	85	85	90	90
Heavy Vehicles, %	0	12	2	0	0	0
Mvmt Flow	1	387	87	11	26	4

Major/Minor	Major1	Major2	Minor2
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Conflicting Flow All	98	0	0	482	93
Stage 1	-	-	-	93	-
Stage 2	-	-	-	389	-
Critical Hdwy	4.1	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	3.5	3.3
Pot Cap-1 Maneuver	1508	-	-	547	970
Stage 1	-	-	-	936	-
Stage 2	-	-	-	689	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	1508	-	-	546	970
Mov Cap-2 Maneuver	-	-	-	546	-
Stage 1	-	-	-	935	-
Stage 2	-	-	-	689	-

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
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Capacity (veh/h)	1508	-	-	-	584
HCM Lane V/C Ratio	0.001	-	-	-	0.051
HCM Control Delay (s)	7.4	0	-	-	11.5
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.2

HCM 2010 TWSC
6: Boston Post Road & Proposed Road B

Intersection

Int Delay, s/veh 0.4

Movement EBL EBT WBT WBR SBL SBR

Lane Configurations		↕	↕		↕	↕
Traffic Vol, veh/h	3	105	238	20	12	2
Future Vol, veh/h	3	105	238	20	12	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	76	76	80	80	90	90
Heavy Vehicles, %	0	2	0	0	0	0
Mvmt Flow	4	138	298	25	13	2

Major/Minor Major1 Major2 Minor2

Conflicting Flow All	323	0	-	0	457	311
Stage 1	-	-	-	-	311	-
Stage 2	-	-	-	-	146	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1248	-	-	-	565	734
Stage 1	-	-	-	-	748	-
Stage 2	-	-	-	-	886	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1248	-	-	-	563	734
Mov Cap-2 Maneuver	-	-	-	-	563	-
Stage 1	-	-	-	-	746	-
Stage 2	-	-	-	-	886	-

Approach EB WB SB

HCM Control Delay, s 0.2 0 11.4
HCM LOS B

Minor Lane/Major Mvmt EBL EBT WBT WBR SBLn1

Capacity (veh/h)	1248	-	-	-	582
HCM Lane V/C Ratio	0.003	-	-	-	0.027
HCM Control Delay (s)	7.9	0	-	-	11.4
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

HCM 2010 TWSC
6: Boston Post Road & Proposed Road B

Intersection

Int Delay, s/veh 0.4

Movement EBL EBT WBT WBR SBL SBR

Lane Configurations		↕	↕		↕	↕
Traffic Vol, veh/h	3	128	290	20	12	2
Future Vol, veh/h	3	128	290	20	12	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	76	76	80	80	90	90
Heavy Vehicles, %	0	2	0	0	0	0
Mvmt Flow	4	168	363	25	13	2

Major/Minor Major1 Major2 Minor2

Conflicting Flow All	388	0	-	0	552	376
Stage 1	-	-	-	-	376	-
Stage 2	-	-	-	-	176	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1182	-	-	-	498	675
Stage 1	-	-	-	-	699	-
Stage 2	-	-	-	-	859	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	1182	-	-	-	496	675
Mov Cap-2 Maneuver	-	-	-	-	496	-
Stage 1	-	-	-	-	696	-
Stage 2	-	-	-	-	859	-

Approach EB WB SB

HCM Control Delay, s	0.2	0	12.2
HCM LOS			B

Minor Lane/Major Mvmt EBL EBT WBT WBR SBLn1

Capacity (veh/h)	1182	-	-	-	516
HCM Lane V/C Ratio	0.003	-	-	-	0.03
HCM Control Delay (s)	8.1	0	-	-	12.2
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

HCM 2010 TWSC
 7: New Boston Road & Proposed Road C

Intersection

Int Delay, s/veh 1.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y			4	1	
Traffic Vol, veh/h	4	21	8	33	150	1
Future Vol, veh/h	4	21	8	33	150	1
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	88	88	80	80
Heavy Vehicles, %	0	0	0	4	1	0
Mvmt Flow	4	23	9	38	188	1

Major/Minor	Minor2	Major1	Major2		
Conflicting Flow All	245	189	189	0	0
Stage 1	189	-	-	-	-
Stage 2	56	-	-	-	-
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	748	858	1397	-	-
Stage 1	848	-	-	-	-
Stage 2	972	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	743	858	1397	-	-
Mov Cap-2 Maneuver	743	-	-	-	-
Stage 1	842	-	-	-	-
Stage 2	972	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.4	1.5	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1397	-	837	-	-
HCM Lane V/C Ratio	0.007	-	0.033	-	-
HCM Control Delay (s)	7.6	0	9.4	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

HCM 2010 TWSC
 7: New Boston Road & Proposed Road C

Intersection

Int Delay, s/veh	1.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y			Y	Y	
Traffic Vol, veh/h	4	21	8	40	183	1
Future Vol, veh/h	4	21	8	40	183	1
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	88	88	80	80
Heavy Vehicles, %	0	0	0	4	1	0
Mvmt Flow	4	23	9	45	229	1

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	293	230	230	0	-	0
Stage 1	230	-	-	-	-	-
Stage 2	63	-	-	-	-	-
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	702	814	1350	-	-	-
Stage 1	813	-	-	-	-	-
Stage 2	965	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	697	814	1350	-	-	-
Mov Cap-2 Maneuver	697	-	-	-	-	-
Stage 1	807	-	-	-	-	-
Stage 2	965	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.7	1.3	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1350	-	793	-	-
HCM Lane V/C Ratio	0.007	-	0.035	-	-
HCM Control Delay (s)	7.7	0	9.7	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

HCM 2010 TWSC
7: New Boston Road & Proposed Road C

Intersection

Int Delay, s/veh 0.9

Movement EBL EBR NBL NBT SBT SBR

Lane Configurations	Y			↑	↓	
Traffic Vol, veh/h	2 ✓	10 ✓	18 ✓	153 ✓	71 ✓	3 ✓
Future Vol, veh/h	2	10	18	153	71	3
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	91	91	82	82
Heavy Vehicles, %	0	0	0	1	0	0
Mvmt Flow	2	11	20	168	87	4

Major/Minor Minor2 Major1 Major2

Conflicting Flow All	297	89	91	0	-	0
Stage 1	89	-	-	-	-	-
Stage 2	208	-	-	-	-	-
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	698	975	1517	-	-	-
Stage 1	940	-	-	-	-	-
Stage 2	832	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	688	975	1517	-	-	-
Mov Cap-2 Maneuver	688	-	-	-	-	-
Stage 1	926	-	-	-	-	-
Stage 2	832	-	-	-	-	-

Approach EB NB SB

HCM Control Delay, s	9	0.8	0
HCM LOS	A		

Minor Lane/Major Mvmt NBL NBT EBLn1 SBT SBR

Capacity (veh/h)	1517	-	912	-	-
HCM Lane V/C Ratio	0.013	-	0.015	-	-
HCM Control Delay (s)	7.4	0	9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

HCM 2010 TWSC
 7: New Boston Road & Proposed Road C

Intersection

Int Delay, s/veh	0.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y			Y	Y	
Traffic Vol, veh/h	2	10	18	187	87	3
Future Vol, veh/h	2	10	18	187	87	3
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	91	91	82	82
Heavy Vehicles, %	0	0	0	1	0	0
Mvmt Flow	2	11	20	205	106	4

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	353	108	110	0	-	0
Stage 1	108	-	-	-	-	-
Stage 2	245	-	-	-	-	-
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	649	951	1493	-	-	-
Stage 1	921	-	-	-	-	-
Stage 2	800	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	639	951	1493	-	-	-
Mov Cap-2 Maneuver	639	-	-	-	-	-
Stage 1	907	-	-	-	-	-
Stage 2	800	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.2	0.7	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1493	-	879	-	-
HCM Lane V/C Ratio	0.013	-	0.015	-	-
HCM Control Delay (s)	7.4	0	9.2	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

HCM 2010 TWSC
8: Davis Lane & Christian Hill Road

Intersection

Int Delay, s/veh 4.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔	✓	✓	↔	↔	✓
Traffic Vol, veh/h	32	24	1	16	7	45
Future Vol, veh/h	32	24	1	16	7	45
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	70	70	71	71	48	48
Heavy Vehicles, %	3	0	0	0	0	29
Mvmt Flow	46	34	1	23	15	94

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	0	0	80	63
Stage 1	-	-	-	63
Stage 2	-	-	-	25
Critical Hdwy	-	-	4.1	6.4
Critical Hdwy Stg 1	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	5.4
Follow-up Hdwy	-	-	2.2	3.5
Pot Cap-1 Maneuver	-	-	1531	931
Stage 1	-	-	-	965
Stage 2	-	-	-	1003
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	-	-	1531	917
Mov Cap-2 Maneuver	-	-	-	917
Stage 1	-	-	-	965
Stage 2	-	-	-	1002

Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	9.4
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	929	-	-	1531	-
HCM Lane V/C Ratio	0.117	-	-	0.001	-
HCM Control Delay (s)	9.4	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.4	-	-	0	-

HCM 2010 TWSC
 8: Davis Lane & Christian Hill Road

Intersection

Int Delay, s/veh 4.9

Movement	EBT	EBR	WBL	WBT	NWL	NWR
Lane Configurations	↔	↗	↖	↕	↘	↙
Traffic Vol, veh/h	38	29	1	19	8	54
Future Vol, veh/h	38	29	1	19	8	54
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	70	70	71	71	48	48
Heavy Vehicles, %	3	0	0	0	0	29
Mvmt Flow	54	41	1	27	17	113

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	95	0	104
Stage 1	-	-	-	-	75
Stage 2	-	-	-	-	29
Critical Hdwy	-	-	4.1	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	-	-	2.2	-	3.5
Pot Cap-1 Maneuver	-	-	1512	-	899
Stage 1	-	-	-	-	953
Stage 2	-	-	-	-	999
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1512	-	898
Mov Cap-2 Maneuver	-	-	-	-	898
Stage 1	-	-	-	-	953
Stage 2	-	-	-	-	998

Approach	EB	WB	NW
HCM Control Delay, s	0	0.4	9.6
HCM LOS			A

Minor Lane/Major Mvmt	NWLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	914	-	-	1512	-
HCM Lane V/C Ratio	0.141	-	-	0.001	-
HCM Control Delay (s)	9.6	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.5	-	-	0	-

HCM 2010 TWSC
 8: Davis Lane & Christian Hill Road

Intersection

Int Delay, s/veh	4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↗			↖	↘	↙
Traffic Vol, veh/h	76	33	1	32	10	54
Future Vol, veh/h	76	33	1	32	10	54
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	70	70	71	71	48	48
Heavy Vehicles, %	3	0	0	0	0	29
Mvmt Flow	109	47	1	45	21	113

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	156
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.1
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.2
Pot Cap-1 Maneuver	-	-	1436
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1436
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	10.1
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	843	-	-	1436	-
HCM Lane V/C Ratio	0.158	-	-	0.001	-
HCM Control Delay (s)	10.1	-	-	7.5	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.6	-	-	0	-

HCM 2010 TWSC
8: Davis Lane & Christian Hill Road

Intersection

Int Delay, s/veh 5.1

Movement EBT EBR WBL WBT NBL NBR

Lane Configurations	↗			↖	↖	↗
Traffic Vol, veh/h	46 ✓	35 ✓	1	23 ✓	10 ✓	66 ✓
Future Vol, veh/h	46	35	1	23	10	66
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	70	70	71	71	48	48
Heavy Vehicles, %	3	0	0	0	0	29
Mvmt Flow	66	50	1	32	21	138

Major/Minor Major1 Major2 Minor1

Conflicting Flow All	0	0	116	0	125	91
Stage 1	-	-	-	-	91	-
Stage 2	-	-	-	-	34	-
Critical Hdwy	-	-	4.1	-	6.4	6.49
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.561
Pot Cap-1 Maneuver	-	-	1485	-	875	897
Stage 1	-	-	-	-	938	-
Stage 2	-	-	-	-	994	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1485	-	874	897
Mov Cap-2 Maneuver	-	-	-	-	874	-
Stage 1	-	-	-	-	938	-
Stage 2	-	-	-	-	993	-

Approach EB WB NB

HCM Control Delay, s	0	0.3	9.9
HCM LOS			A

Minor Lane/Major Mvmt NBLn1 EBT EBR WBL WBT

Capacity (veh/h)	894	-	-	1485	-
HCM Lane V/C Ratio	0.177	-	-	0.001	-
HCM Control Delay (s)	9.9	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.6	-	-	0	-

HCM 2010 TWSC
 8: Davis Lane & Christian Hill Road

Intersection

Int Delay, s/veh 4.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↔	↔	↔
Traffic Vol, veh/h	84	39	1	36	12	66
Future Vol, veh/h	84	39	1	36	12	66
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	70	70	71	71	48	48
Heavy Vehicles, %	3	0	0	0	0	29
Mvmt Flow	120	56	1	51	25	138

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	0	0	176	201
Stage 1	-	-	-	148
Stage 2	-	-	-	53
Critical Hdwy	-	-	4.1	6.4
Critical Hdwy Stg 1	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	5.4
Follow-up Hdwy	-	-	2.2	3.5
Pot Cap-1 Maneuver	-	-	1412	792
Stage 1	-	-	-	884
Stage 2	-	-	-	975
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	-	-	1412	791
Mov Cap-2 Maneuver	-	-	-	791
Stage 1	-	-	-	884
Stage 2	-	-	-	974

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	10.4
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	825	-	-	1412	-
HCM Lane V/C Ratio	0.197	-	-	0.001	-
HCM Control Delay (s)	10.4	-	-	7.6	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.7	-	-	0	-

HCM 2010 TWSC
8: Davis Lane & Christian Hill Road

Intersection

Int Delay, s/veh	7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↔	↔	
Traffic Vol, veh/h	16 ✓	4 ✓	7 ✓	19 ✓	8 ✓	41 ✓
Future Vol, veh/h	16	4	7	19	8	41
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	65	65	83	83	31	31
Heavy Vehicles, %	0	25	0	0	0	17
Mvmt Flow	25	6	8	23	26	132

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	0	0	31	28
Stage 1	-	-	-	28
Stage 2	-	-	-	39
Critical Hdwy	-	-	4.1	6.4
Critical Hdwy Stg 1	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	5.4
Follow-up Hdwy	-	-	2.2	3.5
Pot Cap-1 Maneuver	-	-	1595	943
Stage 1	-	-	-	1000
Stage 2	-	-	-	989
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	-	-	1595	938
Mov Cap-2 Maneuver	-	-	-	938
Stage 1	-	-	-	1000
Stage 2	-	-	-	984

Approach	EB	WB	NB
HCM Control Delay, s	0	2	9.3
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	994	-	-	1595	-
HCM Lane V/C Ratio	0.159	-	-	0.005	-
HCM Control Delay (s)	9.3	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.6	-	-	0	-

HCM 2010 TWSC
 8: Davis Lane & Christian Hill Road

Intersection

Int Delay, s/veh 7.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	19	5	8	23	10	49
Future Vol, veh/h	19	5	8	23	10	49
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	65	65	83	83	31	31
Heavy Vehicles, %	0	25	0	0	0	17
Mvmt Flow	29	8	10	28	32	158

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	0	0	37	81
Stage 1	-	-	-	33
Stage 2	-	-	-	48
Critical Hdwy	-	-	4.1	6.4
Critical Hdwy Stg 1	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	5.4
Follow-up Hdwy	-	-	2.2	3.5
Pot Cap-1 Maneuver	-	-	1587	926
Stage 1	-	-	-	995
Stage 2	-	-	-	980
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	-	-	1587	920
Mov Cap-2 Maneuver	-	-	-	920
Stage 1	-	-	-	995
Stage 2	-	-	-	974

Approach	EB	WB	NB
HCM Control Delay, s	0	1.9	9.5
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	985	-	-	1587	-
HCM Lane V/C Ratio	0.193	-	-	0.006	-
HCM Control Delay (s)	9.5	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.7	-	-	0	-

HCM 2010 TWSC
 8: Davis Lane & Christian Hill Road

Intersection

Int Delay, s/veh 5.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔	↔	↔	↔	↔	↔
Traffic Vol, veh/h	40 ✓	7 ✓	8 ✓	59 ✓	14 ✓	49 ✓
Future Vol, veh/h	40	7	8	59	14	49
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	65	65	83	83	31	31
Heavy Vehicles, %	0	25	0	0	0	17
Mvmt Flow	62	11	10	71	45	158

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	73	0	159
Stage 1	-	-	-	-	68
Stage 2	-	-	-	-	91
Critical Hdwy	-	-	4.1	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	-	-	2.2	-	3.5
Pot Cap-1 Maneuver	-	-	1540	-	837
Stage 1	-	-	-	-	960
Stage 2	-	-	-	-	938
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1540	-	831
Mov Cap-2 Maneuver	-	-	-	-	831
Stage 1	-	-	-	-	960
Stage 2	-	-	-	-	931

Approach	EB	WB	NB
HCM Control Delay, s	0	0.9	10
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	924	-	-	1540	-
HCM Lane V/C Ratio	0.22	-	-	0.006	-
HCM Control Delay (s)	10	-	-	7.4	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.8	-	-	0	-

HCM 2010 TWSC
 8: Davis Lane & Christian Hill Road

Intersection

Int Delay, s/veh 7.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↕	↔	↔
Traffic Vol, veh/h	23 ✓	6 ✓	10 ✓	28 ✓	12 ✓	60 ✓
Future Vol, veh/h	23	6	10	28	12	60
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	65	65	83	83	31	31
Heavy Vehicles, %	0	25	0	0	0	17
Mvmt Flow	35	9	12	34	39	194

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	0	0	44	0
Stage 1	-	-	-	40
Stage 2	-	-	-	58
Critical Hdwy	-	-	4.1	-
Critical Hdwy Stg 1	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	5.4
Follow-up Hdwy	-	-	2.2	-
Pot Cap-1 Maneuver	-	-	1577	-
Stage 1	-	-	-	988
Stage 2	-	-	-	970
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	-	-	1577	-
Mov Cap-2 Maneuver	-	-	-	899
Stage 1	-	-	-	988
Stage 2	-	-	-	962

Approach	EB	WB	NB
HCM Control Delay, s	0	1.9	9.9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	974	-	-	1577	-
HCM Lane V/C Ratio	0.238	-	-	0.008	-
HCM Control Delay (s)	9.9	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.9	-	-	0	-

HCM 2010 TWSC
8: Davis Lane & Christian Hill Road

Intersection

Int Delay, s/veh 6.4

Movement EBT EBR WBL WBT NBL NBR

Lane Configurations	↔			↔	↔	
Traffic Vol, veh/h	44	8	10	64	16	60
Future Vol, veh/h	44	8	10	64	16	60
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	65	65	83	83	31	31
Heavy Vehicles, %	0	25	0	0	0	17
Mvmt Flow	68	12	12	77	52	194

Major/Minor Major1 Major2 Minor1

Conflicting Flow All	0	0	80	0	175	74
Stage 1	-	-	-	-	74	-
Stage 2	-	-	-	-	101	-
Critical Hdwy	-	-	4.1	-	6.4	6.37
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.453
Pot Cap-1 Maneuver	-	-	1531	-	819	947
Stage 1	-	-	-	-	954	-
Stage 2	-	-	-	-	928	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1531	-	812	947
Mov Cap-2 Maneuver	-	-	-	-	812	-
Stage 1	-	-	-	-	954	-
Stage 2	-	-	-	-	921	-

Approach EB WB NB

HCM Control Delay, s	0	1	10.4
HCM LOS			B

Minor Lane/Major Mvmt NBLn1 EBT EBR WBL WBT

Capacity (veh/h)	915	-	-	1531	-
HCM Lane V/C Ratio	0.268	-	-	0.008	-
HCM Control Delay (s)	10.4	-	-	7.4	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	1.1	-	-	0	-

HCM 2010 TWSC
 9: Main Street & Davis Lane

Intersection

Int Delay, s/veh 2.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	↕
Traffic Vol, veh/h	22 ✓	42 ✓	58 ✓	38 ✓	32 ✓	5 ✓
Future Vol, veh/h	22	42	58	38	32	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	80	80	53	53	71	71
Heavy Vehicles, %	14	2	24	26	0	0
Mvmt Flow	28	53	109	72	45	7

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	181	0	254
Stage 1	-	-	145
Stage 2	-	-	109
Critical Hdwy	4.24	-	6.4
Critical Hdwy Stg 1	-	-	5.4
Critical Hdwy Stg 2	-	-	5.4
Follow-up Hdwy	2.326	-	3.5
Pot Cap-1 Maneuver	1325	-	739
Stage 1	-	-	887
Stage 2	-	-	921
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1325	-	723
Mov Cap-2 Maneuver	-	-	723
Stage 1	-	-	867
Stage 2	-	-	921

Approach	EB	WB	SB
HCM Control Delay, s	2.7	0	10.2
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1325	-	-	-	743
HCM Lane V/C Ratio	0.021	-	-	-	0.07
HCM Control Delay (s)	7.8	0	-	-	10.2
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2

HCM 2010 TWSC
9: Main Street & Davis Lane

Intersection

Int Delay, s/veh 2.5

Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations	Y	✓	✓	↑	↓	✓
Traffic Vol, veh/h	38	6	26	50	69	45
Future Vol, veh/h	38	6	26	50	69	45
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	71	71	80	80	53	53
Heavy Vehicles, %	0	0	14	2	24	26
Mvmt Flow	54	8	33	63	130	85

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	302	173	215	0	-	0
Stage 1	173	-	-	-	-	-
Stage 2	129	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.24	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.326	-	-	-
Pot Cap-1 Maneuver	694	876	1287	-	-	-
Stage 1	862	-	-	-	-	-
Stage 2	902	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	675	876	1287	-	-	-
Mov Cap-2 Maneuver	675	-	-	-	-	-
Stage 1	839	-	-	-	-	-
Stage 2	902	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	10.7	2.7	0
HCM LOS	B		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	1287	-	697	-	-
HCM Lane V/C Ratio	0.025	-	0.089	-	-
HCM Control Delay (s)	7.9	0	10.7	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.3	-	-

HCM 2010 TWSC
 9: Main Street & Davis Lane

Intersection

Int Delay, s/veh 2.6

Movement EBL EBT WBT WBR SBL SBR

Lane Configurations		↖	↗	↖	↗	↖	↗
Traffic Vol, veh/h	28	51	72	45	38	10	
Future Vol, veh/h	28	51	72	45	38	10	
Conflicting Peds, #/hr	0	0	0	0	0	0	
Sign Control	Free	Free	Free	Free	Stop	Stop	
RT Channelized	-	None	-	None	-	None	
Storage Length	-	-	-	-	0	-	
Veh in Median Storage, #	-	0	0	-	0	-	
Grade, %	-	0	0	-	0	-	
Peak Hour Factor	80	80	53	53	71	71	
Heavy Vehicles, %	14	2	24	26	0	0	
Mvmt Flow	35	64	136	85	54	14	

Major/Minor Major1 Major2 Minor2

Conflicting Flow All	221	0	-	0	313	179
Stage 1	-	-	-	-	179	-
Stage 2	-	-	-	-	134	-
Critical Hdwy	4.24	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.326	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1280	-	-	-	684	869
Stage 1	-	-	-	-	857	-
Stage 2	-	-	-	-	897	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1280	-	-	-	665	869
Mov Cap-2 Maneuver	-	-	-	-	665	-
Stage 1	-	-	-	-	833	-
Stage 2	-	-	-	-	897	-

Approach EB WB SB

HCM Control Delay, s	2.8	0	10.7
HCM LOS			B

Minor Lane/Major Mvmt EBL EBT WBT WBR SBLn1

Capacity (veh/h)	1280	-	-	-	699
HCM Lane V/C Ratio	0.027	-	-	-	0.097
HCM Control Delay (s)	7.9	0	-	-	10.7
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.3

HCM 2010 TWSC
 9: Main Street & Davis Lane

Intersection

Int Delay, s/veh 2.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	↕
Traffic Vol, veh/h	32 ✓	61 ✓	84 ✓	55 ✓	46 ✓	7 ✓
Future Vol, veh/h	32	61	84	55	46	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	80	80	53	53	71	71
Heavy Vehicles, %	14	2	24	26	0	0
Mvmt Flow	40	76	158	104	65	10

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	262	0	0
Stage 1	-	-	210
Stage 2	-	-	156
Critical Hdwy	4.24	-	6.4
Critical Hdwy Stg 1	-	-	5.4
Critical Hdwy Stg 2	-	-	5.4
Follow-up Hdwy	2.326	-	3.5
Pot Cap-1 Maneuver	1236	-	638
Stage 1	-	-	830
Stage 2	-	-	877
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1236	-	616
Mov Cap-2 Maneuver	-	-	616
Stage 1	-	-	802
Stage 2	-	-	877

Approach	EB	WB	SB
HCM Control Delay, s	2.8	0	11.4
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1236	-	-	-	638
HCM Lane V/C Ratio	0.032	-	-	-	0.117
HCM Control Delay (s)	8	0	-	-	11.4
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.4

HCM 2010 TWSC
 9: Main Street & Davis Lane

Intersection

Int Delay, s/veh 2.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	↕
Traffic Vol, veh/h	34 ✓	62 ✓	87 ✓	55 ✓	46 ✓	11 ✓
Future Vol, veh/h	34	62	87	55	46	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	80	80	53	53	71	71
Heavy Vehicles, %	14	2	24	26	0	0
Mvmt Flow	43	78	164	104	65	15

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	268	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.24	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.326	-	-
Pot Cap-1 Maneuver	1229	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1229	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	2.8	0	11.5
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1229	-	-	-	636
HCM Lane V/C Ratio	0.035	-	-	-	0.126
HCM Control Delay (s)	8	0	-	-	11.5
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.4

HCM 2010 TWSC
 9: Main Street & Davis Lane

Intersection

Int Delay, s/veh 2.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	↕
Traffic Vol, veh/h	17 ✓	46 ✓	50 ✓	18 ✓	11 ✓	7 ✓
Future Vol, veh/h	17	46	50	18	11	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	54	54	61	61	56	56
Heavy Vehicles, %	0	2	4	33	0	29
Mvmt Flow	31	85	82	30	20	13

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	112	0	0 244 97
Stage 1	-	-	- 97 -
Stage 2	-	-	- 147 -
Critical Hdwy	4.1	-	- 6.4 6.49
Critical Hdwy Stg 1	-	-	- 5.4 -
Critical Hdwy Stg 2	-	-	- 5.4 -
Follow-up Hdwy	2.2	-	- 3.5 3.561
Pot Cap-1 Maneuver	1490	-	- 749 890
Stage 1	-	-	- 932 -
Stage 2	-	-	- 885 -
Platoon blocked, %	-	-	- - -
Mov Cap-1 Maneuver	1490	-	- 733 890
Mov Cap-2 Maneuver	-	-	- 733 -
Stage 1	-	-	- 911 -
Stage 2	-	-	- 885 -

Approach	EB	WB	SB
HCM Control Delay, s	2	0	9.8
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1490	-	-	-	787
HCM Lane V/C Ratio	0.021	-	-	-	0.041
HCM Control Delay (s)	7.5	0	-	-	9.8
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1

HCM 2010 TWSC
 9: Main Street & Davis Lane

Intersection

Int Delay, s/veh 2.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↖	↗		↖	↗
Traffic Vol, veh/h	20	55	60	22	13	8
Future Vol, veh/h	20	55	60	22	13	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	54	54	61	61	56	56
Heavy Vehicles, %	0	2	4	33	0	29
Mvmt Flow	37	102	98	36	23	14

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	134	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.1	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.2	-	-
Pot Cap-1 Maneuver	1463	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1463	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	2	0	10.1
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1463	-	-	-	744
HCM Lane V/C Ratio	0.025	-	-	-	0.05
HCM Control Delay (s)	7.5	0	-	-	10.1
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2

HCM 2010 TWSC
 9: Main Street & Davis Lane

Intersection

Int Delay, s/veh 2.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	↕
Traffic Vol, veh/h	24	58	62	22	13	10
Future Vol, veh/h	24	58	62	22	13	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	54	54	61	61	56	56
Heavy Vehicles, %	0	2	4	33	0	29
Mvmt Flow	44	107	102	36	23	18

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	138	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.1	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.2	-	-
Pot Cap-1 Maneuver	1458	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1458	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	2.2	0	10.2
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1458	-	-	-	736
HCM Lane V/C Ratio	0.03	-	-	-	0.056
HCM Control Delay (s)	7.5	0	-	-	10.2
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2

HCM 2010 TWSC
 9: Main Street & Davis Lane

Intersection

Int Delay, s/veh 2.2

Movement EBL EBT WBT WBR SBL SBR

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	24 ✓	67 ✓	73 ✓	27 ✓	16 ✓	10 ✓
Future Vol, veh/h	24	67	73	27	16	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	54	54	61	61	56	56
Heavy Vehicles, %	0	2	4	33	0	29
Mvmt Flow	44	124	120	44	29	18

Major/Minor Major1 Major2 Minor2

Conflicting Flow All	164	0	-	0	354	142
Stage 1	-	-	-	-	142	-
Stage 2	-	-	-	-	212	-
Critical Hdwy	4.1	-	-	-	6.4	6.49
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.561
Pot Cap-1 Maneuver	1427	-	-	-	648	839
Stage 1	-	-	-	-	890	-
Stage 2	-	-	-	-	828	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	1427	-	-	-	627	839
Mov Cap-2 Maneuver	-	-	-	-	627	-
Stage 1	-	-	-	-	861	-
Stage 2	-	-	-	-	828	-

Approach EB WB SB

HCM Control Delay, s	2	0	10.6
HCM LOS			B

Minor Lane/Major Mvmt EBL EBT WBT WBR SBLn1

Capacity (veh/h)	1427	-	-	-	694
HCM Lane V/C Ratio	0.031	-	-	-	0.067
HCM Control Delay (s)	7.6	0	-	-	10.6
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2

HCM 2010 TWSC
 9: Main Street & Davis Lane

Intersection

Int Delay, s/veh	2.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	↕
Traffic Vol, veh/h	28	70	75	27	16	12
Future Vol, veh/h	28	70	75	27	16	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	54	54	61	61	56	56
Heavy Vehicles, %	0	2	4	33	0	29
Mvmt Flow	52	130	123	44	29	21

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	167	0	-	0	379 145
Stage 1	-	-	-	-	145 -
Stage 2	-	-	-	-	234 -
Critical Hdwy	4.1	-	-	-	6.4 6.49
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	2.2	-	-	-	3.5 3.561
Pot Cap-1 Maneuver	1423	-	-	-	627 836
Stage 1	-	-	-	-	887 -
Stage 2	-	-	-	-	810 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	1423	-	-	-	603 836
Mov Cap-2 Maneuver	-	-	-	-	603 -
Stage 1	-	-	-	-	852 -
Stage 2	-	-	-	-	810 -

Approach	EB	WB	SB
HCM Control Delay, s	2.2	0	10.7
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1423	-	-	-	685
HCM Lane V/C Ratio	0.036	-	-	-	0.073
HCM Control Delay (s)	7.6	0	-	-	10.7
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2

Appendix G

Capacity and Level of Service Calculations - Signalized













HCM Signalized Intersection Capacity Analysis

1: Boston Post Road & Amherst Street

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Volume (vph)	1 ✓	269 ✓	65 ✓	16 ✓	96 ✓	29 ✓	16 ✓	118 ✓	4 ✓	88 ✓	354 ✓	1 ✓	
Future Volume (vph)	1	269	65	16	96	29	16	118	4	88	354	1	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)		4.0			4.0			4.0			4.0		
Lane Util. Factor		1.00			1.00			1.00			1.00		
Frt		0.97			0.97			1.00			1.00		
Flt Protected		1.00			0.99			0.99			0.99		
Satd. Flow (prot)		1828			1773			1779			1859		
Flt Permitted		1.00			0.93			0.92			0.90		
Satd. Flow (perm)		1827			1664			1639			1683		
Peak-hour factor, PHF	0.84	0.84	0.84	0.61	0.61	0.61	0.75	0.75	0.75	0.75	0.75	0.75	
Adj. Flow (vph)	1	320	77	26	157	48	21	157	5	117	472	1	
RTOR Reduction (vph)	0	19	0	0	20	0	0	3	0	0	0	0	
Lane Group Flow (vph)	0	379	0	0	211	0	0	180	0	0	590	0	
Heavy Vehicles (%)	0%	1%	2%	19%	0%	7%	13%	5%	0%	2%	1%	0%	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA		
Protected Phases		4			8			2			6		
Permitted Phases	4			8			2			6			
Actuated Green, G (s)		11.0			11.0			17.6			17.6		
Effective Green, g (s)		13.0			13.0			19.6			19.6		
Actuated g/C Ratio		0.32			0.32			0.48			0.48		
Clearance Time (s)		6.0			6.0			6.0			6.0		
Vehicle Extension (s)		3.0			3.0			3.0			3.0		
Lane Grp Cap (vph)		585			532			791			812		
v/s Ratio Prot													
v/s Ratio Perm		c0.21			0.13			0.11			c0.35		
v/c Ratio		0.65			0.40			0.23			0.73		
Uniform Delay, d1		11.8			10.7			6.1			8.4		
Progression Factor		1.00			1.00			1.00			1.00		
Incremental Delay, d2		2.5			0.5			0.1			3.3		
Delay (s)		14.3			11.2			6.3			11.6		
Level of Service		B			B			A			B		
Approach Delay (s)		14.3			11.2			6.3			11.6		
Approach LOS		B			B			A			B		
Intersection Summary													
HCM 2000 Control Delay			11.6									HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio			0.69										
Actuated Cycle Length (s)			40.6									Sum of lost time (s)	8.0
Intersection Capacity Utilization			61.5%									ICU Level of Service	B
Analysis Period (min)			15										
c Critical Lane Group													

Timings

1: Boston Post Road & Amherst Street

								
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	1	269	16	96	16	118	88	354
Future Volume (vph)	1	269	16	96	16	118	88	354
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	10.0	10.0	10.0	10.0
Minimum Split (s)	11.0	11.0	11.0	11.0	16.0	16.0	16.0	16.0
Total Split (s)	18.0	18.0	18.0	18.0	27.0	27.0	27.0	27.0
Total Split (%)	40.0%	40.0%	40.0%	40.0%	60.0%	60.0%	60.0%	60.0%
Yellow Time (s)	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
Lost Time Adjust (s)		-2.0		-2.0		-2.0		-2.0
Total Lost Time (s)		4.0		4.0		4.0		4.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	Min	Min	Min	Min
Act Effct Green (s)		13.1		13.1		19.7		19.7
Actuated g/C Ratio		0.32		0.32		0.48		0.48
v/c Ratio		0.66		0.42		0.23		0.73
Control Delay		19.0		13.2		6.9		14.9
Queue Delay		0.0		0.0		0.0		0.0
Total Delay		19.0		13.2		6.9		14.9
LOS		B		B		A		B
Approach Delay		19.0		13.2		6.9		14.9
Approach LOS		B		B		A		B

Intersection Summary

Cycle Length: 45

Actuated Cycle Length: 40.9

Natural Cycle: 45

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.73

Intersection Signal Delay: 14.7





Intersection Capacity Utilization 61.5%

Analysis Period (min) 15

Intersection LOS: B

ICU Level of Service B

Splits and Phases: 1: Boston Post Road & Amherst Street

 Ø2	 Ø4
27 s	18 s
 Ø6	 Ø8
27 s	18 s

Queues

1: Boston Post Road & Amherst Street

	→	←	↑	↓
Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	398	231	183	590
v/c Ratio	0.66	0.42	0.23	0.73
Control Delay	19.0	13.2	6.9	14.9
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	19.0	13.2	6.9	14.9
Queue Length 50th (ft)	80	39	22	101
Queue Length 95th (ft)	139	51	38	137
Internal Link Dist (ft)	1343	512	1598	752
Turn Bay Length (ft)				
Base Capacity (vph)	656	601	943	967
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	0.61	0.38	0.19	0.61
Intersection Summary				













HCM Signalized Intersection Capacity Analysis

1: Boston Post Road & Amherst Street

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		↕			↕			↕			↕		
Traffic Volume (vph)	1 ✓	322 ✓	78 ✓	19 ✓	115 ✓	35 ✓	19 ✓	141 ✓	5 ✓	105 ✓	423 ✓	1 ✓	
Future Volume (vph)	1	322	78	19	115	35	19	141	5	105	423	1	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)		4.0			4.0			4.0			4.0		
Lane Util. Factor		1.00			1.00			1.00			1.00		
Frt		0.97			0.97			1.00			1.00		
Flt Protected		1.00			0.99			0.99			0.99		
Satd. Flow (prot)		1828			1774			1779			1859		
Flt Permitted		1.00			0.90			0.90			0.89		
Satd. Flow (perm)		1827			1605			1618			1661		
Peak-hour factor, PHF	0.84	0.84	0.84	0.61	0.61	0.61	0.75	0.75	0.75	0.75	0.75	0.75	
Adj. Flow (vph)	1	383	93	31	189	57	25	188	7	140	564	1	
RTOR Reduction (vph)	0	16	0	0	17	0	0	2	0	0	0	0	
Lane Group Flow (vph)	0	461	0	0	260	0	0	218	0	0	705	0	
Heavy Vehicles (%)	0%	1%	2%	19%	0%	7%	13%	5%	0%	2%	1%	0%	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA		
Protected Phases		4			8			2			6		
Permitted Phases	4			8			2			6			
Actuated Green, G (s)		14.3			14.3			24.4			24.4		
Effective Green, g (s)		16.3			16.3			26.4			26.4		
Actuated g/C Ratio		0.32			0.32			0.52			0.52		
Clearance Time (s)		6.0			6.0			6.0			6.0		
Vehicle Extension (s)		3.0			3.0			3.0			3.0		
Lane Grp Cap (vph)		587			516			842			864		
v/s Ratio Prot													
v/s Ratio Perm		c0.25			0.16			0.13			c0.42		
v/c Ratio		0.79			0.50			0.26			0.82		
Uniform Delay, d1		15.6			13.9			6.7			10.1		
Progression Factor		1.00			1.00			1.00			1.00		
Incremental Delay, d2		6.9			0.8			0.2			6.0		
Delay (s)		22.5			14.7			6.9			16.1		
Level of Service		C			B			A			B		
Approach Delay (s)		22.5			14.7			6.9			16.1		
Approach LOS		C			B			A			B		
Intersection Summary													
HCM 2000 Control Delay			16.5									HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio			0.80										
Actuated Cycle Length (s)			50.7									Sum of lost time (s)	8.0
Intersection Capacity Utilization			70.5%									ICU Level of Service	C
Analysis Period (min)			15										
c Critical Lane Group													

Timings

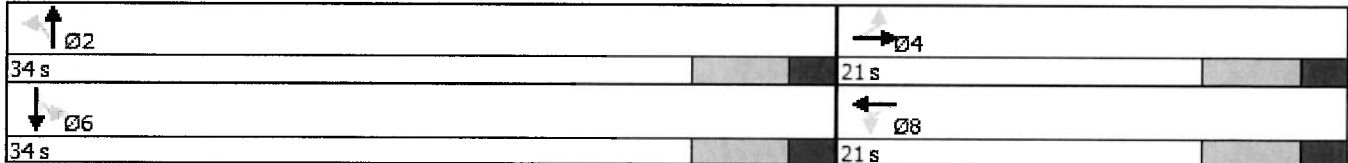
1: Boston Post Road & Amherst Street

								
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	1	322	19	115	19	141	105	423
Future Volume (vph)	1	322	19	115	19	141	105	423
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	10.0	10.0	10.0	10.0
Minimum Split (s)	11.0	11.0	11.0	11.0	16.0	16.0	16.0	16.0
Total Split (s)	21.0	21.0	21.0	21.0	34.0	34.0	34.0	34.0
Total Split (%)	38.2%	38.2%	38.2%	38.2%	61.8%	61.8%	61.8%	61.8%
Yellow Time (s)	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
Lost Time Adjust (s)		-2.0		-2.0		-2.0		-2.0
Total Lost Time (s)		4.0		4.0		4.0		4.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	Min	Min	Min	Min
Act Effect Green (s)		16.3		16.3		26.5		26.5
Actuated g/C Ratio		0.32		0.32		0.52		0.52
v/c Ratio		0.79		0.52		0.26		0.82
Control Delay		28.8		18.1		7.5		20.0
Queue Delay		0.0		0.0		0.0		0.0
Total Delay		28.8		18.1		7.5		20.0
LOS		C		B		A		C
Approach Delay		28.8		18.1		7.5		20.0
Approach LOS		C		B		A		C

Intersection Summary

Cycle Length: 55
 Actuated Cycle Length: 51
 Natural Cycle: 55
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.82
 Intersection Signal Delay: 20.6
 Intersection Capacity Utilization 70.5%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service C

Splits and Phases: 1: Boston Post Road & Amherst Street



Queues

1: Boston Post Road & Amherst Street

















	→	←	↑	↓
Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	477	277	220	705
v/c Ratio	0.79	0.52	0.26	0.82
Control Delay	28.8	18.1	7.5	20.0
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	28.8	18.1	7.5	20.0
Queue Length 50th (ft)	135	67	33	162
Queue Length 95th (ft)	#247	75	50	201
Internal Link Dist (ft)	1343	512	1598	752
Turn Bay Length (ft)				
Base Capacity (vph)	635	561	971	995
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	0.75	0.49	0.23	0.71

Intersection Summary

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













HCM Signalized Intersection Capacity Analysis

1: Boston Post Road & Amherst Street

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Volume (vph)	1	322	78	19	115	52	19	153	5	150	457	1	
Future Volume (vph)	1	322	78	19	115	52	19	153	5	150	457	1	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)		4.0			4.0			4.0			4.0		
Lane Util. Factor		1.00			1.00			1.00			1.00		
Frt		0.97			0.96			1.00			1.00		
Flt Protected		1.00			0.99			0.99			0.99		
Satd. Flow (prot)		1828			1751			1781			1853		
Flt Permitted		1.00			0.87			0.90			0.85		
Satd. Flow (perm)		1827			1529			1613			1600		
Peak-hour factor, PHF	0.84	0.84	0.84	0.61	0.61	0.61	0.75	0.75	0.75	0.75	0.75	0.75	
Adj. Flow (vph)	1	383	93	31	189	85	25	204	7	200	609	1	
RTOR Reduction (vph)	0	13	0	0	21	0	0	2	0	0	0	0	
Lane Group Flow (vph)	0	464	0	0	284	0	0	234	0	0	810	0	
Heavy Vehicles (%)	0%	1%	2%	19%	0%	7%	13%	5%	0%	2%	1%	0%	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA		
Protected Phases		4			8			2			6		
Permitted Phases	4			8			2			6			
Actuated Green, G (s)		15.9			15.9			33.0			33.0		
Effective Green, g (s)		17.9			17.9			35.0			35.0		
Actuated g/C Ratio		0.29			0.29			0.57			0.57		
Clearance Time (s)		6.0			6.0			6.0			6.0		
Vehicle Extension (s)		3.0			3.0			3.0			3.0		
Lane Grp Cap (vph)		537			449			927			919		
v/s Ratio Prot													
v/s Ratio Perm		c0.25			0.19			0.15			c0.51		
v/c Ratio		0.86			0.63			0.25			0.88		
Uniform Delay, d1		20.3			18.6			6.4			11.2		
Progression Factor		1.00			1.00			1.00			1.00		
Incremental Delay, d2		13.5			2.9			0.1			9.9		
Delay (s)		33.8			21.5			6.6			21.1		
Level of Service		C			C			A			C		
Approach Delay (s)		33.8			21.5			6.6			21.1		
Approach LOS		C			C			A			C		
Intersection Summary													
HCM 2000 Control Delay			22.6									HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio			0.87										
Actuated Cycle Length (s)			60.9									Sum of lost time (s)	8.0
Intersection Capacity Utilization			76.5%									ICU Level of Service	D
Analysis Period (min)			15										
c Critical Lane Group													

Timings

1: Boston Post Road & Amherst Street

								
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	1	322	19	115	19	153	150	457
Future Volume (vph)	1	322	19	115	19	153	150	457
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	10.0	10.0	10.0	10.0
Minimum Split (s)	11.0	11.0	11.0	11.0	16.0	16.0	16.0	16.0
Total Split (s)	22.0	22.0	22.0	22.0	43.0	43.0	43.0	43.0
Total Split (%)	33.8%	33.8%	33.8%	33.8%	66.2%	66.2%	66.2%	66.2%
Yellow Time (s)	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
Lost Time Adjust (s)		-2.0		-2.0		-2.0		-2.0
Total Lost Time (s)		4.0		4.0		4.0		4.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	Min	Min	Min	Min
Act Effct Green (s)		17.9		17.9		35.1		35.1
Actuated g/C Ratio		0.29		0.29		0.57		0.57
v/c Ratio		0.87		0.65		0.25		0.88
Control Delay		40.7		26.2		7.0		24.7
Queue Delay		0.0		0.0		0.0		0.0
Total Delay		40.7		26.2		7.0		24.7
LOS		D		C		A		C
Approach Delay		40.7		26.2		7.0		24.7
Approach LOS		D		C		A		C

Intersection Summary

Cycle Length: 65

Actuated Cycle Length: 61.1

Natural Cycle: 65

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.88

Intersection Signal Delay: 26.8





Intersection LOS: C

Intersection Capacity Utilization 76.5%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 1: Boston Post Road & Amherst Street

 Ø2	 Ø4
43 s	22 s
 Ø6	 Ø8
43 s	22 s

Queues

1: Boston Post Road & Amherst Street

















	→	←	↑	↓
Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	477	305	236	810
v/c Ratio	0.87	0.65	0.25	0.88
Control Delay	40.7	26.2	7.0	24.7
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	40.7	26.2	7.0	24.7
Queue Length 50th (ft)	176	96	38	228
Queue Length 95th (ft)	#306	102	54	264
Internal Link Dist (ft)	1343	512	1598	752
Turn Bay Length (ft)				
Base Capacity (vph)	557	476	1042	1033
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	0.86	0.64	0.23	0.78

Intersection Summary

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













HCM Signalized Intersection Capacity Analysis

1: Boston Post Road & Amherst Street

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Volume (vph)	1	393	95	23	140	43	23	172	6	128	516	1	
Future Volume (vph)	1	393	95	23	140	43	23	172	6	128	516	1	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)		4.0			4.0			4.0			4.0		
Lane Util. Factor		1.00			1.00			1.00			1.00		
Frt		0.97			0.97			1.00			1.00		
Flt Protected		1.00			0.99			0.99			0.99		
Satd. Flow (prot)		1828			1773			1779			1859		
Flt Permitted		1.00			0.82			0.88			0.87		
Satd. Flow (perm)		1827			1456			1565			1637		
Peak-hour factor, PHF	0.84	0.84	0.84	0.61	0.61	0.61	0.75	0.75	0.75	0.75	0.75	0.75	
Adj. Flow (vph)	1	468	113	38	230	70	31	229	8	171	688	1	
RTOR Reduction (vph)	0	11	0	0	11	0	0	1	0	0	0	0	
Lane Group Flow (vph)	0	571	0	0	327	0	0	267	0	0	860	0	
Heavy Vehicles (%)	0%	1%	2%	19%	0%	7%	13%	5%	0%	2%	1%	0%	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA		
Protected Phases		4			8			2			6		
Permitted Phases	4			8			2			6			
Actuated Green, G (s)		24.0			24.0			41.9			41.9		
Effective Green, g (s)		26.0			26.0			43.9			43.9		
Actuated g/C Ratio		0.33			0.33			0.56			0.56		
Clearance Time (s)		6.0			6.0			6.0			6.0		
Vehicle Extension (s)		3.0			3.0			3.0			3.0		
Lane Grp Cap (vph)		609			485			881			922		
v/s Ratio Prot													
v/s Ratio Perm		c0.31			0.22			0.17			c0.53		
v/c Ratio		0.94			0.67			0.30			0.93		
Uniform Delay, d1		25.2			22.3			8.9			15.6		
Progression Factor		1.00			1.00			1.00			1.00		
Incremental Delay, d2		22.2			3.7			0.2			15.8		
Delay (s)		47.3			26.0			9.1			31.4		
Level of Service		D			C			A			C		
Approach Delay (s)		47.3			26.0			9.1			31.4		
Approach LOS		D			C			A			C		
Intersection Summary													
HCM 2000 Control Delay			32.1									HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio			0.93										
Actuated Cycle Length (s)			77.9									Sum of lost time (s)	8.0
Intersection Capacity Utilization			83.8%									ICU Level of Service	E
Analysis Period (min)			15										
c Critical Lane Group													

Timings

1: Boston Post Road & Amherst Street

								
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	1	393	23	140	23	172	128	516
Future Volume (vph)	1	393	23	140	23	172	128	516
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	10.0	10.0	10.0	10.0
Minimum Split (s)	11.0	11.0	11.0	11.0	16.0	16.0	16.0	16.0
Total Split (s)	30.0	30.0	30.0	30.0	50.0	50.0	50.0	50.0
Total Split (%)	37.5%	37.5%	37.5%	37.5%	62.5%	62.5%	62.5%	62.5%
Yellow Time (s)	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
Lost Time Adjust (s)		-2.0		-2.0		-2.0		-2.0
Total Lost Time (s)		4.0		4.0		4.0		4.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	Min	Min	Min	Min
Act Effct Green (s)		26.0		26.0		43.9		43.9
Actuated g/C Ratio		0.33		0.33		0.56		0.56
v/c Ratio		0.94		0.68		0.30		0.93
Control Delay		51.1		30.2		9.9		34.6
Queue Delay		0.0		0.0		0.0		0.0
Total Delay		51.1		30.2		9.9		34.6
LOS		D		C		A		C
Approach Delay		51.1		30.2		9.9		34.6
Approach LOS		D		C		A		C

Intersection Summary

Cycle Length: 80

Actuated Cycle Length: 78

Natural Cycle: 80

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.94

Intersection Signal Delay: 35.3





Intersection Capacity Utilization 83.8%

Analysis Period (min) 15

Intersection LOS: D

ICU Level of Service E

Splits and Phases: 1: Boston Post Road & Amherst Street

 Ø2	 Ø4
50 s	30 s
 Ø6	 Ø8
50 s	30 s

Queues

1: Boston Post Road & Amherst Street

















	→	←	↑	↓
Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	582	338	268	860
v/c Ratio	0.94	0.68	0.30	0.93
Control Delay	51.1	30.2	9.9	34.6
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	51.1	30.2	9.9	34.6
Queue Length 50th (ft)	276	138	62	353
Queue Length 95th (ft)	#429	134	83	378
Internal Link Dist (ft)	1343	512	1598	752
Turn Bay Length (ft)				
Base Capacity (vph)	622	498	927	968
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	0.94	0.68	0.29	0.89

Intersection Summary

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













HCM Signalized Intersection Capacity Analysis

1: Boston Post Road & Amherst Street

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Volume (vph)	1 ✓	393 ✓	95 ✓	23 ✓	140 ✓	60 ✓	23 ✓	184 ✓	6 ✓	173 ✓	550 ✓	1 ✓	
Future Volume (vph)	1	393	95	23	140	60	23	184	6	173	550	1	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)		4.0			4.0			4.0			4.0		
Lane Util. Factor		1.00			1.00			1.00			1.00		
Frt		0.97			0.96			1.00			1.00		
Flt Protected		1.00			0.99			0.99			0.99		
Satd. Flow (prot)		1828			1754			1780			1854		
Flt Permitted		1.00			0.76			0.86			0.83		
Satd. Flow (perm)		1828			1332			1543			1551		
Peak-hour factor, PHF	0.84	0.84	0.84	0.61	0.61	0.61	0.75	0.75	0.75	0.75	0.75	0.75	
Adj. Flow (vph)	1	468	113	38	230	98	31	245	8	231	733	1	
RTOR Reduction (vph)	0	9	0	0	13	0	0	1	0	0	0	0	
Lane Group Flow (vph)	0	573	0	0	353	0	0	283	0	0	965	0	
Heavy Vehicles (%)	0%	1%	2%	19%	0%	7%	13%	5%	0%	2%	1%	0%	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA		
Protected Phases		4			8			2			6		
Permitted Phases	4			8			2			6			
Actuated Green, G (s)		29.0			29.0			59.0			59.0		
Effective Green, g (s)		31.0			31.0			61.0			61.0		
Actuated g/C Ratio		0.31			0.31			0.61			0.61		
Clearance Time (s)		6.0			6.0			6.0			6.0		
Vehicle Extension (s)		3.0			3.0			3.0			3.0		
Lane Grp Cap (vph)		566			412			941			946		
v/s Ratio Prot													
v/s Ratio Perm		0.31			0.27			0.18			0.62		
v/c Ratio		1.01			0.86			0.30			1.02		
Uniform Delay, d1		34.5			32.4			9.3			19.5		
Progression Factor		1.00			1.00			1.00			1.00		
Incremental Delay, d2		41.0			15.9			0.2			34.4		
Delay (s)		75.5			48.3			9.5			53.9		
Level of Service		E			D			A			D		
Approach Delay (s)		75.5			48.3			9.5			53.9		
Approach LOS		E			D			A			D		
Intersection Summary													
HCM 2000 Control Delay			52.9									HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio			1.02										
Actuated Cycle Length (s)			100.0									Sum of lost time (s)	8.0
Intersection Capacity Utilization			89.8%									ICU Level of Service	E
Analysis Period (min)			15										
c Critical Lane Group													

Timings





1: Boston Post Road & Amherst Street

								
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	1	393	23	140	23	184	173	550
Future Volume (vph)	1	393	23	140	23	184	173	550
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	10.0	10.0	10.0	10.0
Minimum Split (s)	11.0	11.0	11.0	11.0	16.0	16.0	16.0	16.0
Total Split (s)	35.0	35.0	35.0	35.0	65.0	65.0	65.0	65.0
Total Split (%)	35.0%	35.0%	35.0%	35.0%	65.0%	65.0%	65.0%	65.0%
Yellow Time (s)	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
Lost Time Adjust (s)		-2.0		-2.0		-2.0		-2.0
Total Lost Time (s)		4.0		4.0		4.0		4.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	Min	Min	Min	Min
Act Effct Green (s)		31.0		31.0		61.0		61.0
Actuated g/C Ratio		0.31		0.31		0.61		0.61
v/c Ratio		1.01		0.86		0.30		1.02
Control Delay		75.5		51.8		10.3		55.9
Queue Delay		0.0		0.0		0.0		0.0
Total Delay		75.5		51.8		10.3		55.9
LOS		E		D		B		E
Approach Delay		75.5		51.8		10.3		55.9
Approach LOS		E		D		B		E

Intersection Summary

Cycle Length: 100
 Actuated Cycle Length: 100
 Natural Cycle: 75
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.02
 Intersection Signal Delay: 54.5
 Intersection Capacity Utilization 89.8%
 Analysis Period (min) 15
 Intersection LOS: D
 ICU Level of Service E

Splits and Phases: 1: Boston Post Road & Amherst Street

 Ø2	 Ø4
65 s	35 s
 Ø6	 Ø8
65 s	35 s

Queues

1: Boston Post Road & Amherst Street

















	→	←	↑	↓
Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	582	366	284	965
v/c Ratio	1.01	0.86	0.30	1.02
Control Delay	75.5	51.8	10.3	55.9
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	75.5	51.8	10.3	55.9
Queue Length 50th (ft)	~371	208	79	~619
Queue Length 95th (ft)	#532	187	98	#583
Internal Link Dist (ft)	1343	512	1598	752
Turn Bay Length (ft)				
Base Capacity (vph)	575	426	942	945
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	1.01	0.86	0.30	1.02

Intersection Summary

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













HCM Signalized Intersection Capacity Analysis

1: Boston Post Road & Amherst Street

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	4	125	29	28	245	69	55	296	13	47	144	1
Future Volume (vph)	4	125	29	28	245	69	55	296	13	47	144	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0			4.0			4.0	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Fr _t		0.98			0.97			1.00			1.00	
Fl _t Protected		1.00			1.00			0.99			0.99	
Satd. Flow (prot)		1812			1798			1877			1844	
Fl _t Permitted		0.99			0.96			0.92			0.86	
Satd. Flow (perm)		1791			1740			1735			1601	
Peak-hour factor, PHF	0.94	0.94	0.94	0.91	0.91	0.91	0.91	0.91	0.91	0.81	0.81	0.81
Adj. Flow (vph)	4	133	31	31	269	76	60	325	14	58	178	1
RTOR Reduction (vph)	0	19	0	0	21	0	0	3	0	0	1	0
Lane Group Flow (vph)	0	149	0	0	355	0	0	396	0	0	236	0
Heavy Vehicles (%)	0%	2%	3%	0%	3%	1%	0%	0%	0%	4%	1%	0%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		12.2			12.2			13.6			13.6	
Effective Green, g (s)		14.2			14.2			15.6			15.6	
Actuated g/C Ratio		0.38			0.38			0.41			0.41	
Clearance Time (s)		6.0			6.0			6.0			6.0	
Vehicle Extension (s)		3.0			3.0			3.0			3.0	
Lane Grp Cap (vph)		672			653			716			660	
v/s Ratio Prot												
v/s Ratio Perm		0.08			0.20			0.23			0.15	
v/c Ratio		0.22			0.54			0.55			0.36	
Uniform Delay, d ₁		8.0			9.3			8.4			7.6	
Progression Factor		1.00			1.00			1.00			1.00	
Incremental Delay, d ₂		0.2			0.9			0.9			0.3	
Delay (s)		8.2			10.2			9.4			8.0	
Level of Service		A			B			A			A	
Approach Delay (s)		8.2			10.2			9.4			8.0	
Approach LOS		A			B			A			A	
Intersection Summary												
HCM 2000 Control Delay			9.2									
HCM 2000 Volume to Capacity ratio			0.55									
Actuated Cycle Length (s)			37.8									
Intersection Capacity Utilization			60.0%									
Analysis Period (min)			15									
c Critical Lane Group												

Timings

1: Boston Post Road & Amherst Street

								
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	4	125	28	245	55	296	47	144
Future Volume (vph)	4	125	28	245	55	296	47	144
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	10.0	10.0	10.0	10.0
Minimum Split (s)	22.0	22.0	22.0	22.0	22.0	22.0	22.0	22.0
Total Split (s)	22.0	22.0	22.0	22.0	23.0	23.0	23.0	23.0
Total Split (%)	48.9%	48.9%	48.9%	48.9%	51.1%	51.1%	51.1%	51.1%
Yellow Time (s)	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
Lost Time Adjust (s)		-2.0		-2.0		-2.0		-2.0
Total Lost Time (s)		4.0		4.0		4.0		4.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	Min	Min	Min	Min
Act Effct Green (s)		14.2		14.2		15.6		15.6
Actuated g/C Ratio		0.37		0.37		0.41		0.41
v/c Ratio		0.24		0.56		0.56		0.36
Control Delay		8.3		12.6		12.7		10.3
Queue Delay		0.0		0.0		0.0		0.0
Total Delay		8.3		12.6		12.7		10.3
LOS		A		B		B		B
Approach Delay		8.3		12.6		12.7		10.3
Approach LOS		A		B		B		B

Intersection Summary

Cycle Length: 45

Actuated Cycle Length: 38.1

Natural Cycle: 45

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.56

Intersection Signal Delay: 11.6





Intersection LOS: B

Intersection Capacity Utilization 60.0%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 1: Boston Post Road & Amherst Street

 Ø2	 Ø4
23 s	22 s
 Ø6	 Ø8
23 s	22 s

















Queues

1: Boston Post Road & Amherst Street

	→	←	↑	↓
Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	168	376	399	237
v/c Ratio	0.24	0.56	0.56	0.36
Control Delay	8.3	12.6	12.7	10.3
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	8.3	12.6	12.7	10.3
Queue Length 50th (ft)	18	52	59	32
Queue Length 95th (ft)	51	122	134	68
Internal Link Dist (ft)	1343	512	1598	752
Turn Bay Length (ft)				
Base Capacity (vph)	887	864	893	822
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	0.19	0.44	0.45	0.29
Intersection Summary				













HCM Signalized Intersection Capacity Analysis

1: Boston Post Road & Amherst Street

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Volume (vph)	5 ✓	150 ✓	35 ✓	33 ✓	293 ✓	83 ✓	66 ✓	354 ✓	16 ✓	56 ✓	172 ✓	1 ✓	
Future Volume (vph)	5	150	35	33	293	83	66	354	16	56	172	1	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)		4.0			4.0			4.0			4.0		
Lane Util. Factor		1.00			1.00			1.00			1.00		
Frt		0.98			0.97			0.99			1.00		
Flt Protected		1.00			1.00			0.99			0.99		
Satd. Flow (prot)		1812			1798			1876			1844		
Flt Permitted		0.98			0.96			0.91			0.84		
Satd. Flow (perm)		1786			1732			1712			1564		
Peak-hour factor, PHF	0.94	0.94	0.94	0.91	0.91	0.91	0.91	0.91	0.91	0.81	0.81	0.81	
Adj. Flow (vph)	5	160	37	36	322	91	73	389	18	69	212	1	
RTOR Reduction (vph)	0	20	0	0	23	0	0	3	0	0	1	0	
Lane Group Flow (vph)	0	182	0	0	426	0	0	477	0	0	281	0	
Heavy Vehicles (%)	0%	2%	3%	0%	3%	1%	0%	0%	0%	4%	1%	0%	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA		
Protected Phases		4			8			2			6		
Permitted Phases	4			8			2			6			
Actuated Green, G (s)		11.2			11.2			13.9			13.9		
Effective Green, g (s)		13.2			13.2			15.9			15.9		
Actuated g/C Ratio		0.36			0.36			0.43			0.43		
Clearance Time (s)		6.0			6.0			6.0			6.0		
Vehicle Extension (s)		3.0			3.0			3.0			3.0		
Lane Grp Cap (vph)		635			616			733			670		
v/s Ratio Prot													
v/s Ratio Perm		0.10			0.25			0.28			0.18		
v/c Ratio		0.29			0.69			0.65			0.42		
Uniform Delay, d1		8.6			10.2			8.4			7.4		
Progression Factor		1.00			1.00			1.00			1.00		
Incremental Delay, d2		0.3			3.4			2.1			0.4		
Delay (s)		8.8			13.6			10.5			7.8		
Level of Service		A			B			B			A		
Approach Delay (s)		8.8			13.6			10.5			7.8		
Approach LOS		A			B			B			A		
Intersection Summary													
HCM 2000 Control Delay			10.7									HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio			0.67										
Actuated Cycle Length (s)			37.1									Sum of lost time (s)	8.0
Intersection Capacity Utilization			70.0%									ICU Level of Service	C
Analysis Period (min)			15										
c Critical Lane Group													

Timings

1: Boston Post Road & Amherst Street





								
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	5	150	33	293	66	354	56	172
Future Volume (vph)	5	150	33	293	66	354	56	172
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	10.0	10.0	10.0	10.0
Minimum Split (s)	11.0	11.0	11.0	11.0	16.0	16.0	16.0	16.0
Total Split (s)	18.0	18.0	18.0	18.0	22.0	22.0	22.0	22.0
Total Split (%)	45.0%	45.0%	45.0%	45.0%	55.0%	55.0%	55.0%	55.0%
Yellow Time (s)	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
Lost Time Adjust (s)		-2.0		-2.0		-2.0		-2.0
Total Lost Time (s)		4.0		4.0		4.0		4.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	Min	Min	Min	Min
Act Effct Green (s)		13.3		13.3		16.0		16.0
Actuated g/C Ratio		0.36		0.36		0.43		0.43
v/c Ratio		0.31		0.70		0.65		0.42
Control Delay		9.4		18.4		13.5		9.8
Queue Delay		0.0		0.0		0.0		0.0
Total Delay		9.4		18.4		13.5		9.8
LOS		A		B		B		A
Approach Delay		9.4		18.4		13.5		9.8
Approach LOS		A		B		B		A

Intersection Summary

Cycle Length: 40
 Actuated Cycle Length: 37.3
 Natural Cycle: 40
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.70
 Intersection Signal Delay: 13.8
 Intersection Capacity Utilization 70.0%
 Analysis Period (min) 15

Intersection LOS: B
 ICU Level of Service C

Splits and Phases: 1: Boston Post Road & Amherst Street

 Ø2	 Ø4
22 s	18 s
 Ø6	 Ø8
22 s	18 s

Queues

1: Boston Post Road & Amherst Street

















	→	←	↑	↓
Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	202	449	480	282
v/c Ratio	0.31	0.70	0.65	0.42
Control Delay	9.4	18.4	13.5	9.8
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	9.4	18.4	13.5	9.8
Queue Length 50th (ft)	26	74	73	38
Queue Length 95th (ft)	61	#190	143	68
Internal Link Dist (ft)	1343	512	1598	752
Turn Bay Length (ft)				
Base Capacity (vph)	696	678	838	763
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	0.29	0.66	0.57	0.37

Intersection Summary

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













HCM Signalized Intersection Capacity Analysis

1: Boston Post Road & Amherst Street

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Volume (vph)	5	150	35	33	293	124	66	384	16	79	190	1	
Future Volume (vph)	5	150	35	33	293	124	66	384	16	79	190	1	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)		4.0			4.0			4.0			4.0		
Lane Util. Factor		1.00			1.00			1.00			1.00		
Frt		0.98			0.96			1.00			1.00		
Flt Protected		1.00			1.00			0.99			0.99		
Satd. Flow (prot)		1812			1783			1878			1837		
Flt Permitted		0.98			0.97			0.91			0.76		
Satd. Flow (perm)		1787			1727			1724			1416		
Peak-hour factor, PHF	0.94	0.94	0.94	0.91	0.91	0.91	0.91	0.91	0.91	0.81	0.81	0.81	
Adj. Flow (vph)	5	160	37	36	322	136	73	422	18	98	235	1	
RTOR Reduction (vph)	0	18	0	0	31	0	0	3	0	0	0	0	
Lane Group Flow (vph)	0	184	0	0	463	0	0	510	0	0	334	0	
Heavy Vehicles (%)	0%	2%	3%	0%	3%	1%	0%	0%	0%	4%	1%	0%	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA		
Protected Phases		4			8			2			6		
Permitted Phases	4			8			2			6			
Actuated Green, G (s)		13.9			13.9			14.9			14.9		
Effective Green, g (s)		15.9			15.9			16.9			16.9		
Actuated g/C Ratio		0.39			0.39			0.41			0.41		
Clearance Time (s)		6.0			6.0			6.0			6.0		
Vehicle Extension (s)		3.0			3.0			3.0			3.0		
Lane Grp Cap (vph)		696			673			714			586		
v/s Ratio Prot													
v/s Ratio Perm		0.10			0.27			0.30			0.24		
v/c Ratio		0.26			0.69			0.71			0.57		
Uniform Delay, d1		8.5			10.4			9.9			9.2		
Progression Factor		1.00			1.00			1.00			1.00		
Incremental Delay, d2		0.2			2.9			3.4			1.3		
Delay (s)		8.7			13.3			13.3			10.4		
Level of Service		A			B			B			B		
Approach Delay (s)		8.7			13.3			13.3			10.4		
Approach LOS		A			B			B			B		
Intersection Summary													
HCM 2000 Control Delay			12.1									HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio			0.70										
Actuated Cycle Length (s)			40.8									Sum of lost time (s)	8.0
Intersection Capacity Utilization			72.9%									ICU Level of Service	C
Analysis Period (min)			15										
c Critical Lane Group													

Timings

1: Boston Post Road & Amherst Street





								
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	5	150	33	293	66	384	79	190
Future Volume (vph)	5	150	33	293	66	384	79	190
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	22.0	22.0	22.0	22.0	22.0	22.0	22.0	22.0
Total Split (s)	22.0	22.0	22.0	22.0	23.0	23.0	23.0	23.0
Total Split (%)	48.9%	48.9%	48.9%	48.9%	51.1%	51.1%	51.1%	51.1%
Yellow Time (s)	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
Lost Time Adjust (s)		-2.0		-2.0		-2.0		-2.0
Total Lost Time (s)		4.0		4.0		4.0		4.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	Min	Min	Min	Min
Act Effct Green (s)		15.9		15.9		17.0		17.0
Actuated g/C Ratio		0.39		0.39		0.41		0.41
v/c Ratio		0.28		0.71		0.72		0.57
Control Delay		9.0		16.7		17.8		14.4
Queue Delay		0.0		0.0		0.0		0.0
Total Delay		9.0		16.7		17.8		14.4
LOS		A		B		B		B
Approach Delay		9.0		16.7		17.8		14.4
Approach LOS		A		B		B		B

Intersection Summary

Cycle Length: 45
 Actuated Cycle Length: 41.1
 Natural Cycle: 45
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.72
 Intersection Signal Delay: 15.5
 Intersection Capacity Utilization 72.9%
 Analysis Period (min) 15





Intersection LOS: B
 ICU Level of Service C

Splits and Phases: 1: Boston Post Road & Amherst Street

 Ø2	 Ø4
23 s	22 s
 Ø6	 Ø8
23 s	22 s

Queues

1: Boston Post Road & Amherst Street

















				
Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	202	494	513	334
v/c Ratio	0.28	0.71	0.72	0.57
Control Delay	9.0	16.7	17.8	14.4
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	9.0	16.7	17.8	14.4
Queue Length 50th (ft)	28	88	100	61
Queue Length 95th (ft)	61	#182	#206	104
Internal Link Dist (ft)	1343	512	1598	752
Turn Bay Length (ft)				
Base Capacity (vph)	816	801	816	669
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	0.25	0.62	0.63	0.50

Intersection Summary

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













HCM Signalized Intersection Capacity Analysis

1: Boston Post Road & Amherst Street

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	6	183	43	40	357	101	80	432	20	68	210	1
Future Volume (vph)	6	183	43	40	357	101	80	432	20	68	210	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0			4.0			4.0	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Frt		0.97			0.97			0.99			1.00	
Flt Protected		1.00			1.00			0.99			0.99	
Satd. Flow (prot)		1811			1798			1876			1844	
Flt Permitted		0.98			0.96			0.90			0.78	
Satd. Flow (perm)		1784			1726			1711			1453	
Peak-hour factor, PHF	0.94	0.94	0.94	0.91	0.91	0.91	0.91	0.91	0.91	0.81	0.81	0.81
Adj. Flow (vph)	6	195	46	44	392	111	88	475	22	84	259	1
RTOR Reduction (vph)	0	19	0	0	21	0	0	3	0	0	0	0
Lane Group Flow (vph)	0	228	0	0	526	0	0	582	0	0	344	0
Heavy Vehicles (%)	0%	2%	3%	0%	3%	1%	0%	0%	0%	4%	1%	0%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		14.9			14.9			16.0			16.0	
Effective Green, g (s)		16.9			16.9			18.0			18.0	
Actuated g/C Ratio		0.39			0.39			0.42			0.42	
Clearance Time (s)		6.0			6.0			6.0			6.0	
Vehicle Extension (s)		3.0			3.0			3.0			3.0	
Lane Grp Cap (vph)		702			679			717			609	
v/s Ratio Prot												
v/s Ratio Perm		0.13			c0.30			c0.34			0.24	
v/c Ratio		0.33			0.78			0.81			0.56	
Uniform Delay, d1		9.0			11.3			11.0			9.5	
Progression Factor		1.00			1.00			1.00			1.00	
Incremental Delay, d2		0.3			5.5			7.0			1.2	
Delay (s)		9.3			16.9			17.9			10.7	
Level of Service		A			B			B			B	
Approach Delay (s)		9.3			16.9			17.9			10.7	
Approach LOS		A			B			B			B	
Intersection Summary												
HCM 2000 Control Delay		14.9										
HCM 2000 Volume to Capacity ratio		0.79										
Actuated Cycle Length (s)		42.9							8.0			
Intersection Capacity Utilization		83.1%							E			
Analysis Period (min)		15										
c Critical Lane Group												

Timings

1: Boston Post Road & Amherst Street

								
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	6	183	40	357	80	432	68	210
Future Volume (vph)	6	183	40	357	80	432	68	210
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	10.0	10.0	10.0	10.0
Minimum Split (s)	11.0	11.0	11.0	11.0	16.0	16.0	16.0	16.0
Total Split (s)	22.0	22.0	22.0	22.0	23.0	23.0	23.0	23.0
Total Split (%)	48.9%	48.9%	48.9%	48.9%	51.1%	51.1%	51.1%	51.1%
Yellow Time (s)	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
Lost Time Adjust (s)		-2.0		-2.0		-2.0		-2.0
Total Lost Time (s)		4.0		4.0		4.0		4.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	Min	Min	Min	Min
Act Effct Green (s)		16.9		16.9		18.0		18.0
Actuated g/C Ratio		0.39		0.39		0.42		0.42
v/c Ratio		0.34		0.78		0.81		0.57
Control Delay		9.8		21.5		23.5		14.3
Queue Delay		0.0		0.0		0.0		0.0
Total Delay		9.8		21.5		23.5		14.3
LOS		A		C		C		B
Approach Delay		9.8		21.5		23.5		14.3
Approach LOS		A		C		C		B

Intersection Summary

Cycle Length: 45

Actuated Cycle Length: 43

Natural Cycle: 45

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.81

Intersection Signal Delay: 19.0





Intersection Capacity Utilization 83.1%

Analysis Period (min) 15

Intersection LOS: B

ICU Level of Service E

Splits and Phases: 1: Boston Post Road & Amherst Street

 Ø2	 Ø4
23 s	22 s
 Ø6	 Ø8
23 s	22 s

Queues

1: Boston Post Road & Amherst Street

















	→	←	↑	↓
Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	247	547	585	344
v/c Ratio	0.34	0.78	0.81	0.57
Control Delay	9.8	21.5	23.5	14.3
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	9.8	21.5	23.5	14.3
Queue Length 50th (ft)	36	108	122	63
Queue Length 95th (ft)	75	#251	#279	106
Internal Link Dist (ft)	1343	512	1598	752
Turn Bay Length (ft)				
Base Capacity (vph)	771	749	765	647
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	0.32	0.73	0.76	0.53

Intersection Summary

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

HCM Signalized Intersection Capacity Analysis

1: Boston Post Road & Amherst Street

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	6	183	43	40	357	142	80	462	20	91	228	1
Future Volume (vph)	6	183	43	40	357	142	80	462	20	91	228	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0			4.0			4.0	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Frt		0.97			0.96			1.00			1.00	
Flt Protected		1.00			1.00			0.99			0.99	
Satd. Flow (prot)		1811			1785			1878			1839	
Flt Permitted		0.98			0.96			0.90			0.71	
Satd. Flow (perm)		1785			1721			1704			1315	
Peak-hour factor, PHF	0.94	0.94	0.94	0.91	0.91	0.91	0.91	0.91	0.91	0.81	0.81	0.81
Adj. Flow (vph)	6	195	46	44	392	156	88	508	22	112	281	1
RTOR Reduction (vph)	0	15	0	0	23	0	0	2	0	0	0	0
Lane Group Flow (vph)	0	232	0	0	569	0	0	616	0	0	394	0
Heavy Vehicles (%)	0%	2%	3%	0%	3%	1%	0%	0%	0%	4%	1%	0%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2		6		
Permitted Phases	4			8			2					
Actuated Green, G (s)		18.7			18.7			20.8			20.8	
Effective Green, g (s)		20.7			20.7			22.8			22.8	
Actuated g/C Ratio		0.40			0.40			0.44			0.44	
Clearance Time (s)		6.0			6.0			6.0			6.0	
Vehicle Extension (s)		3.0			3.0			3.0			3.0	
Lane Grp Cap (vph)		717			691			754			582	
v/s Ratio Prot												
v/s Ratio Perm		0.13			0.33			0.36			0.30	
v/c Ratio		0.32			0.82			0.82			0.68	
Uniform Delay, d1		10.6			13.8			12.5			11.4	
Progression Factor		1.00			1.00			1.00			1.00	
Incremental Delay, d2		0.3			7.8			6.8			3.1	
Delay (s)		10.9			21.6			19.4			14.5	
Level of Service		B			C			B			B	
Approach Delay (s)		10.9			21.6			19.4			14.5	
Approach LOS		B			C			B			B	
Intersection Summary												
HCM 2000 Control Delay			17.9									
HCM 2000 Volume to Capacity ratio			0.82									
Actuated Cycle Length (s)			51.5									
Intersection Capacity Utilization			85.9%									
Analysis Period (min)			15									
c Critical Lane Group												

Timings

1: Boston Post Road & Amherst Street

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	6	183	40	357	80	462	91	228
Future Volume (vph)	6	183	40	357	80	462	91	228
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	10.0	10.0	10.0	10.0
Minimum Split (s)	11.0	11.0	11.0	11.0	16.0	16.0	16.0	16.0
Total Split (s)	26.0	26.0	26.0	26.0	29.0	29.0	29.0	29.0
Total Split (%)	47.3%	47.3%	47.3%	47.3%	52.7%	52.7%	52.7%	52.7%
Yellow Time (s)	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
Lost Time Adjust (s)		-2.0		-2.0		-2.0		-2.0
Total Lost Time (s)		4.0		4.0		4.0		4.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	Min	Min	Min	Min
Act Effct Green (s)		20.7		20.7		22.9		22.9
Actuated g/C Ratio		0.40		0.40		0.44		0.44
v/c Ratio		0.34		0.83		0.82		0.68
Control Delay		11.7		26.6		24.2		18.9
Queue Delay		0.0		0.0		0.0		0.0
Total Delay		11.7		26.6		24.2		18.9
LOS		B		C		C		B
Approach Delay		11.7		26.6		24.2		18.9
Approach LOS		B		C		C		B

Intersection Summary

Cycle Length: 55
 Actuated Cycle Length: 51.7
 Natural Cycle: 55
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.83
 Intersection Signal Delay: 22.2
 Intersection Capacity Utilization 85.9%
 Analysis Period (min) 15

Intersection LOS: C
 ICU Level of Service E

Splits and Phases: 1: Boston Post Road & Amherst Street

	Ø2		Ø4
29 s		26 s	
	Ø6		Ø8
29 s		26 s	

Queues

1: Boston Post Road & Amherst Street

	→	←	↑	↓
Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	247	592	618	394
v/c Ratio	0.34	0.83	0.82	0.68
Control Delay	11.7	26.6	24.2	18.9
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	11.7	26.6	24.2	18.9
Queue Length 50th (ft)	48	156	160	94
Queue Length 95th (ft)	92	#326	#332	149
Internal Link Dist (ft)	1343	512	1598	752
Turn Bay Length (ft)				
Base Capacity (vph)	786	766	838	645
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	0.31	0.77	0.74	0.61

Intersection Summary

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

Appendix H

Auxiliary Turn Lane Warrants Analysis

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

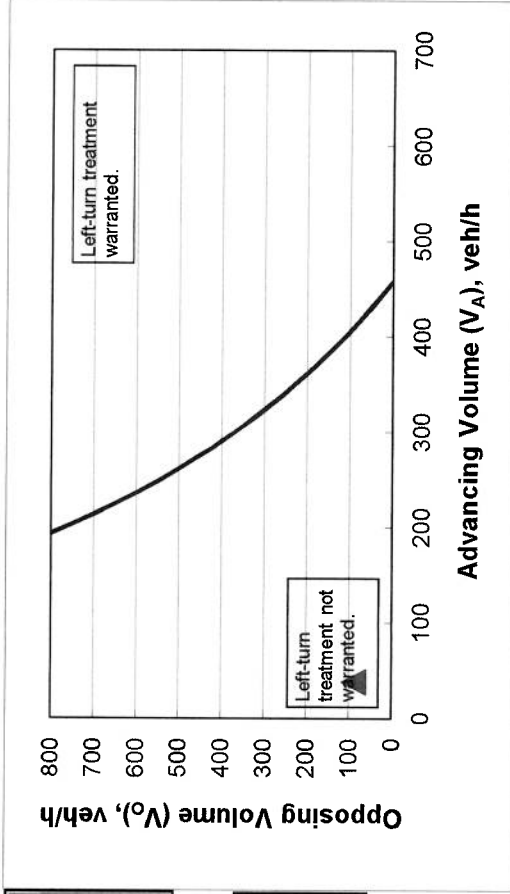
2-lane roadway (English)

INPUT

Variable	Value
85 th percentile speed, mph:	30
Percent of left-turns in advancing volume (V_A), %:	24%
Advancing volume (V_A), veh/h:	38
Opposing volume (V_O), veh/h:	89

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	411
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

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

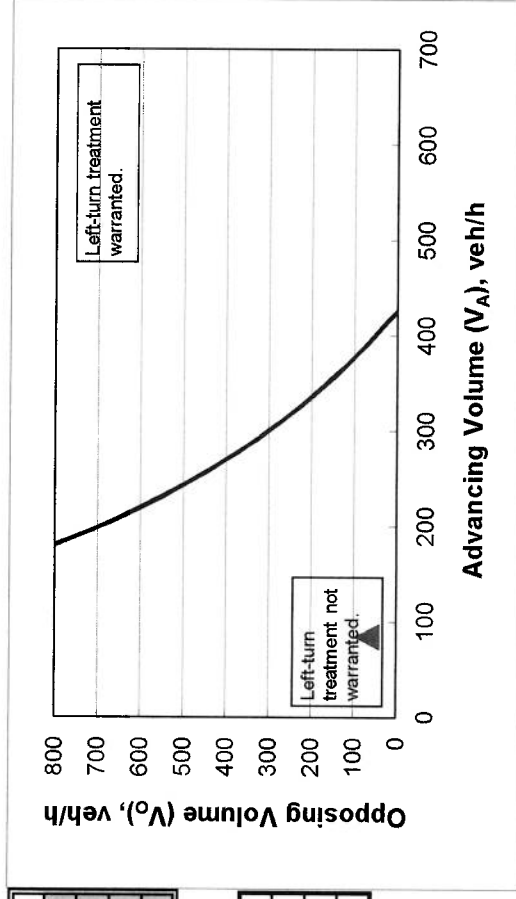
2-lane roadway (English)

INPUT

Variable	Value
85 th percentile speed, mph:	30
Percent of left-turns in advancing volume (V_A), %:	30%
Advancing volume (V_A), veh/h:	84
Opposing volume (V_O), veh/h:	69

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	391
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

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

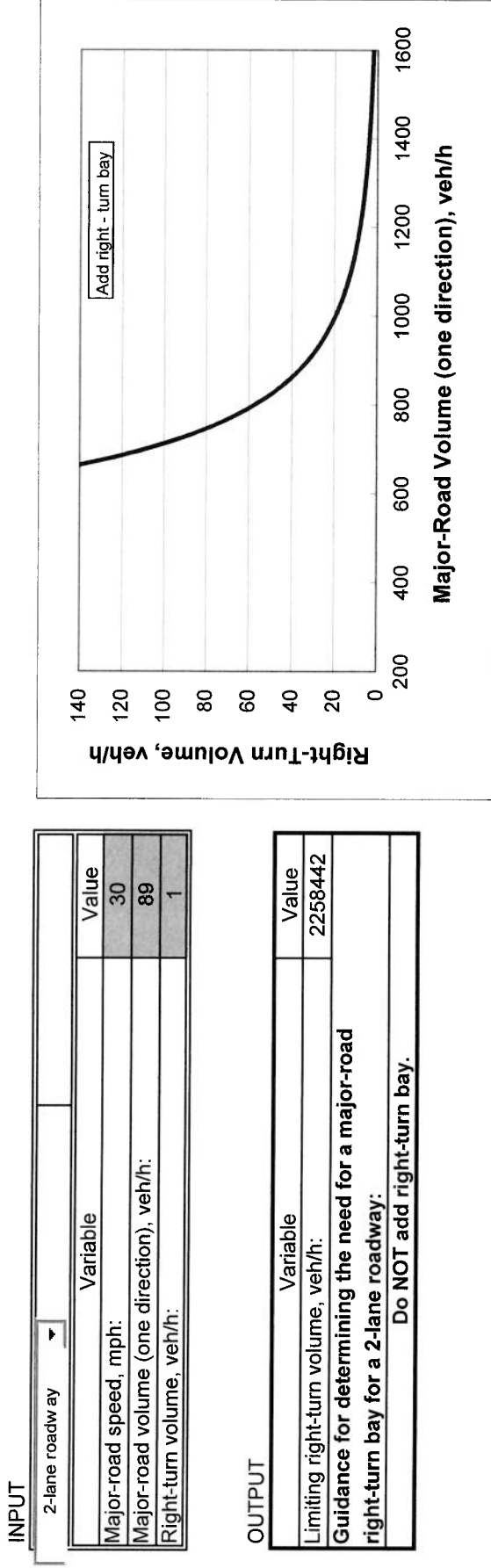


Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

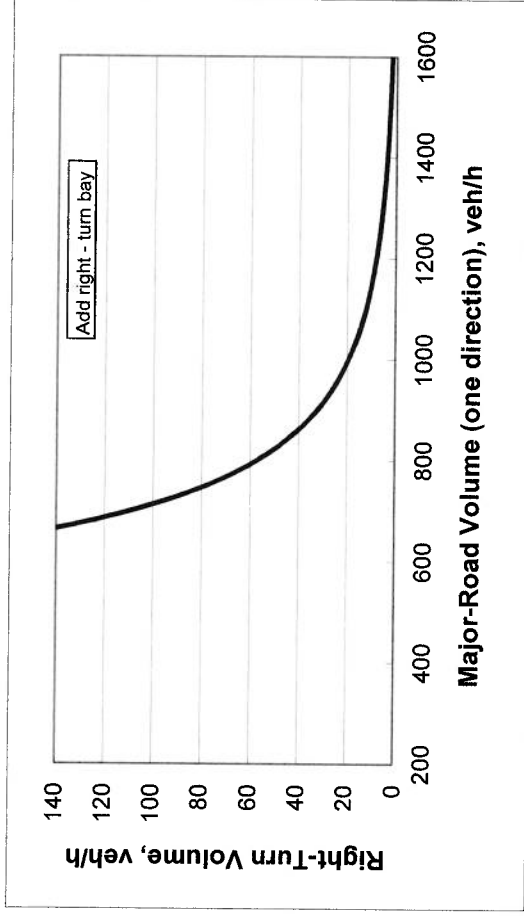
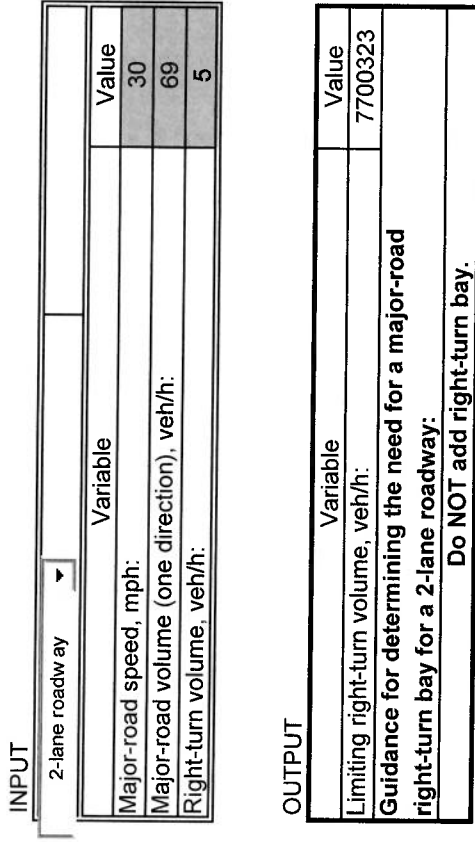


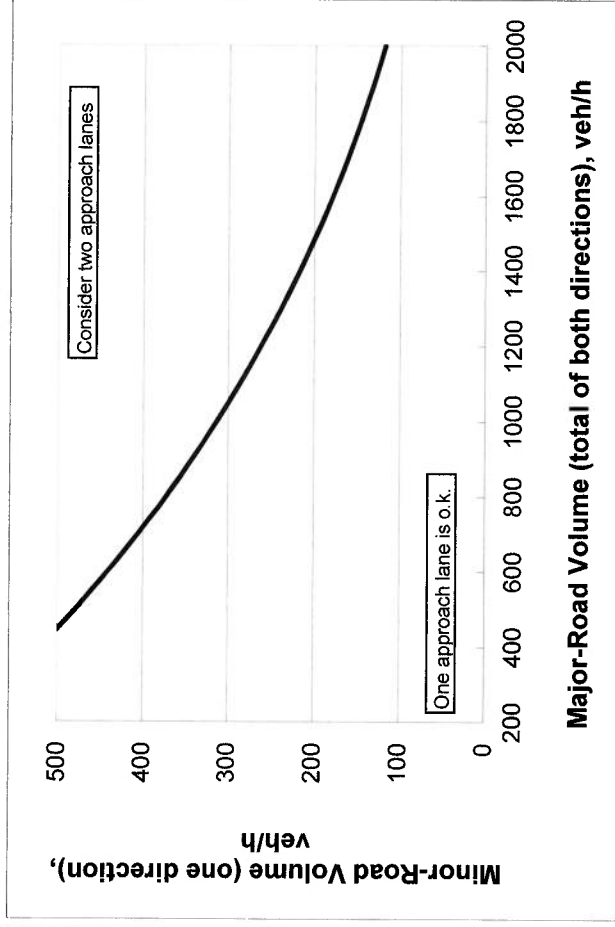
Figure 2 - 4. Guideline for determining minor-road approach geometry at two-way stop-controlled intersections.

INPUT

Variable	Value
Major-road volume (total of both directions), veh/h:	127
Percentage of right-turns on minor road, %:	85%
Minor-road volume (one direction), veh/h:	34

OUTPUT

Variable	Value
Limiting minor-road volume (one direction), veh/h:	644
Guidance for determining minor-road approach geometry:	
ONE approach lane is o.k.	



CALIBRATION CONSTANTS

Minor Road	Critical gap, s:	Follow-up gap, s:
Right-turn capacity, veh/h:	6.2	3.3
Left-turn and through capacity, veh/h:	6.5	4.0

* according to Table 17 - 5 of the HCM

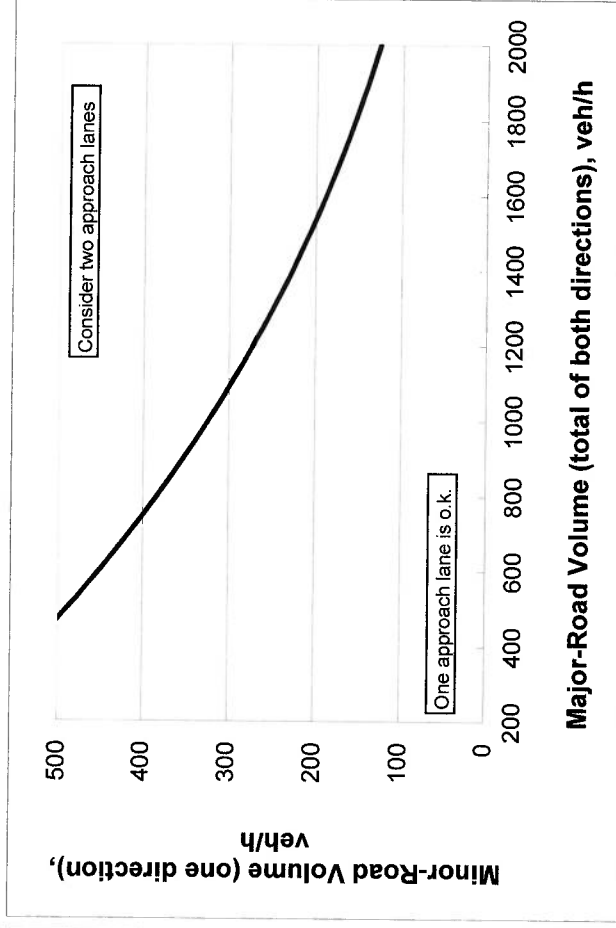
Figure 2 - 4. Guideline for determining minor-road approach geometry at two-way stop-controlled intersections.

INPUT

Variable	Value
Major-road volume (total of both directions), veh/h:	153
Percentage of right-turns on minor road, %:	88%
Minor-road volume (one direction), veh/h:	16

OUTPUT

Variable	Value
Limiting minor-road volume (one direction), veh/h:	640
Guidance for determining minor-road approach geometry:	
ONE approach lane is o.k.	



CALIBRATION CONSTANTS

Minor Road	Critical gap, s:	Follow-up gap, s:
Right-turn capacity, veh/h:	6.2	3.3
Left-turn and through capacity, veh/h:	6.5	4.0

* according to Table 17 - 5 of the HCM

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

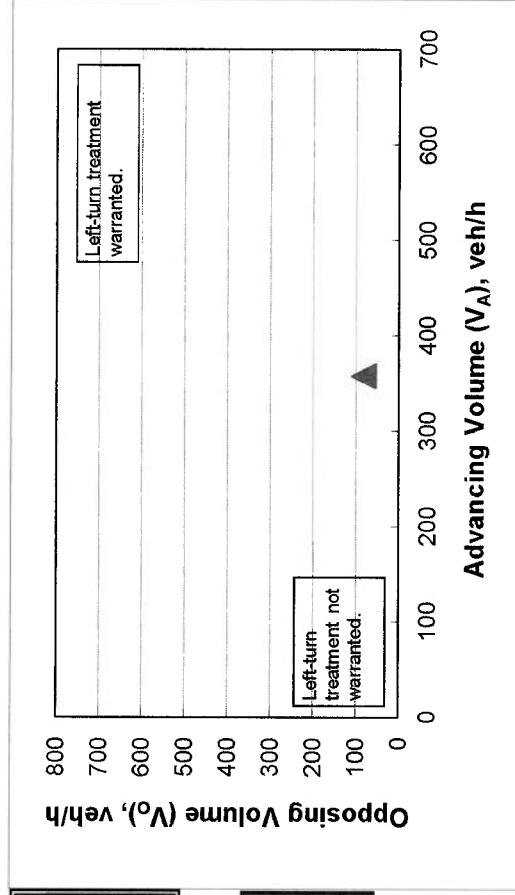
2-lane roadway (English)

INPUT

Variable	Value
85 th percentile speed, mph:	30
Percent of left-turns in advancing volume (V_A), %:	0%
Advancing volume (V_A), veh/h:	357
Opposing volume (V_O), veh/h:	83

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	3328
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

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

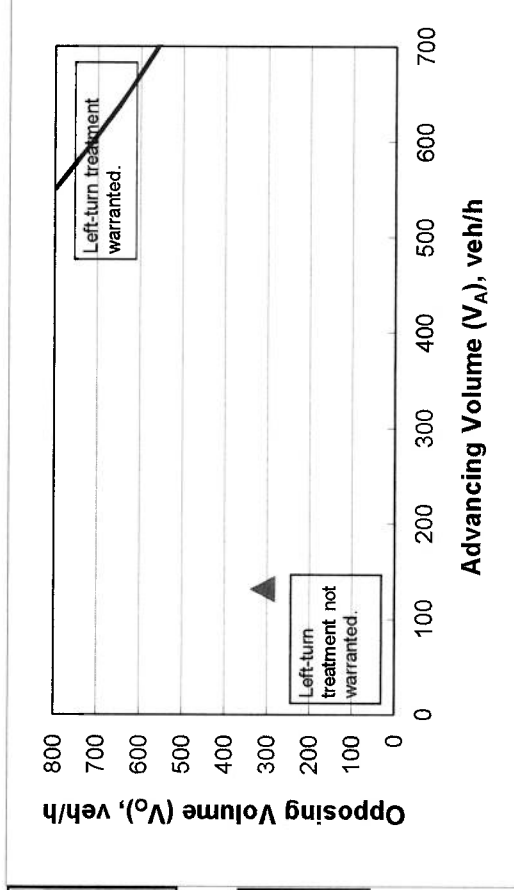
2-lane roadway (English)

INPUT

Variable	Value
85 th percentile speed, mph:	30
Percent of left-turns in advancing volume (V_A), %:	2%
Advancing volume (V_A), veh/h:	131
Opposing volume (V_O), veh/h:	310

OUTPUT

Limiting advancing volume (V_A), veh/h:	908
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

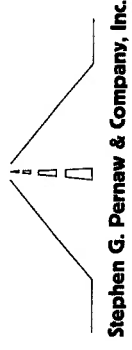


Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

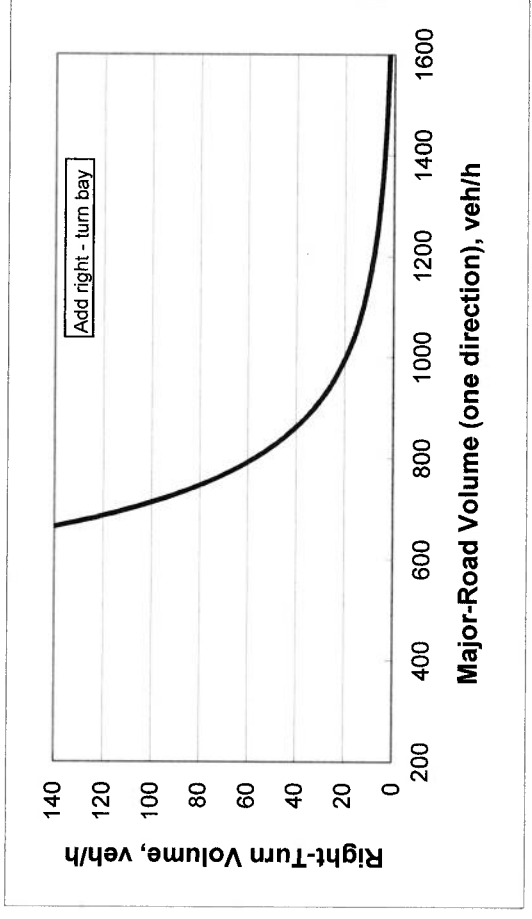
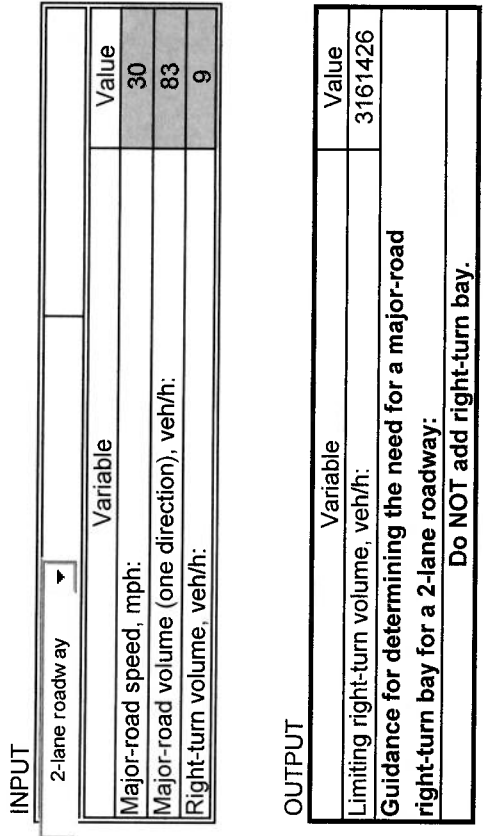


Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

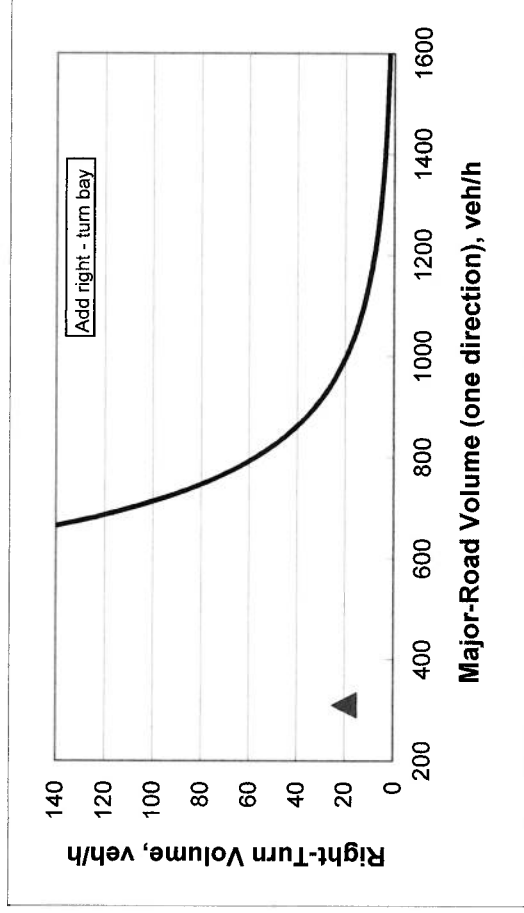
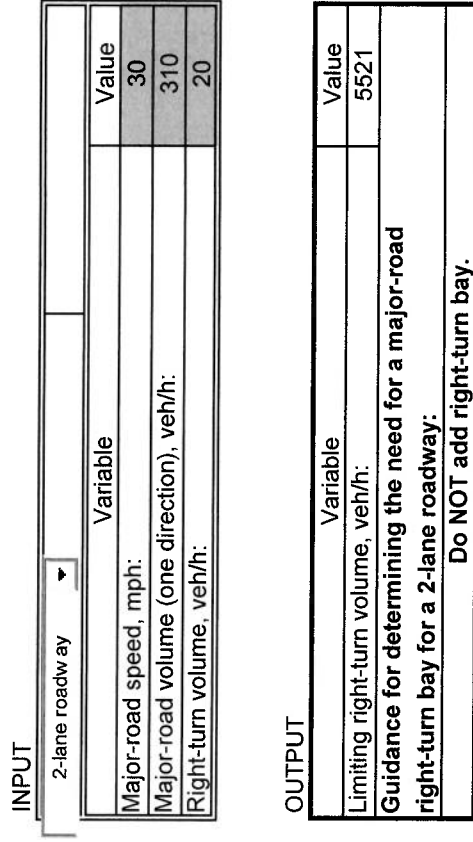


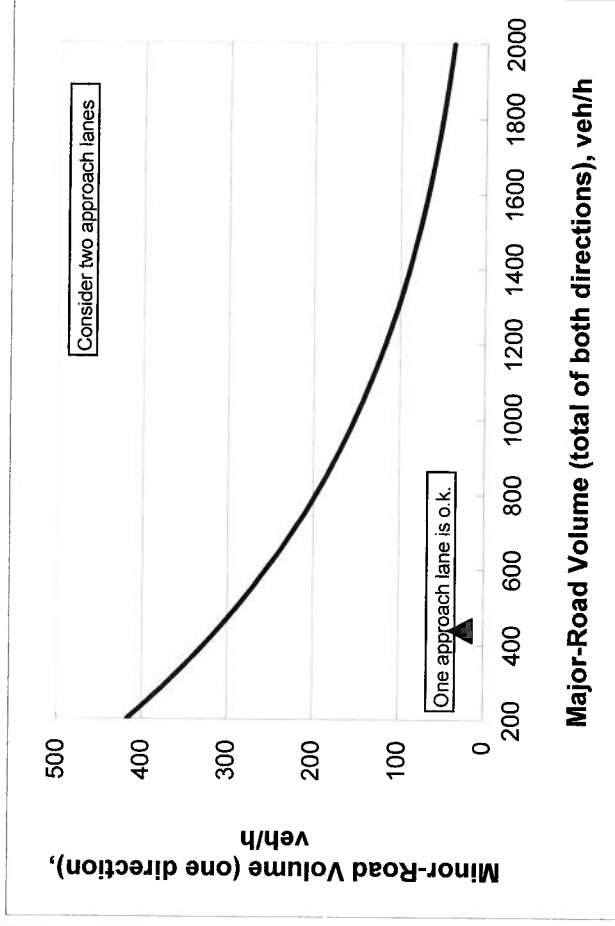
Figure 2 - 4. Guideline for determining minor-road approach geometry at two-way stop-controlled intersections.

INPUT

Variable	Value
Major-road volume (total of both directions), veh/h:	440
Percentage of right-turns on minor road, %:	15%
Minor-road volume (one direction), veh/h:	27

OUTPUT

Variable	Value
Limiting minor-road volume (one direction), veh/h:	311
Guidance for determining minor-road approach geometry:	
ONE approach lane is o.k.	



CALIBRATION CONSTANTS

Minor Road	Critical gap, s:	Follow-up gap, s:
Right-turn capacity, veh/h:	6.2	3.3
Left-turn and through capacity, veh/h:	6.5	4.0

* according to Table 17 - 5 of the HCM

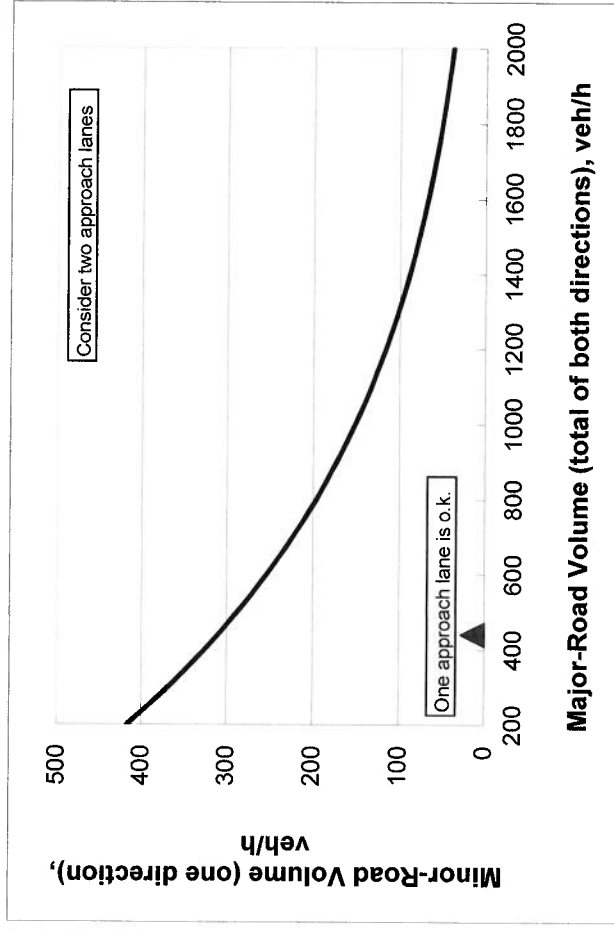
Figure 2 - 4. Guideline for determining minor-road approach geometry at two-way stop-controlled intersections.

INPUT

Variable	Value
Major-road volume (total of both directions), veh/h:	441
Percentage of right-turns on minor road, %:	14%
Minor-road volume (one direction), veh/h:	14

OUTPUT

Variable	Value
Limiting minor-road volume (one direction), veh/h:	310
Guidance for determining minor-road approach geometry:	
ONE approach lane is o.k.	



CALIBRATION CONSTANTS

Minor Road	Critical gap, s:	Follow-up gap, s:
Right-turn capacity, veh/h:	6.2	3.3
Left-turn and through capacity, veh/h:	6.5	4.0

* according to Table 17 - 5 of the HCM

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

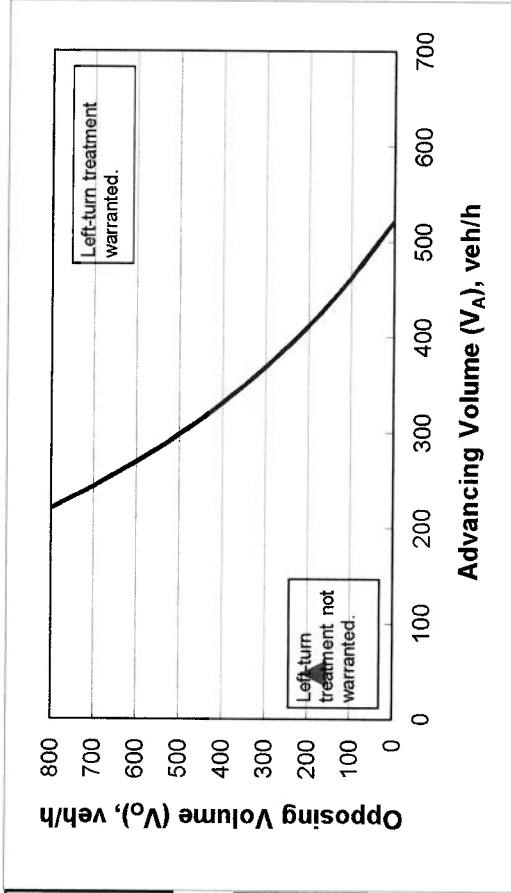
2-lane roadway (English)

INPUT

Variable	Value
85 th percentile speed, mph:	30
Percent of left-turns in advancing volume (V_A), %:	17%
Advancing volume (V_A), veh/h:	48
Opposing volume (V_O), veh/h:	184

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	419
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

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

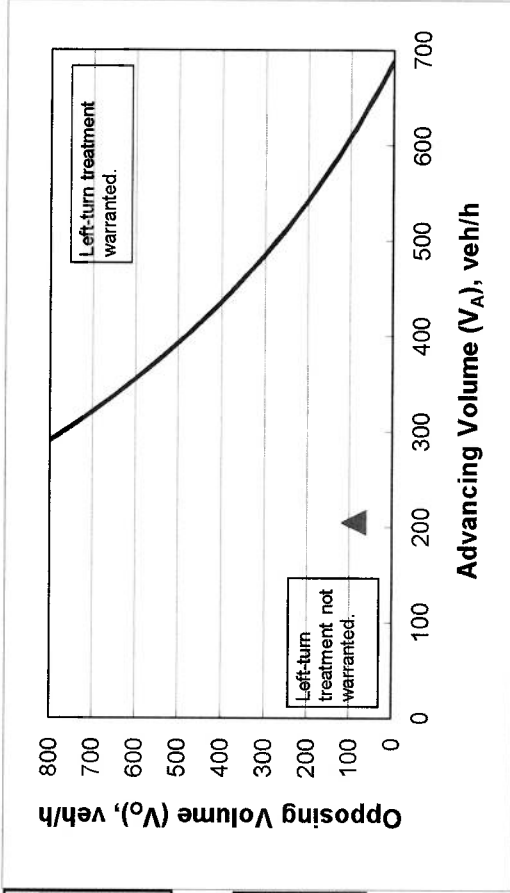
2-lane roadway (English)

INPUT

Variable	Value
85 th percentile speed, mph:	30
Percent of left-turns in advancing volume (V_A), %:	9%
Advancing volume (V_A), veh/h:	205
Opposing volume (V_O), veh/h:	90

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	616
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

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

INPUT	
2-lane roadway	
Major-road speed, mph:	30
Major-road volume (one direction), veh/h:	184
Right-turn volume, veh/h:	1
OUTPUT	
Limiting right-turn volume, veh/h:	68195
Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:	
Do NOT add right-turn bay.	

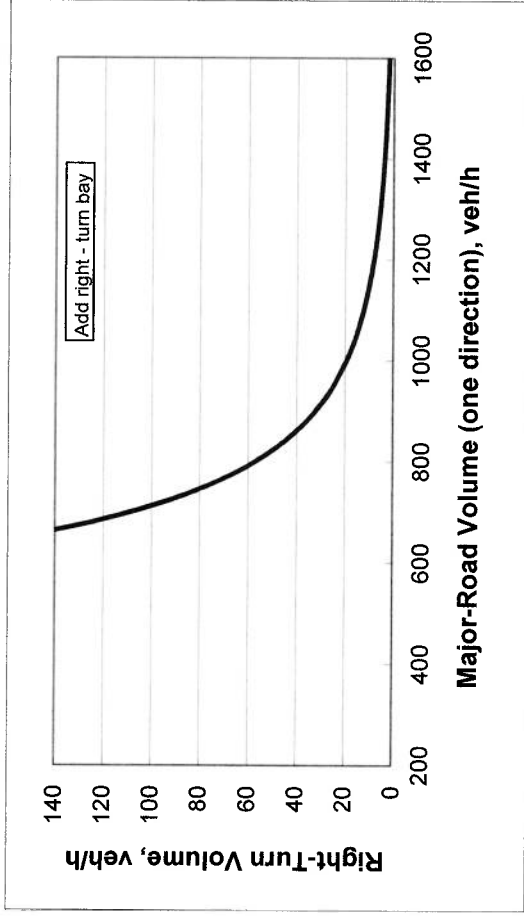


Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

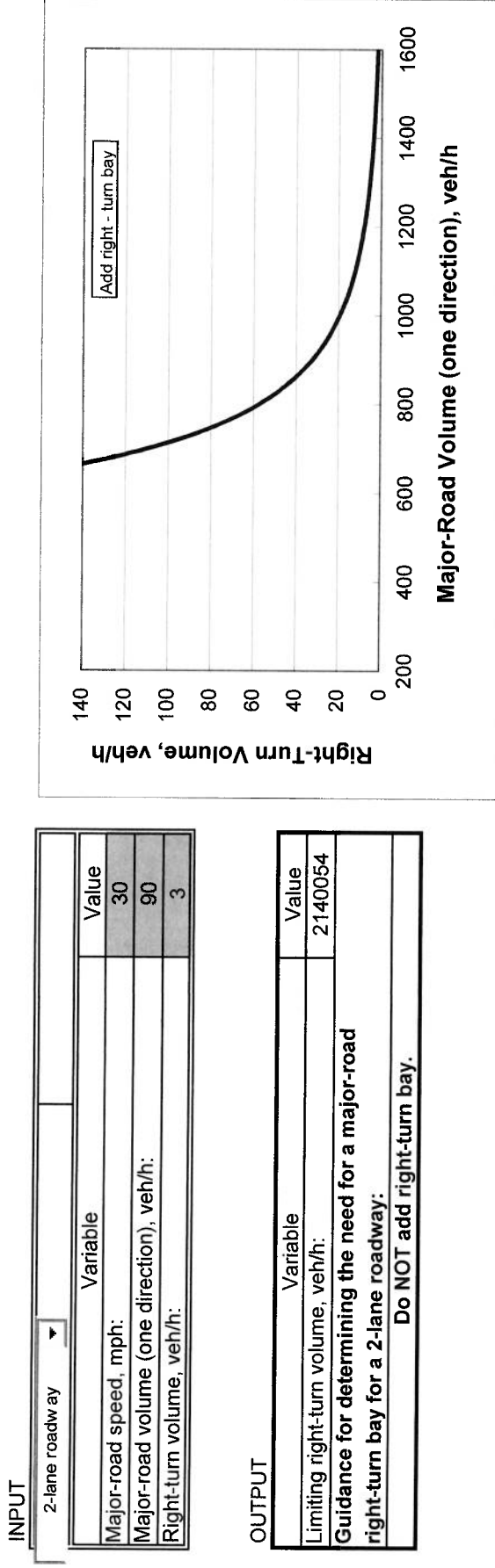


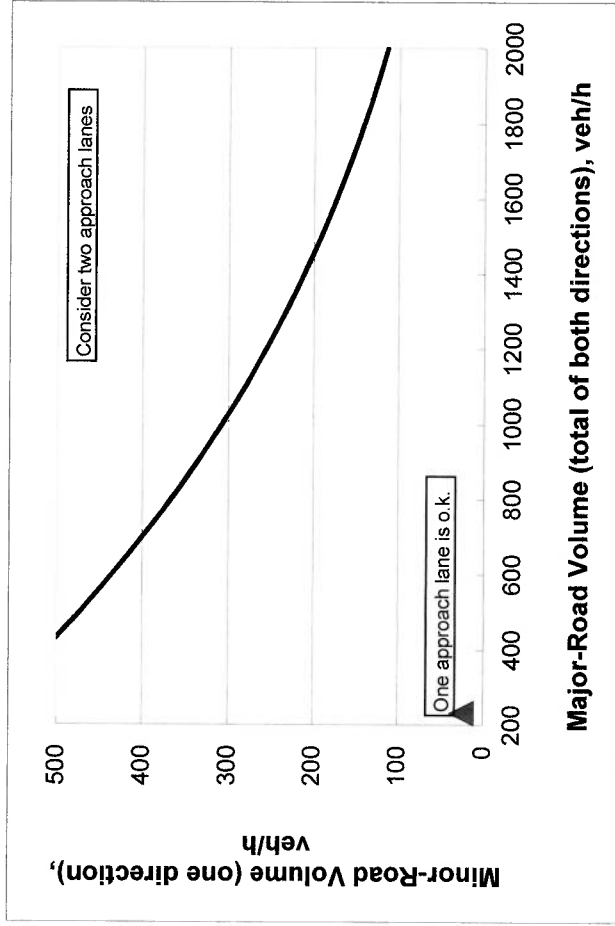
Figure 2 - 4. Guideline for determining minor-road approach geometry at two-way stop-controlled intersections.

INPUT

Variable	Value
Major-road volume (total of both directions), veh/h:	232
Percentage of right-turns on minor road, %:	84%
Minor-road volume (one direction), veh/h:	25

OUTPUT

Variable	Value
Limiting minor-road volume (one direction), veh/h:	588
Guidance for determining minor-road approach geometry:	
ONE approach lane is o.k.	



CALIBRATION CONSTANTS

Minor Road	Critical gap, s:	Follow-up gap, s:
Right-turn capacity, veh/h:	6.2	3.3
Left-turn and through capacity, veh/h:	6.5	4.0

* according to Table 17 - 5 of the HCM

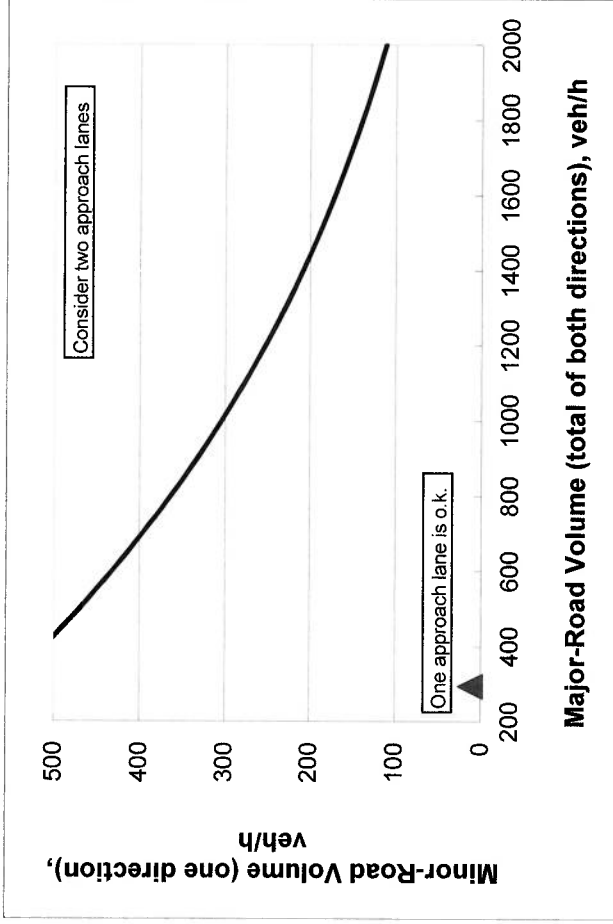
Figure 2 - 4. Guideline for determining minor-road approach geometry at two-way stop-controlled intersections.

INPUT

Variable	Value
Major-road volume (total of both directions), veh/h:	295
Percentage of right-turns on minor road, %:	83%
Minor-road volume (one direction), veh/h:	12

OUTPUT

Variable	Value
Limiting minor-road volume (one direction), veh/h:	557
Guidance for determining minor-road approach geometry:	
ONE approach lane is o.k.	



CALIBRATION CONSTANTS

Minor Road	Critical gap, s:	Follow-up gap, s:
Right-turn capacity, veh/h:	6.2	3.3
Left-turn and through capacity, veh/h:	6.5	4.0

* according to Table 17 - 5 of the HCM