

UPDATED TRAFFIC IMPACT AND ACCESS STUDY

**RESIDENTIAL DEVELOPMENT
RAYMOND, NEW HAMPSHIRE**



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PREPARED FOR:

**MARDAN INVESTMENT GROUP, LLC
740 CHESTNUT STREET
MANCHESTER, NEW HAMPSHIRE 03104**

JUNE 2017



***Updated Traffic Impact and Access Study
Residential Development
Raymond, New Hampshire
June 2017***

TECHNICAL MEMORANDUM

REF: MAX-2016179

DATE: June 9, 2017

TO: Mr. Keith Martel
MARDAN Investment Group, LLC
740 Chestnut Street
Manchester, New Hampshire 03104

FROM: Ms. Heather L. Monticup, P.E., Senior Project Manager
Mr. Zachary P. Greene, E.I.T., Engineer

RE: Updated Traffic Impact and Access Study
Residential Development
41 Chester Road (NH Route 102) – Raymond, New Hampshire

INTRODUCTION

Greenman-Pedersen, Inc. (GPI) has prepared this updated *Traffic Impact and Access Study* (TIAS) for a proposed residential development (“Project”) to be located at 41 Chester Road (NH Route 102) in Raymond, New Hampshire. The site is currently occupied by a farm house with two driveways. As proposed, the existing farm house will be razed and 43 buildings will be constructed containing 4 townhomes in each building for a total of 172 units. Access and egress to the site will be provided via one driveway on Chester Road (NH Route 102) west of Brown Road. In addition, one gated emergency-only driveway will be provided as an extension of Genco Way, which currently exists.

The site is bounded by Park Place to the southwest, Chester Road (NH Route 102) to the southeast, and undeveloped land to the north. Since Chester Road (NH Route 102) is a state-maintained roadway, the project will require a state-issued Driveway Permit. The site location in relation to the surrounding roadways is shown on the map on Figure 1. This study has been prepared in conformance with the Town of Raymond and current New Hampshire Department of Transportation (NHDOT) guidelines for a TIAS. A *Traffic Study Outline* was prepared for the project and submitted to NHDOT for review and approval. It was determined that a Scoping

GPI Greenman-Pedersen, Inc.

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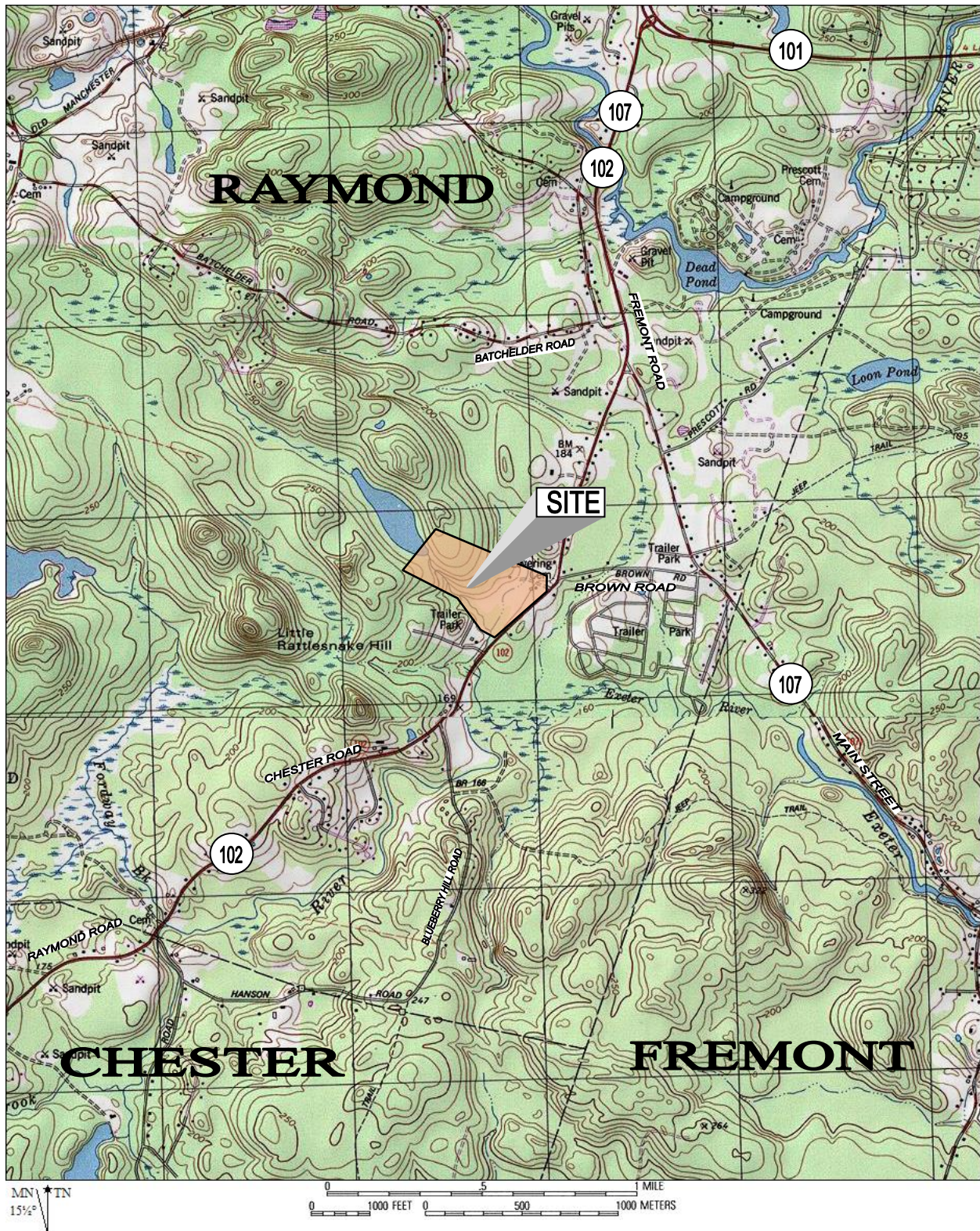


Figure 1
Site Location Map

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Meeting was not necessary and the TIAS could follow the information set forth in the *Traffic Study Outline*. The *Traffic Study Outline* is provided in the Appendix for reference.

A TIAS dated March 14, 2017 was prepared for the Project, however, based on comments from Town Committees, the study was requested to be updated with traffic counts conducted in May when the Pine Acres Resort campground is open and there is more activity from Aggregate Industries. In addition, the study area was expanded to include three more intersections. This updated TIAS has been prepared to evaluate the impacts of the Project.

EXISTING CONDITIONS

Evaluation of the traffic impacts associated with the proposed Project requires an assessment of existing and projected traffic volumes on the adjacent streets, the volume of traffic expected to be generated by the Project, and the impact this traffic will have on the adjacent streets and intersections. In preparing this study for the proposed site development, the following intersections have been analyzed:

- Freetown Road (NH Routes 102 and 107) at Old Freemont Road and Pine Acres Resort Driveway
- Chester Road (NH Route 102) at Brown Road
- Chester Road (NH Route 102) at Park Place
- Chester Road (NH Route 102) at Blueberry Hill Road
- Freemont Road (NH Route 107) at Brown Road

Descriptions of the geometric characteristics of the study area intersection and roadways are provided below.

Chester Road (NH Route 102)

Chester Road (NH Route 102) is under the jurisdiction of the NHDOT and is classified as a Major Collector. NH Route 102 is an east-west roadway, however, runs north-south in the vicinity of the Project. Accordingly, Chester Road is oriented in the north-south direction for purposes of this traffic study.

Freetown Road (NH Routes 102 and 107) at Old Freemont Road and the Pine Acres Resort Driveway

The Pine Acres Resort driveway and Old Fremont Road intersect Freetown Road (NH Routes 102/107) from the east and west respectively to form this four way unsignalized intersection. Land

uses in the vicinity consist of commercial, residential, and recreational uses. The Pine Acres Resort driveway consists of one general purpose lane in each direction approximately 22 feet wide. The driveway flares out at the intersection to a width of approximately 94 feet, to accommodate vehicles with campers in tow to make easier turning movements. Directional flow along the driveway is separated by a single-yellow centerline. A STOP line and STOP sign are provided at the intersection. Old Fremont Road consists of one general purpose lane in each direction approximately 13 feet wide. Directional flow along Old Fremont Road is separated by a double-yellow centerline. A STOP line and STOP sign are provided at the intersection. The Freetown Road (NH Route 102/107) northbound and southbound approaches within the vicinity of the intersection consist of one left-turn lane approximately 315 feet in length and one shared through/right-turn lane. Each lane is approximately 12 feet wide with shoulders ranging between one and 10 feet in width. Directional flow along Freetown Road (NH Route 102/107) is separated by a double-yellow centerline. Approximately 120 feet south of the intersection the centerline widens to form a striped median varying between one and 24 feet in width. Similarly, 320 feet north of the intersection the centerline widens to form a striped median varying between one and 11 feet in width. The Pine Acres Driveway and Old Fremont Road operate under STOP control and Freetown Road (NH Route 102/107) is free flowing.

Chester Road (NH Route 102) at Brown Road

Brown Road intersects Chester Road (NH Route 102) from the east to form a T-type, unsignalized intersection. Land uses in the vicinity consist of residential uses. The Brown Road westbound approach consists of one general purpose lane approximately 12-feet wide in each direction, with one-foot shoulders. At the STOP line, the lane flares out to a width of approximately 40 feet, allowing vehicles turning right to bypass left-turning vehicles, though there is no striping separating these lanes. The Chester Road (NH Route 102) northbound and southbound approaches consist of one general purpose lane in each direction. Each lane is approximately 12-feet wide with 5-foot wide shoulders. Directional flow along Chester Road (NH Route 102) and Brown Road is separated by a double-yellow centerline. The posted speed limit along Chester Road (NH Route 102) is 40 miles per hour (mph) and the statutory speed along Brown Road is 30 mph. No crosswalks or sidewalks are provided at the intersection.

Chester Road (NH Route 102) at Park Place

Park Place intersects Chester Road (NH Route 102) from the northwest to form a T-type, unsignalized intersection. Land uses in the vicinity consist of residential uses. The Park Place southeast approach consists of one general purpose lane approximately 12-feet wide with no shoulders. At the STOP line, the lane flares out to a width of approximately 18 feet, allowing vehicles turning right to bypass left-turning vehicles, though there is no striping separating these lanes. The Chester Road (NH Route 102) northbound and southbound approaches consist of one general purpose lane in each direction. Each lane is approximately 12 feet wide with two-foot

shoulders. Directional flow along Chester Road (NH Route 102) and Park Place is separated by a double-yellow centerline. The posted speed limit along Chester Road (NH Route 102) is 40 mph and the statutory speed along Park Place is 30 mph. No crosswalks or sidewalks are provided at the intersection.

Chester Road (NH Route 102) at Blueberry Hill Road

Blueberry Hill Road intersects Chester Road (NH Route 102) from the southeast to form this T-type, unsignalized intersection. Land uses in the vicinity consist of residential uses. The Blueberry Hill Road northwest approach consists of one general purpose lane in each direction, approximately 13 feet wide with no shoulders. The Chester Road (NH Route 102) northbound and southbound approaches consist of one general purpose lane in each direction. Each lane is approximately 12 feet wide with six-foot shoulders. Directional flow along Chester Road (NH Route 102) and Blueberry Hill Road is separated by a double-yellow centerline. The posted speed limit along Chester Road (NH Route 102) is 40 mph and the posted speed along Blueberry Hill Road is 30 mph. No crosswalks or sidewalks are provided at the intersection.

Fremont Road (NH Route 107) at Brown Road

Brown Road intersects Fremont Road (NH Route 107) from the west to form this skewed, T-type, unsignalized intersection. Land uses in the vicinity consist of residential, commercial, and recreational uses. The Brown Road eastbound approach consists of one general purpose lane approximately 11-12-feet wide in each direction, with narrow shoulders. Directional flow along Brown Road is separated by a double-yellow centerline. At the intersection, the lane flares out to a width of approximately 45 feet, allowing easier turning movements. The Fremont Road (Route 107) northbound and southbound approaches consist of one general purpose lane approximately 12 feet wide in each direction, with one to two foot shoulders. Directional flow along Fremont Road (NH Route 107) is separated by a double yellow centerline. The posted speed limit on Fremont Road (NH Route 107) is 40 mph and the statutory speed along Brown Road is 30 mph. The Brown Road eastbound approach operates under YIELD control while Fremont Road (NH Route 107) is free flowing. There are no crosswalks or sidewalks provided at the intersection.

Traffic Volumes

Base traffic conditions within the study area were developed by conducting manual turning movement counts (TMCs), vehicle classification counts, and automatic traffic recorder (ATR) counts in May and June 2017. TMCs and vehicle classification counts were performed during the weekday AM peak period (7:00 AM to 9:00 AM), weekday PM peak period (4:00 PM to 6:00 PM), and Saturday midday peak period (11:00 AM to 2:00 PM). The ATR was used to obtain

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weekday daily traffic volumes on Chester Road (NH Route 102) adjacent to the Project. All traffic count data are provided in the Appendix.

Traffic on a given roadway typically fluctuates throughout the year depending on the area and the type of roadway. Based on NHDOT guidelines for the preparation of a traffic study, existing traffic volumes must represent the peak of the monthly average peak-hour conditions. To determine if the data needed to be adjusted to account for this fluctuation, seasonal adjustment and historical count data provided by NHDOT were reviewed.¹ This information revealed that the May traffic volumes are 4.0 percent lower than peak-month conditions and June volumes are 1.0 percent lower than peak-month conditions. Therefore, the May and June traffic counts were upwardly adjusted to reflect peak-month conditions, as needed. The NHDOT seasonal adjustment factors are provided in the Appendix.

Table 1 summarizes the existing adjusted traffic volumes on Chester Road (NH Route 102) adjacent to the site. The 2017 Existing weekday AM, weekday PM, and Saturday midday peak-hour traffic volume networks are shown on Figures 2 through 4, respectively.

Table 1
EXISTING TRAFFIC-VOLUME SUMMARY

Location/Time Period	Daily Volume (vpd) ^a	Peak Hour Volume (vph) ^b	K Factor (%) ^c	Directional Distribution ^d
Chester Road (NH Route 102) adjacent to site:				
<i>Weekday Daily</i>	10,780			
<i>Weekday AM Peak Hour</i>		812	7.5	64% NB
<i>Weekday PM Peak Hour</i>		1000	9.3	55% SB
<i>Saturday Daily</i>	9,940			
<i>Saturday Midday Peak Hour</i>		786	7.9	51% NB

^a Vehicles per day. Traffic counts upwardly adjusted to reflect 2017 peak-month traffic volumes.

^b Vehicles per hour. Traffic counts upwardly adjusted to reflect 2017 peak-month traffic volumes.

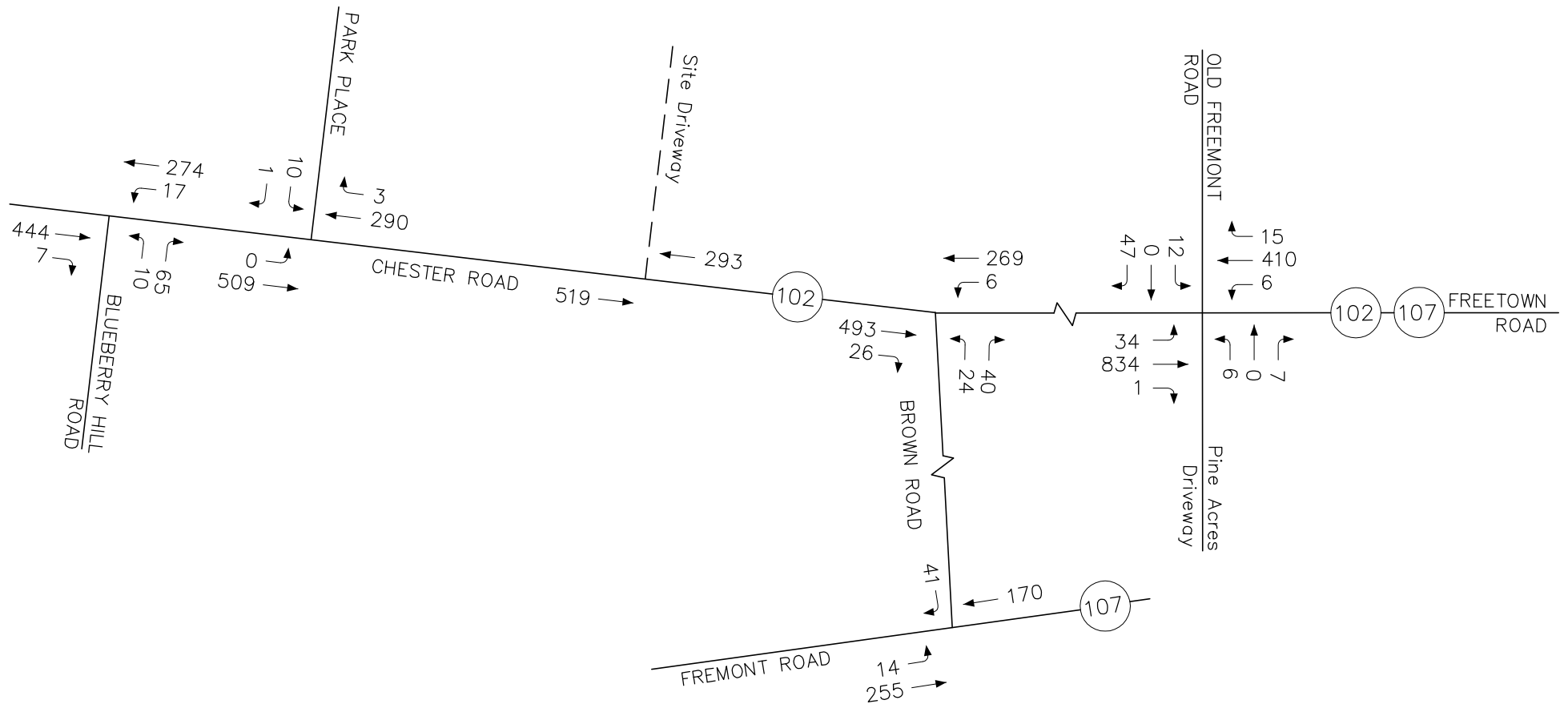
^c Percentage of daily traffic occurring during the peak hour.

^d NB = northbound, SB = southbound.

¹ *New Hampshire Department of Transportation Traffic Volume Report; 2014 - 2016, Group 4 averages.*

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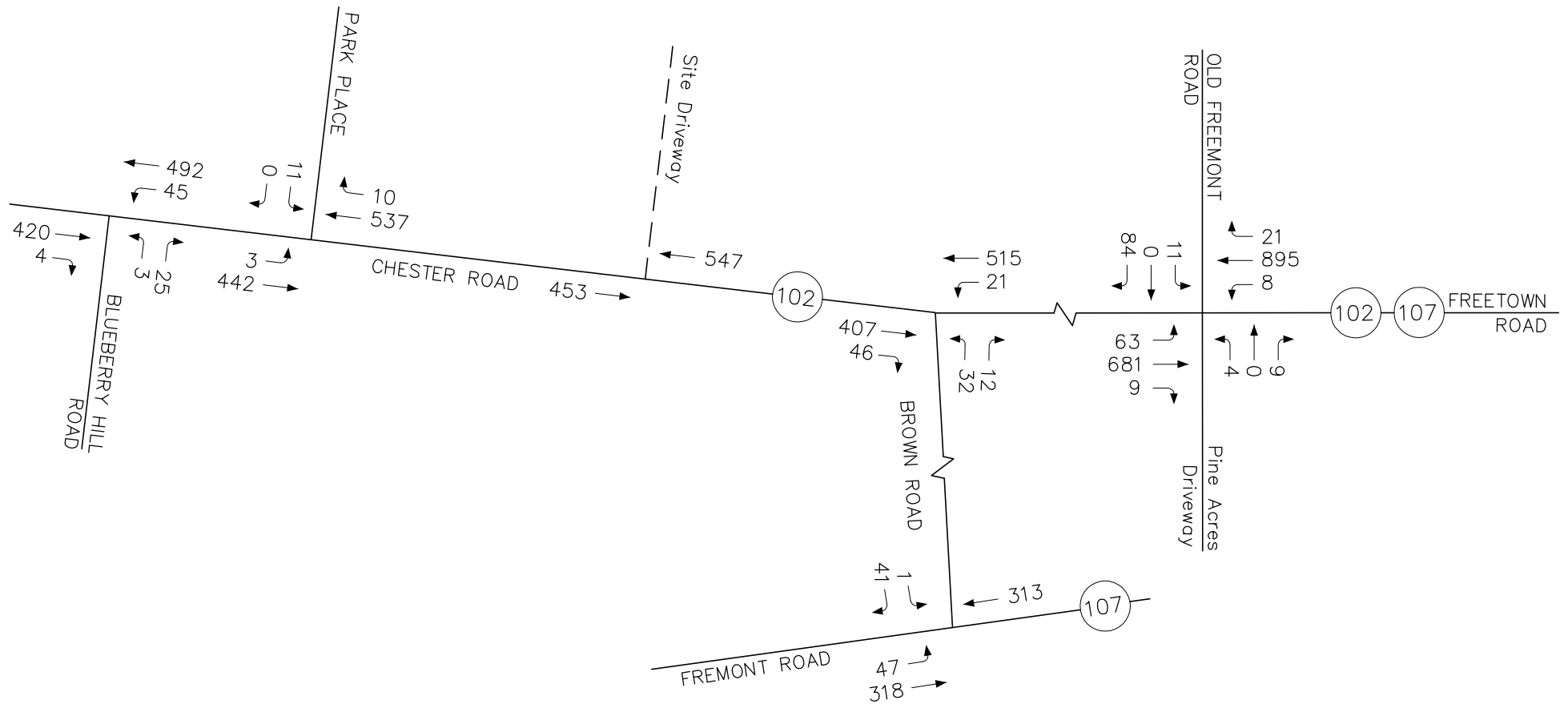
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Figure 2

2017 Existing
Weekday AM
Peak Hour Traffic Volumes

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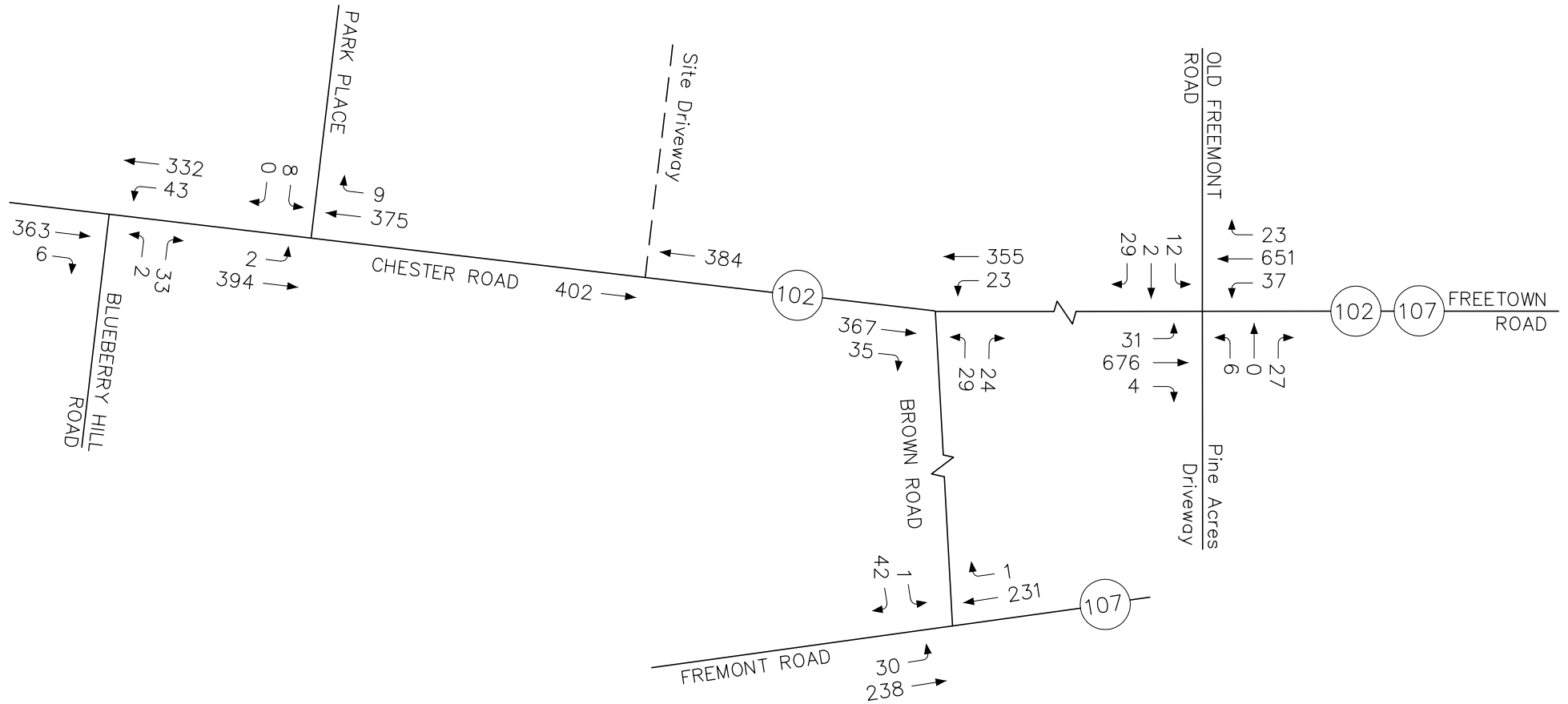


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Figure 3
2017 Existing
Weekday PM
Peak Hour Traffic Volumes

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Figure 4

2017 Existing
Saturday Midday
Peak Hour Traffic Volumes

Collisions

Collision data for the study area intersections were obtained from the Raymond Police Department (2014 through 2016) and NHDOT (2013 through 2015) for the latest three years available. A summary of the crash data at the study area intersections is provided in Table 2.

Based on the most recent three-year data from the Raymond Police Department, the intersection of Chester Road (NH Route 102) at Blueberry Hill Road experienced, on average, 1.33 collisions per year over the three-year study period (2014-2016). Three collisions resulted in property damage only and one resulted in personal injury. Three collisions were rear-end collisions and one was a single vehicle collision with a fixed object. One collision occurred during the commuter peak periods and two occurred during wet/icy conditions.

The intersection of Chester Road (NH Route 102) at Brown Road experienced, on average, 1.00 collisions per year over the three-year study period (2014-2016). Two collisions resulted in personal injury and one resulted in property damage only. One collision was a rear-end collision and two were single vehicle collisions with fixed objects. Two collisions occurred during the commuter peak periods and none occurred during wet or icy roadway conditions.

The intersection of Fremont Road (NH Route 107) at Brown Road experienced, on average, 0.66 collisions per year over the three-year study period (2014-2016). One collision resulted in personal injury and one resulted in property damage only. One collision was a cross-movement collision and the other was a sideswipe collision in the same direction. None of the collisions occurred during peak hour periods or during wet or icy conditions.

Based on the most recent three-year data from NHDOT, the intersection of Freetown Road (NH Routes 102/107) at Old Fremont Road has experienced on average, 3.33 collisions per year over the three-year study period (2013-2015). Of the ten collisions, two resulted in personal injury and eight went unreported. One collision was a cross-movement, one was a head-on collision, one was a single vehicle collision with a fixed object, and seven collisions were unreported. Of the collisions, 30 percent occurred during commuter peak periods and 10% occurred during wet or icy conditions.

The intersection of Blueberry Hill Road at Chester Road (Route 102) has experienced on average 1.00 collisions per year over the three-year study period (2013-2015). Of the three collisions, two resulted in property damage and one resulted in personal injury. Two collisions were single-vehicle collisions with fixed objects and one was unknown. No collisions occurred during commuter peak periods and 66 percent of collisions occurred during wet or icy conditions. It should be noted that there was a collision in 2013 that resulted in a fatality on Chester Road (NH Route 102) due to an intoxicated driver, however, it occurred north of Blueberry Hill Road and did not occur at the intersection.

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The intersection of Chester Road (NH Route 102) at Brown Road experienced, on average, 0.66 collisions per year over the three-year study period (2013-2015). One collision resulted in personal injury and one resulted in property damage only. One collision was a rear-end collision and one was a single vehicle collision with a fixed object. No collisions occurred during the commuter peak periods or during wet or icy roadway conditions.

The intersection of Fremont Road (NH Route 107) at Brown Road has experienced on average, 0.66 collisions per year over the three-year study period (2013-2015). The severity of the two collisions was unreported. Based on the available NHDOT data, one collision was a single vehicle collision with a fixed object and the other was unreported. One collision occurred during wet or icy conditions and the other collision was unreported.

Chester Road (NH Route 102), between Brown Road and Park Place has experienced, on average, 0.66 collisions per year over the three-year study period (2013-2015). One collision resulted in personal injury and one resulted in property damage only. One collision was an unknown collision type and one was a single vehicle collision with a fixed object. One collision occurred during the weekday PM commuter peak period and neither occurred during wet or icy roadway conditions.

The intersection of Chester Road (NH Route 102) at Park Place experienced, on average, 0.33 collisions per year over the three-year study period (2013-2015). The one collision resulted in property damage only, and was a single vehicle collision with a fixed object. The collision did not occur during the commuter peak periods or during wet or icy roadway conditions.

Based on the data provided, all of the study area intersections experienced fewer than four collisions per year over the three-year study period indicating a collision problem does not exist.

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**Table 2
COLLISION SUMMARY**

Location	Number of Collisions		Severity ^a			Collision Type ^b						Percent During	
	Total	Average per Year	PD	PI	F	CM	RE	SS	FO	Cyc	U	Commuter Peak ^c	Wet/Icy Conditions ^d
Raymond Police Department (2014-2016)													
Chester Road at Brown Road	3	1.00	1	2	--	--	1	--	2	--	--	66%	0%
Chester Road at Park Place	--	--	--	--	--	--	--	--	--	--	--	--	--
Chester Road at Blueberry Hill Road	4	1.33	3	1	--	--	3	--	1	--	--	25%	50%
Freetown Road at Old Fremont Road	--	--	--	--	--	--	--	--	--	--	--	--	--
Fremont Road at Brown Road	2	0.66	1	1	--	1	--	1	--	--	--	--	--

Source: Raymond Police Department (2014-2016)

^a PD = property damage only; PI = personal injury; F = fatality.

^b CM = cross movement/angle; RE = rear end; SS = sideswipe; FO = fixed object; Cyc = cyclist; U = unknown.

^c Percent of vehicle incidents that occurred during the weekday AM and weekday PM commuter peak periods.

^d Represents the percentage of only “known” collisions occurring during inclement weather conditions.

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**Table 2 (continued)
COLLISION SUMMARY**

Location	Number of Collisions		Severity ^a				Collision Type ^b						Percent During		
	Total	Average per Year	PD	PI	F	U	CM	RE	HO	FO	Cyc	U	Commuter Peak ^c	Wet/Icy Conditions ^d	
New Hampshire DOT (2013-2015)															
Chester Road at Brown Road	3	1.00	1	2	--	--	--	1	--	--	2	--	--	66%	0%
Chester Road at Park Place	1	0.33	1	--	--	--	--	--	--	--	1	--	--	0%	0%
Chester Road at Blueberry Hill Road	3	1.00	2	1	--	--	--	--	--	--	2	--	1	0%	66%
Freetown Road at Old Fremont Road	10	3.33	--	2	--	8	1	--	1	1	--	--	7	30%	10%
Fremont Road at Brown Road	2	0.66	--	--	--	2	--	--	--	1	--	--	1	0%	50%
Chester Road (NH Route 102) between Brown Road and Park Place	2	0.66	1	1	--	--	--	--	--	--	--	--	2	50%	0%

Source: NHDOT (2013-2015).

^a PD = property damage only; PI = personal injury; F = fatality, U = unknown.

^b CM = cross movement/angle; RE = rear end; HO = head on; FO = fixed object; Cyc = cyclist; U = unknown.

^c Percent of vehicle incidents that occurred during the weekday AM, weekday PM, or Saturday midday commuter peak periods.

^d Represents the percentage of only “known” collisions occurring during inclement weather conditions.

Vehicle Speeds

Vehicle speed measurements were obtained along Chester Road (NH Route 102) adjacent to the site by measuring the elapsed time for vehicles traveling a short, pre-measured distance between two checkpoints. The travel time was recorded using ATRs and the speed was derived by dividing the elapsed time into the measured distance between checkpoints. The primary use of this information is explained in detail within the *Sight Distance* section of this updated TIAS. Essentially, the speeds are correlated to sight distance measurements taken at the location of the site driveway to assure that adequate sight distances exist at the driveway to provide safe operation. The results of the speed measurements are summarized in Table 3.

Table 3
OBSERVED TRAVEL SPEEDS ^a

<u>Location/Direction</u>	<u>Speed Limit</u>	<u>Average Speed ^b</u>	<u>85th Percentile Speed ^c</u>
Chester Road (NH Route 102)			
adjacent to site:			
<i>Northbound</i>	40	43	47
<i>Southbound</i>	40	45	48

^a Miles per hour (mph).

^b Average speed of all observed vehicles.

^c Speed at or below which 85 percent of all observed vehicles travel.

As shown in Table 3, the average speeds on Chester Road (NH Route 102) adjacent to the site were found to be between 43 and 45 mph with 85th percentile speeds between 47 and 48 mph. The 85th percentile speeds on Chester Road (NH Route 102) are higher than the posted speed limit of 40 mph. Higher speeds are likely due to wide lane widths and shoulders.

FUTURE CONDITIONS

To estimate the impact of site-generated traffic within the study area, existing traffic volumes were projected to the expected opening year (2018) of the Project and to the expected opening year plus ten years (2028). These design horizons were chosen to be consistent with NHDOT guidelines for the preparation of a traffic study. Traffic volumes on the roadway network at these times will include existing traffic, new traffic due to normal background traffic growth, and traffic related to

any significant development by others expected to be completed within the area by the 2018 and 2028 design years. Consideration of these factors resulted in the development of 2018 No-Build and 2028 No-Build traffic volumes, which projects traffic without the proposed Project built. The incremental impacts of the proposed project may then be determined by adding site-generated traffic volumes (Build conditions) and making comparisons to the No-Build conditions.

Traffic Growth

To develop the 2018 No-Build and 2028 No-Build forecast volumes, two components of traffic growth were considered. First, an annual growth percentage was determined based on the historical traffic count data obtained from NHDOT². The historical traffic count data indicate that traffic volumes in the area have been increasing at a rate of 0.12 percent per year since 2009. In order to provide a conservative (worse-case) analysis scenario, a compounded annual traffic growth rate of 0.5 percent per year was assumed to account for general population growth and the traffic generated by smaller area developments. The NHDOT historical traffic volume data are provided in the Appendix.

Second, any traffic that may be generated by planned developments that may add a substantial volume of traffic through the study area during the design horizons was considered. Based on discussions with the Raymond Planning department, the following project was identified:

- Blueberry Hill Road Subdivision Development – Approximately 35 lots will be added off of Blueberry Hill Road. Traffic associated with the expansion was added to the roadway networks. The trip-generation associated with this development was calculated based on data provided in the Institute of Transportation Engineers (ITE) *Trip Generation Manual*³ and is provided in the Appendix.
- Pine Acres Campground – The Pine Acres Campground has 408 campsites within the facility. Based on discussions with campground staff, at the time of the peak period traffic counts on Saturday, May 13, 2017 and Tuesday, May 16, 2017, there were 324 campsites occupied on Saturday and 292 campsites occupied on Tuesday. Accordingly, traffic volumes were generated for the remaining 84 campsites during the Saturday midday peak hour and the remaining 116 campsites during the weekday AM and weekday PM peak hour based on the traffic counts conducted at the site driveway during each peak hour. The traffic-volume networks for development are provided in the Appendix.

² NHDOT *Traffic Volume Report; 2015; Raymond, New Hampshire.*

³ *Trip Generation Manual*, 9th Edition; Institute of Transportation Engineers; Washington, DC; 2012.

Planned Roadway Improvements

Based on the NHDOT Project Viewer website and talks with the Town of Raymond Department of Public Works, there are no projects in planning, design, or construction phases along Chester Road (NH Route 102) in Raymond, New Hampshire.

No-Build Conditions

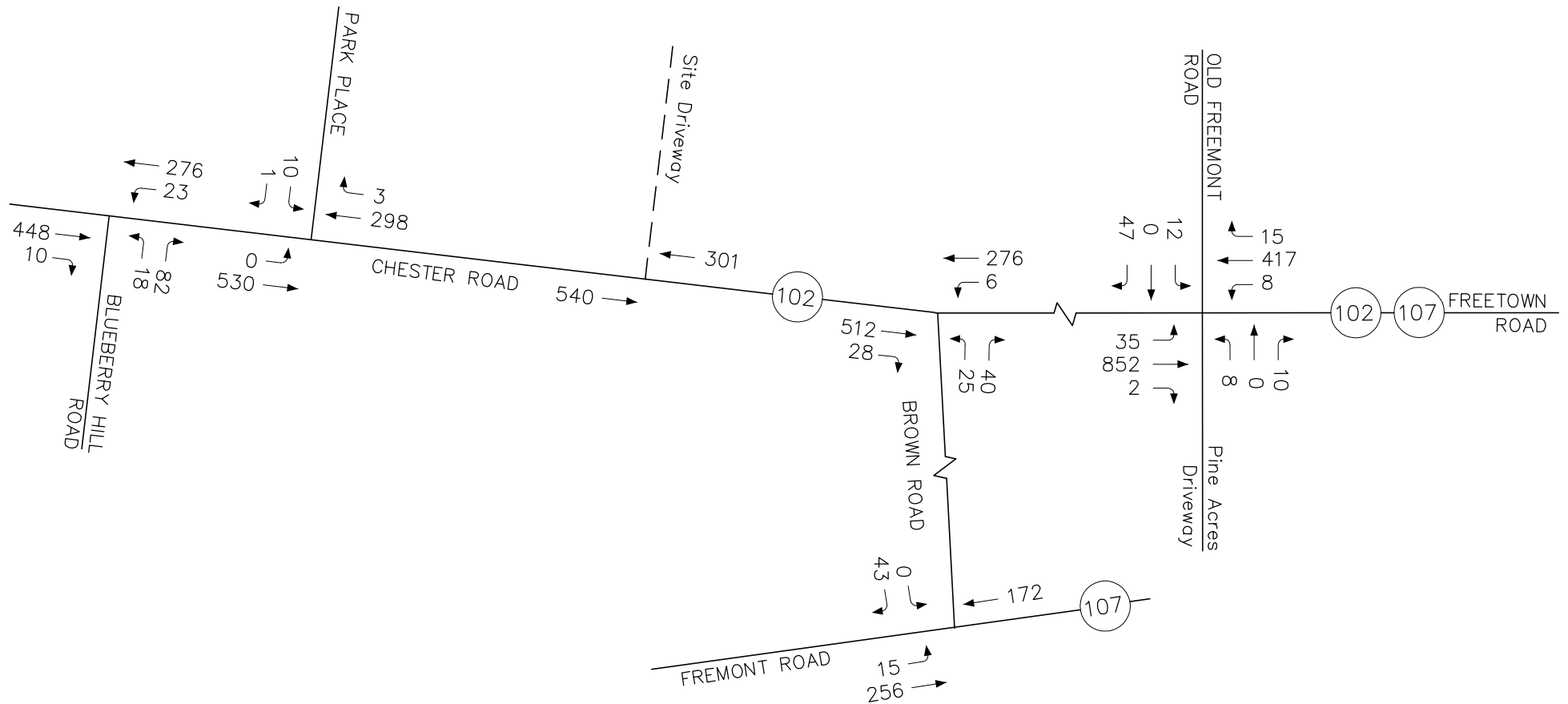
The 2018 No-Build peak-hour traffic volumes were developed by applying a 0.5 percent compounded annual traffic growth rate (0.5 percent compounded over one year) and the traffic volumes from the Blueberry Hill Road subdivision and unoccupied campsites to the 2017 Existing traffic volumes. The 2028 No-Build peak hour traffic volumes were developed by applying a total growth of 5.6 percent (0.5 percent compounded over eleven years) and the traffic volumes from the Blueberry Hill Road subdivision and unoccupied campsites to the 2017 Existing traffic volumes. The 2018 No-Build peak-hour traffic volumes are shown graphically on Figures 5 through 7 for the weekday AM, weekday PM, and Saturday midday peak hours, respectively. The 2028 No-Build peak-hour traffic volumes are shown graphically on Figures 8 through 10 for the weekday AM, weekday PM, and Saturday midday peak hours, respectively.

Trip Generation

The site is currently occupied by a farm house. As proposed, the existing farm house will be razed and 43 buildings will be constructed containing 4 townhomes in each building for a total of 172 units. Traffic to be generated by the Project was forecast using the trip rates contained in the latest edition of the ITE *Trip Generation Manual* for Residential Condominium/Townhouse (LUC 230). All trip-generation data are provided in the Appendix.

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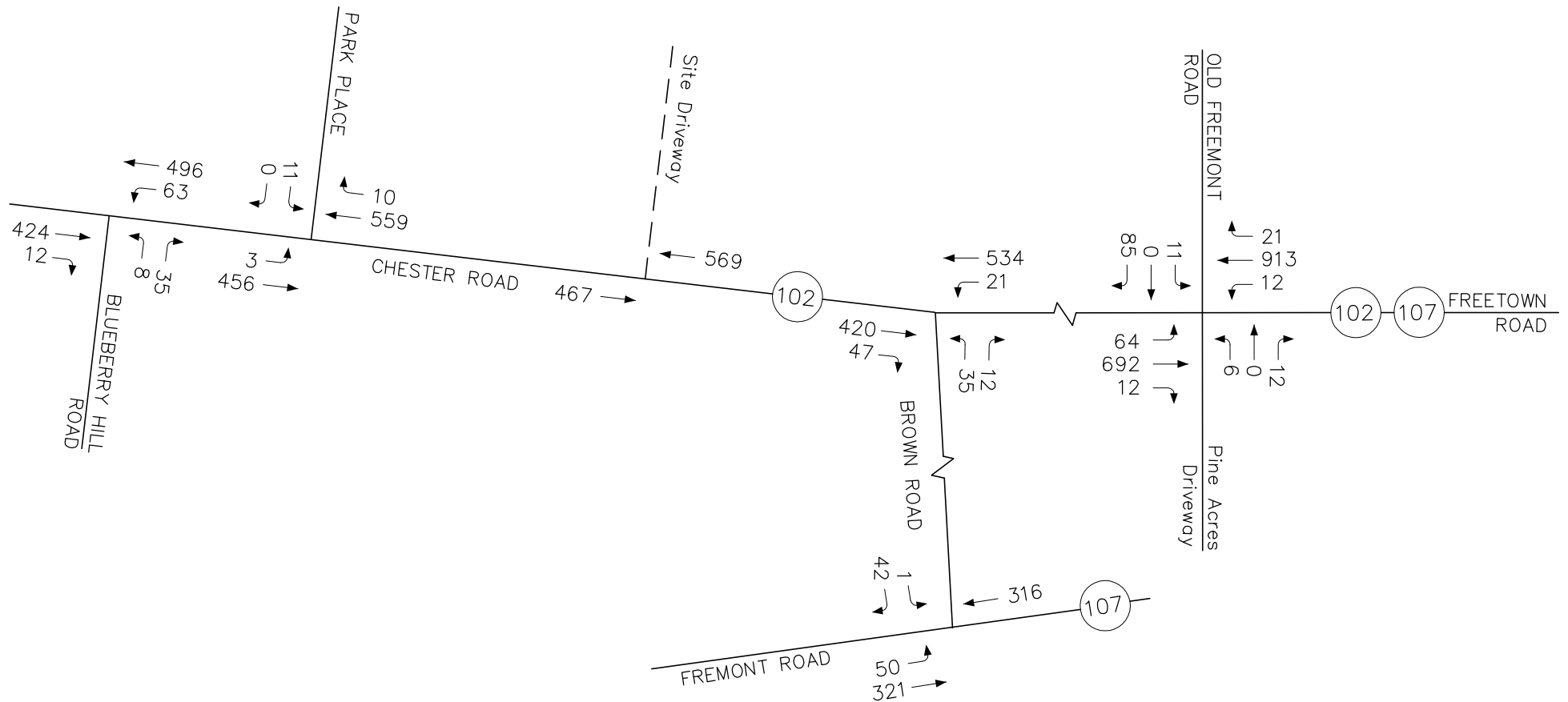
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Figure 5

2018 No-Build
Weekday AM
Peak Hour Traffic Volumes

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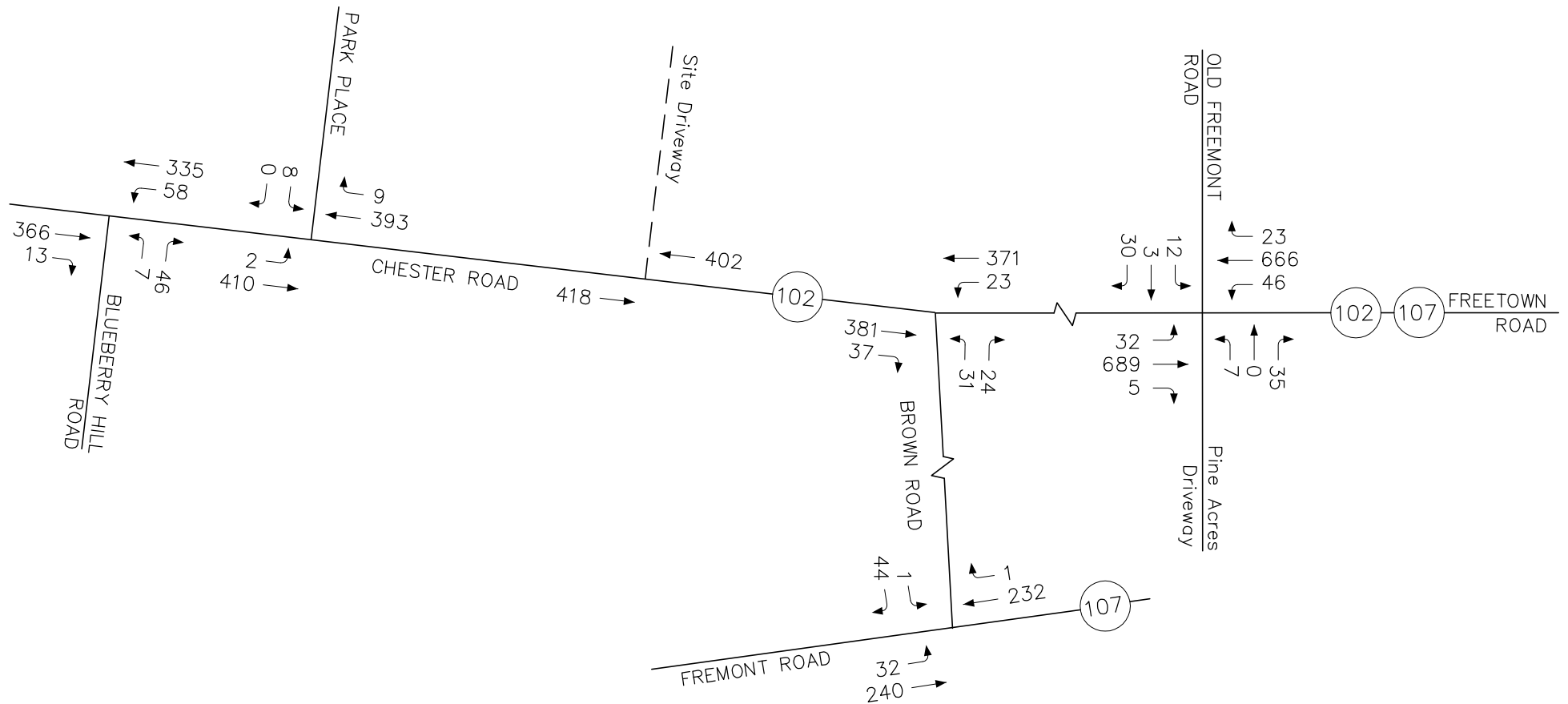
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Figure 6

2018 No-Build
Weekday PM
Peak Hour Traffic Volumes

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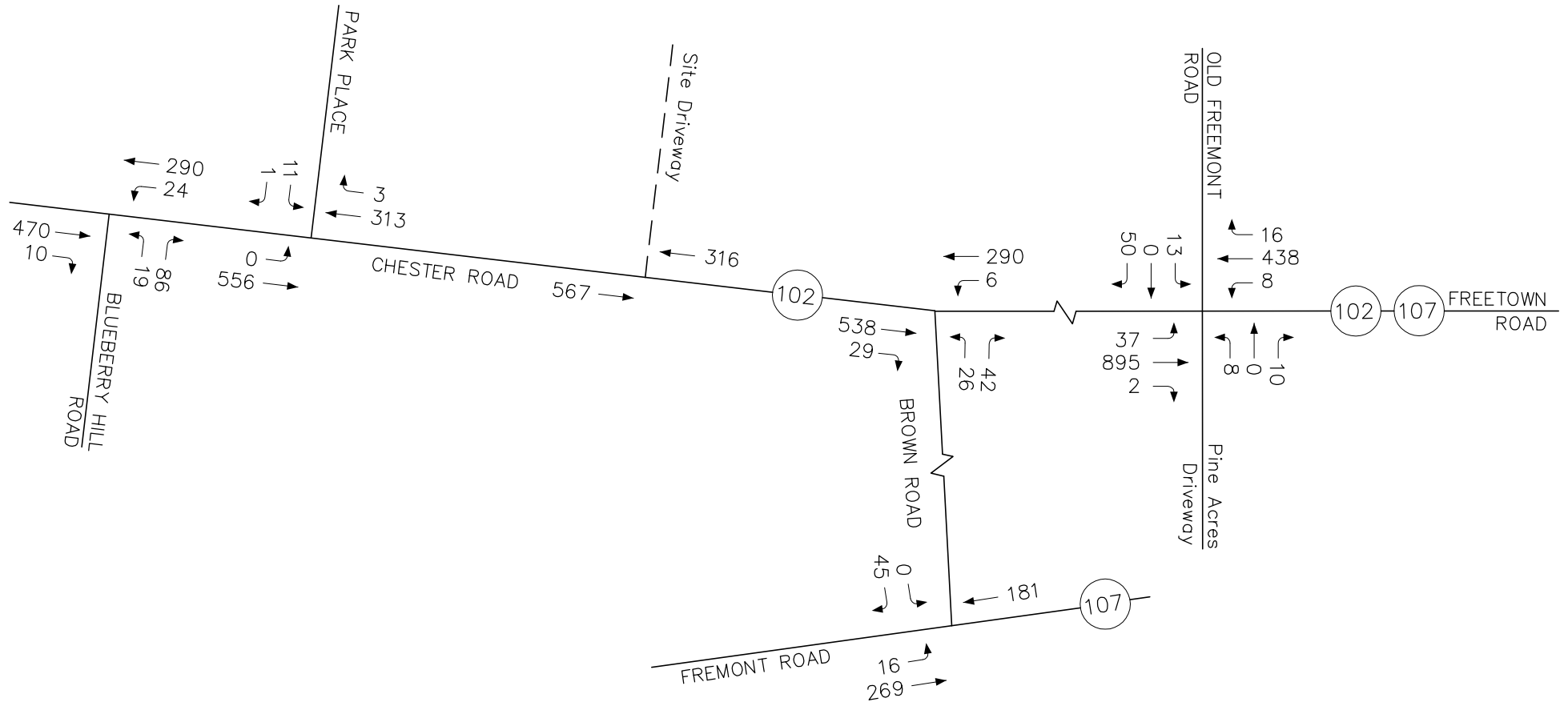
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Figure 7

2018 No-Build
Saturday Midday
Peak Hour Traffic Volumes

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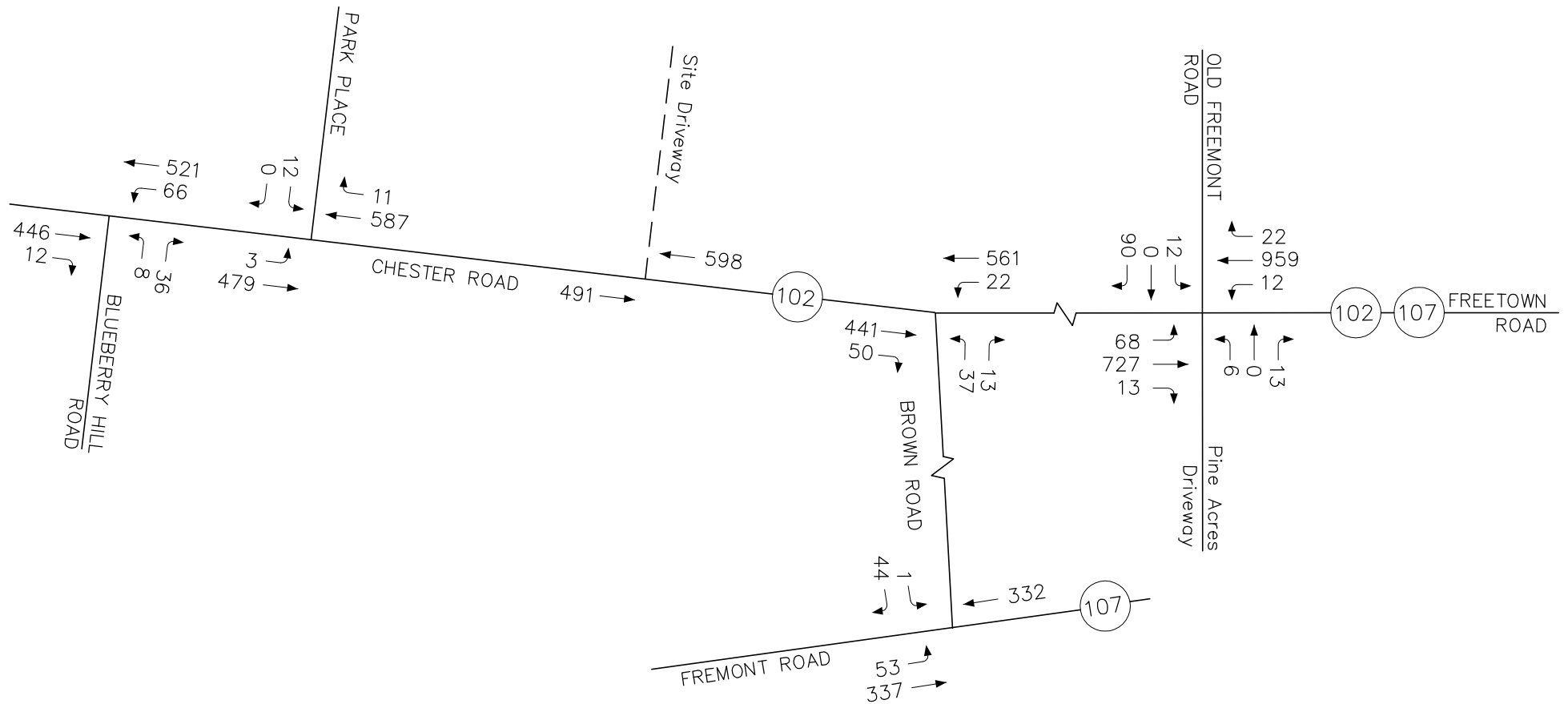
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Figure 8

2028 No-Build
Weekday AM
Peak Hour Traffic Volumes

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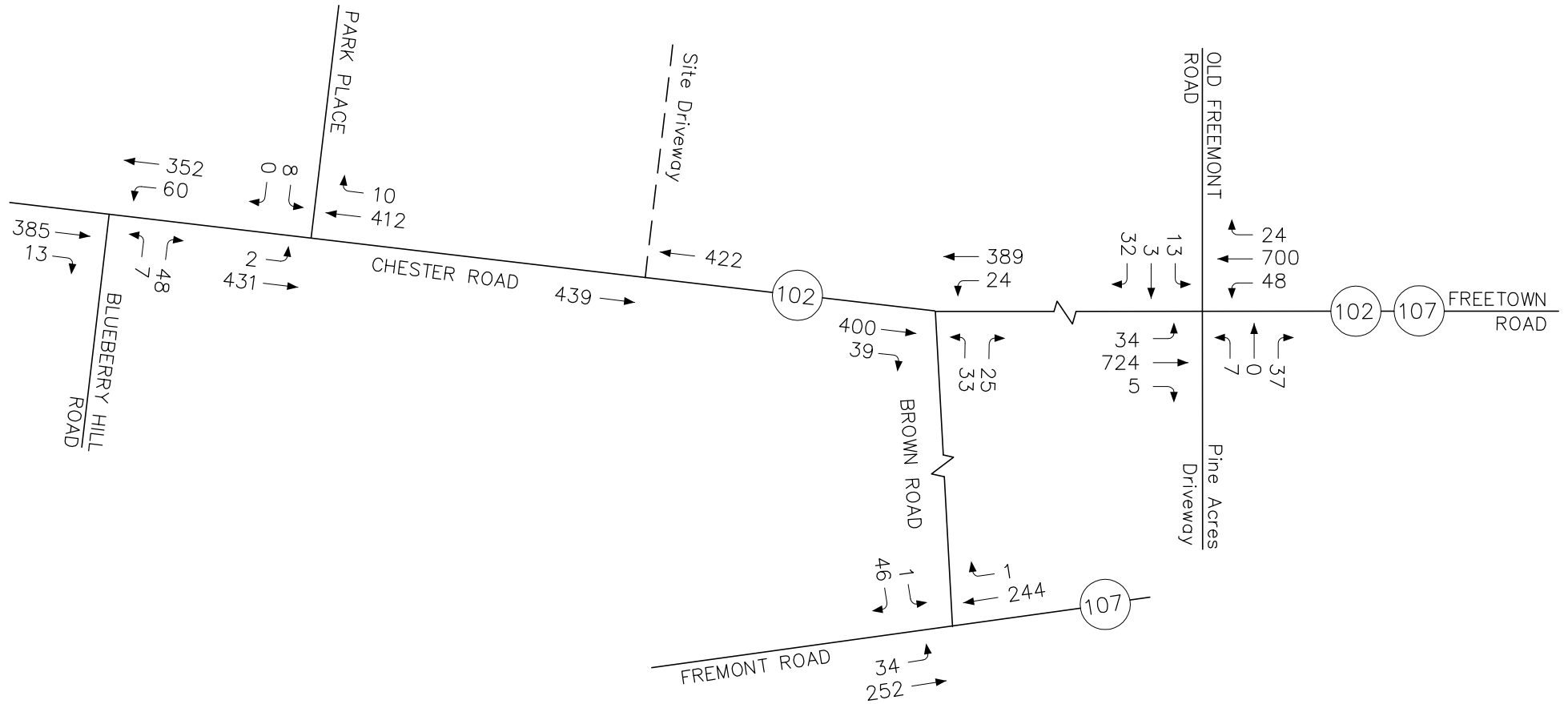
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Figure 9

2028 No-Build
Weekday PM
Peak Hour Traffic Volumes

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NOT TO SCALE

Figure 10

2028 No-Build
Saturday Midday
Peak Hour Traffic Volumes

**Table 4
TRIP-GENERATION SUMMARY**

Time Period/Direction	Proposed Trips ^a
Weekday Daily	1,030
Weekday AM Peak Hour:	
<i>Enter</i>	14
<i>Exit</i>	<u>66</u>
<i>Total</i>	80
Weekday PM Peak Hour:	
<i>Enter</i>	63
<i>Exit</i>	<u>31</u>
<i>Total</i>	94
Saturday Daily	1,050
Saturday Midday Peak Hour:	
<i>Enter</i>	50
<i>Exit</i>	<u>42</u>
<i>Total</i>	92

^aITE LUC 230 (Residential Condominium/Townhouse) based on 172 units.

As shown in Table 4, the proposed development is expected to generate 80 *new* vehicle trips (14 entering and 66 exiting) during the weekday AM peak hour, 94 *new* vehicle trips (63 entering and 31 exiting) during the weekday PM peak hour, and 92 *new* vehicle trips (50 entering and 42 exiting) during the weekday Saturday midday peak hour.

Trip Distribution

Having estimated project-generated vehicle trips, the next step is to determine the distribution of project traffic and assign these trips to the local roadway network. The directional distribution of site traffic is based on United States Census Bureau Journey-to-Work information, existing travel patterns since the Project resides in a largely existing residential community, and expected travel routes to and from the site. The trip distribution differs slightly from the previous TIAS trip distribution estimates due to comments received at the Rockingham Regional Planning Commission Meeting that took place on May 24, 2017, as well as the expanded study area and new traffic counts. Accordingly, during the critical peak hours, 55 percent of the site traffic is

expected to/from the north along Freemont Road (NH Routes 102/107), 30 percent to/from the south along Chester Road (NH Route 102), 10 percent to and from the south along Freemont Road (NH Route 107) via Brown Road, and 5 percent to and from the west along Old Freemont Road. The Journey-to-Work census data is provided in the Appendix.

Sight Distance

To identify potential safety concerns associated with site access and egress, sight distances have been evaluated at the site driveways to determine if the available sight distances for vehicles exiting the site meet or exceed the minimum distances required for approaching vehicles to safely observe. In addition, sight distances were measured at the existing driveways on Chester Road (NH Route 102) to the farmhouse, as requested by the NHDOT, since these driveways will remain as part of the project. In fact, the southern driveway to the farmhouse will be used as a temporary emergency-access point to and from the site until the connection the Genco Way can be constructed. The available sight distances were compared with minimum requirements, as established by the American Association of State Highway and Transportation Officials (AASHTO)⁴ guidelines. AASHTO is the national standard by which vehicle sight distance is calculated, measured, and reported. In addition, the available sight distances were compared with the NHDOT's requirement of 400 feet of All-Season Safe Sight Distance.

Sight distance is the length of roadway ahead that is visible to the driver. Stopping Sight Distance (SSD) is the minimum distance required for a vehicle traveling at a certain speed to safely observe and stop a stationary object in its path before reaching it. The values are based on a driver perception and reaction time of 2.5 seconds and a braking distance calculated for wet, level pavements. When the roadway is either on an upgrade or downgrade, grade correction factors are applied. SSD is measured from an eye height of 3.5 feet to an object height of 2 feet above street level, equivalent to the taillight height of a passenger car. The SSD is measured along the centerline of the traveled way of the major roadway.

Intersection sight distance (ISD) is provided on minor street approaches to allow the drivers of stopped vehicles a sufficient view of the major roadway to decide when to enter the major roadway. By definition, ISD is the minimum distance required for a motorist exiting a minor street to turn onto the major street, without being overtaken by an approaching vehicle reducing its speed from the design speed to 70 percent of the design speed. The ISD is measured from an eye height of 3.5 feet to an object height of 3.5 feet above street level. The use of an object height equal to the driver eye height makes ISDs reciprocal (i.e., if one driver can see another vehicle, then the driver of that vehicle can also see the first vehicle). When the minor street is on an upgrade that exceeds

⁴ *A Policy on Geometric Design of Highways and Streets*; American Association of State Highway and Transportation Officials (AASHTO); 2011.

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3 percent, grade correction factors are applied. The ISD design values for right turns from a minor street are less than the design values for left turns because, in making right turns, drivers generally accept gaps that are slightly shorter than those accepted in making left turns.

The SSD is generally more important as it represents the minimum distance required for safe stopping while ISD is based only upon acceptable speed reductions to the approaching traffic stream. The ISD, however, must be equal to or greater than the minimum required SSD in order to provide safe operations at the intersection. In accordance with the AASHTO manual, *“If the available sight distance for an entering or crossing vehicle is at least equal to the appropriate stopping sight distance for the major road, then drivers have sufficient sight distance to anticipate and avoid collisions. However, in some cases, this may require a major-road vehicle to stop or slow to accommodate the maneuver by a minor-road vehicle. To enhance traffic operations, intersection sight distances that exceed stopping sight distances are desirable along the major road.”* Accordingly, ISD should be at least equal to the distance required to allow a driver approaching the minor road to safely stop.

The available SSD and ISD at the proposed site driveways were measured in the field and compared to minimum requirements as established by AASHTO. Since the distance required to stop a vehicle is dependent on the speed of that vehicle, speed studies were conducted as presented in the *Existing Conditions: Vehicle Speeds* section. Based on both the posted speed limit and the observed speeds, the SSD and ISD requirements at the site driveways were calculated. The required minimum sight distances for each direction are compared to the available distances, as shown in Table 5.

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**Table 5
SIGHT DISTANCE SUMMARY**

Location/Direction	Stopping Sight Distance (feet)		Intersection Sight Distance (feet)		
	Measured	Minimum Required ^a	Measured	Minimum Required ^b	Desirable ^c
Chester Road (NH Route 102) at Site Driveway (Daisy Way):					
<i>South of Intersection (northbound)</i>	400	386	400	386	445
<i>North of Intersection (southbound)</i>	400+	400	400+	400	445
Park Place at Genco Way:					
<i>West of Intersection (eastbound)</i>	400+	200	400+	200	335
<i>East of Intersection (westbound)</i>	400+	200	400+	200	335
Chester Road (NH Route 102) at Southern Farmhouse Driveway:					
<i>South of Intersection (northbound) ^d</i>	410	386	410	386	445
<i>North of Intersection (southbound)</i>	410	400	410	400	445
Chester Road (NH Route 102) at Northern Farmhouse Driveway:					
<i>South of Intersection (northbound)</i>	450	386	450	386	445
<i>North of Intersection (southbound)</i>	330	400	310	400	445

^a Values based on AASHTO requirements for the statutory speed limit of 30 mph on Park Place and the 85th percentile speed of 47 mph (NB) and 48 mph (SB) on Chester Road (NH Route 102).

^b Values based on AASHTO requirements for SSD.

^c Values based on AASHTO requirements for speed limit of 40 mph on Chester Road (NH Route 102) and 30 mph on Park Place.

^d Sight distance assuming the clearing of vegetation along the frontage of the site.

As indicated in Table 5, the available SSD and ISD exceeds AASHTO’s minimum requirements for safe operations and the NHDOT requirement of 400 feet for All-Season Sight Distance in both directions at all of the existing and proposed site driveways, with the exception of to the north of the existing northern farmhouse driveway. The measured sight lines at the southern farmhouse driveway assume the clearing of existing lilac bushes along the site frontage to the south of the driveway to meet minimum sight line requirements. Sight distances are limited to the north of the northern farmhouse driveway due to the horizontal curvature of the roadway, and the pine trees and stone wall bordering the northerly side of the Lovering Cemetery. Access and egress to the proposed residential development is not proposed via this driveway, however, this driveway will remain open for a potential future use. The available sight lines at this existing driveway are adequate for speeds up to the posted speed of 40 mph.

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To ensure the safe and efficient flow of traffic to and from the site, it is recommended that any proposed plantings, vegetation, landscaping, and signing along the site frontage be kept low to the ground (no more than 3.0 feet above street level) or set back sufficiently from the edge of Chester Road (NH Route 102) so as not to inhibit the available sight lines.

Build Conditions

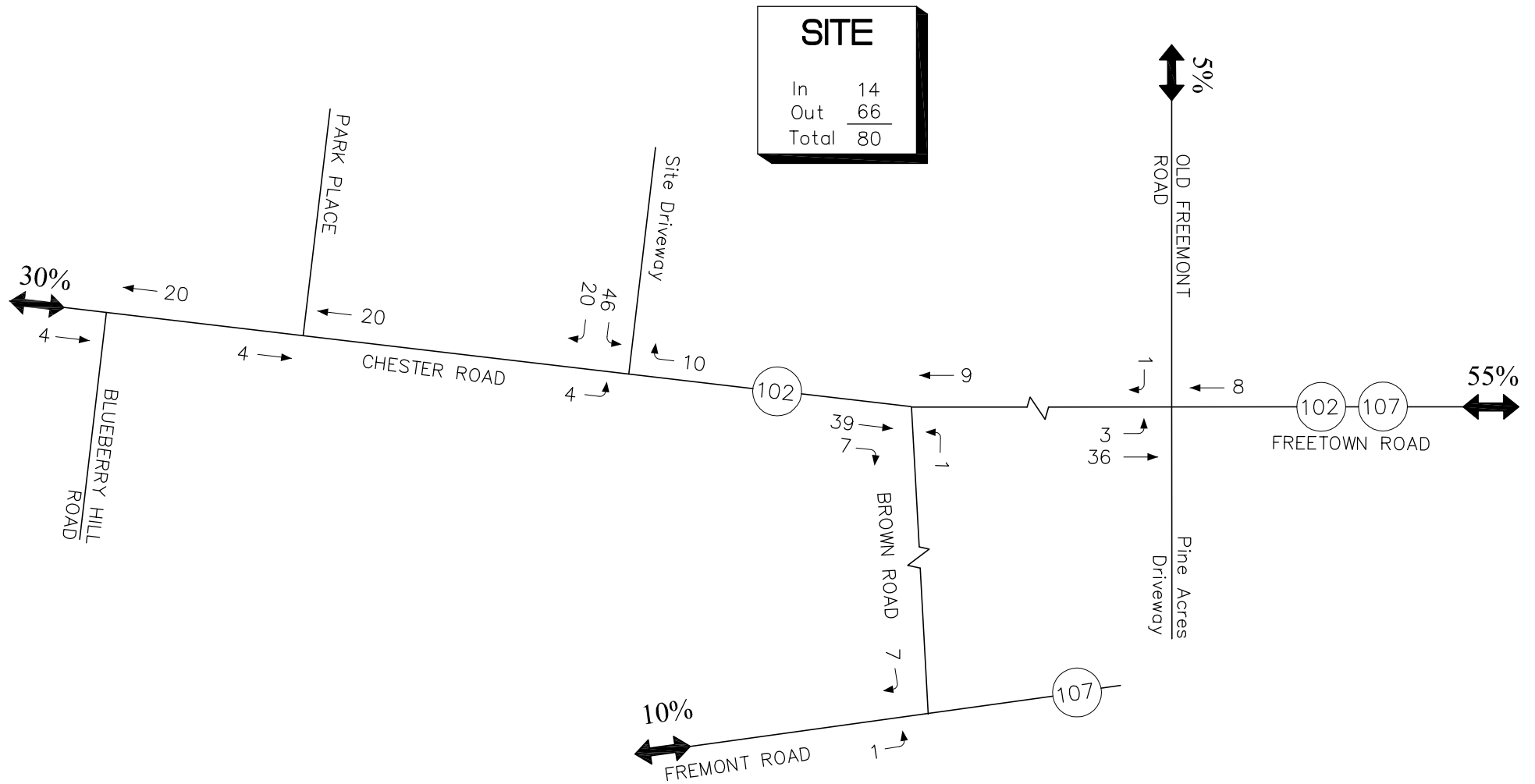
Based on the trip generation and distribution estimates for this project, the traffic volumes associated with the proposed Project were assigned to the roadway network. The site-generated traffic networks are shown on Figures 11 through 13 for the weekday AM, weekday PM, and Saturday midday peak hours, respectively. The site-generated traffic volumes were then added to the No-Build traffic volumes to develop the Build peak hour traffic volume networks. The 2018 Build peak hour traffic volume networks are graphically depicted on Figures 14 through 16. The 2028 Build peak hour traffic volume networks are graphically depicted on Figures 17 through 19.

Traffic Increases

The proposed development will result in increases in traffic on the study area roadways. As shown on Figures 11 through 13, traffic-volume increases beyond the study area during the peak hours are expected to be in the range of 4 to 52 vehicle trips. These increases represent, on average, one additional vehicle trip approximately every one to 15 minutes during the peak hours.

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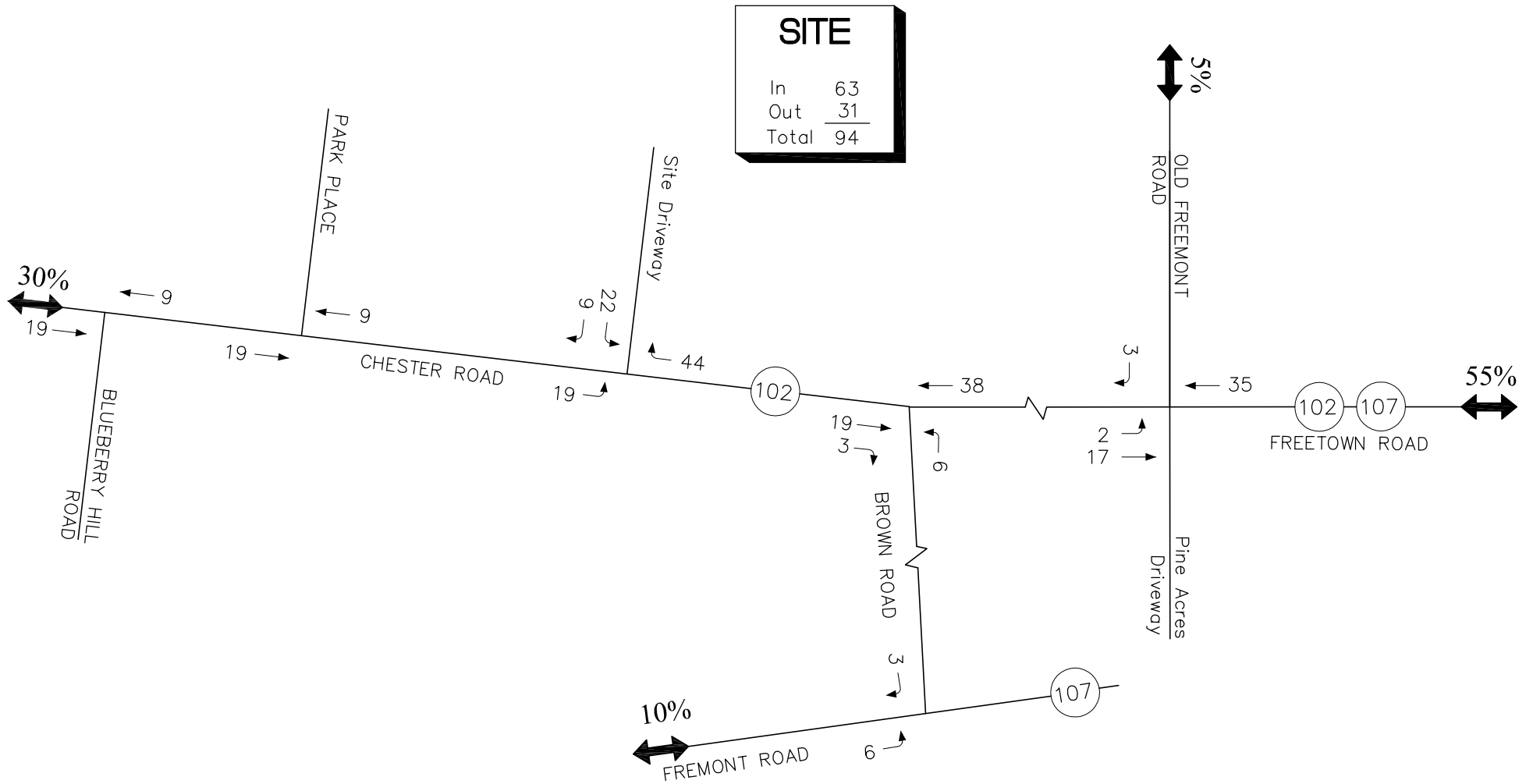


NOT TO SCALE

Figure 11
Site Generated
Weekday AM
Peak Hour Traffic Volumes

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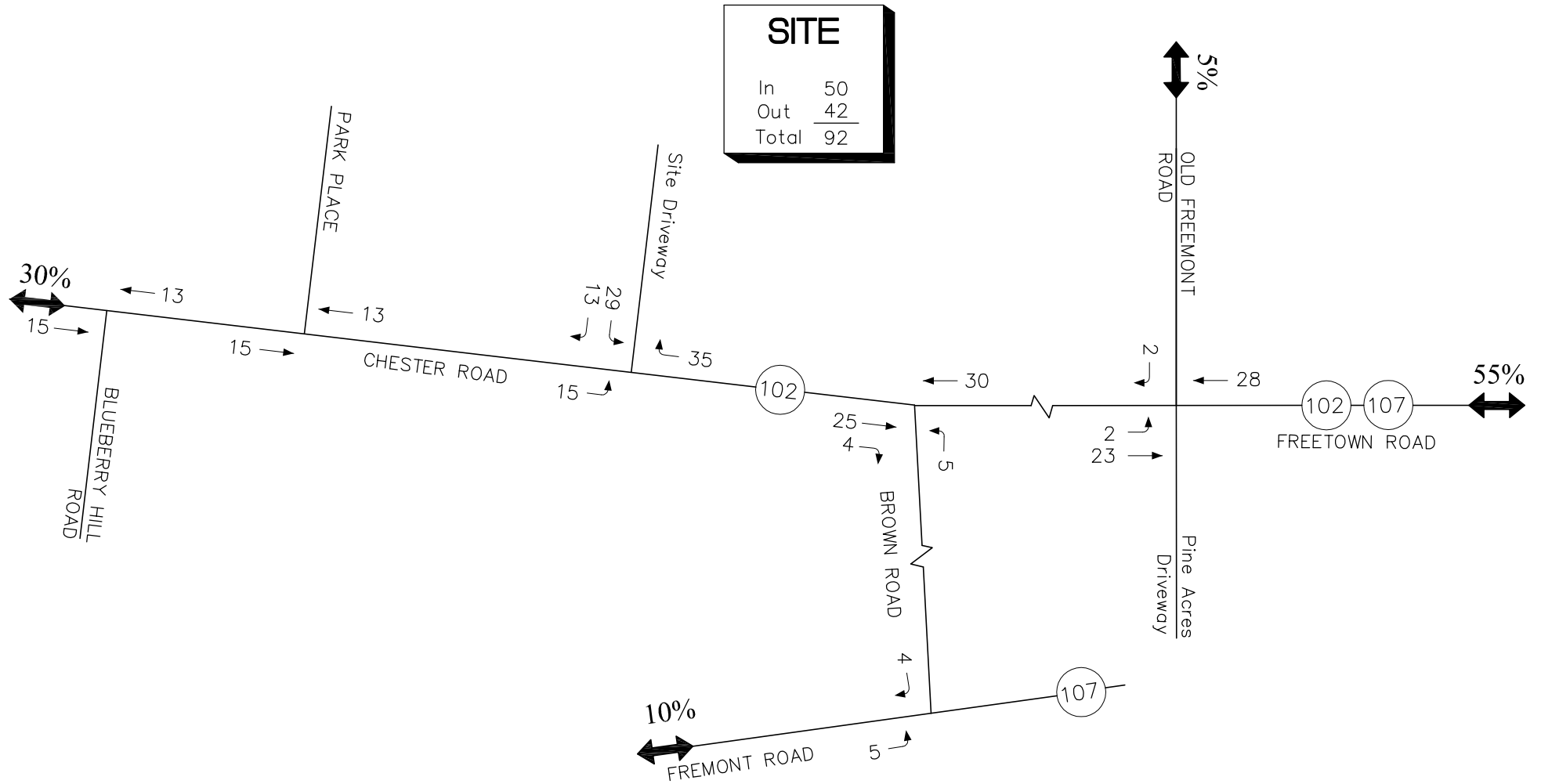
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Figure 12

Site Generated
Weekday PM
Peak Hour Traffic Volumes

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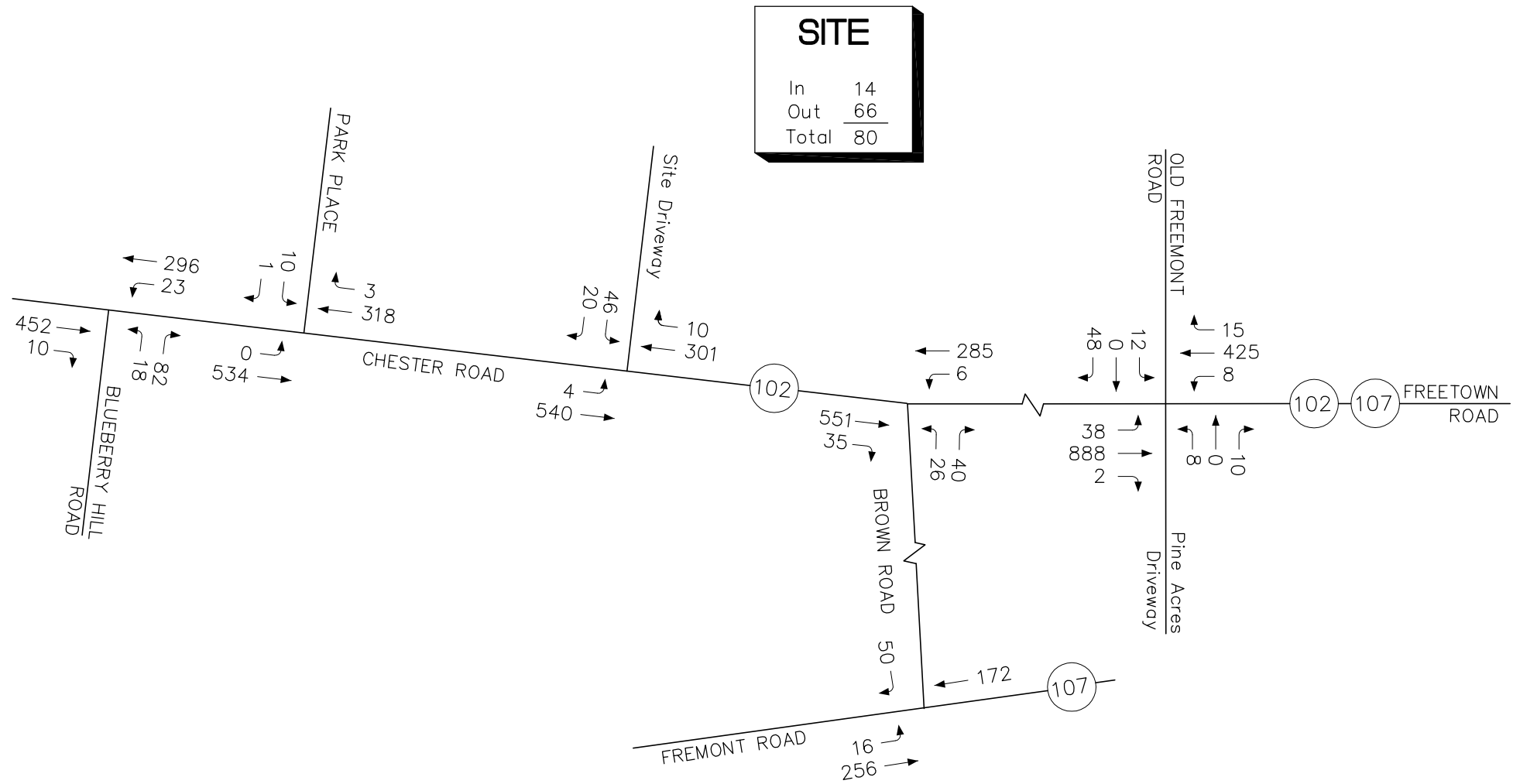
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Figure 13

Site Generated
Saturday Midday
Peak Hour Traffic Volumes

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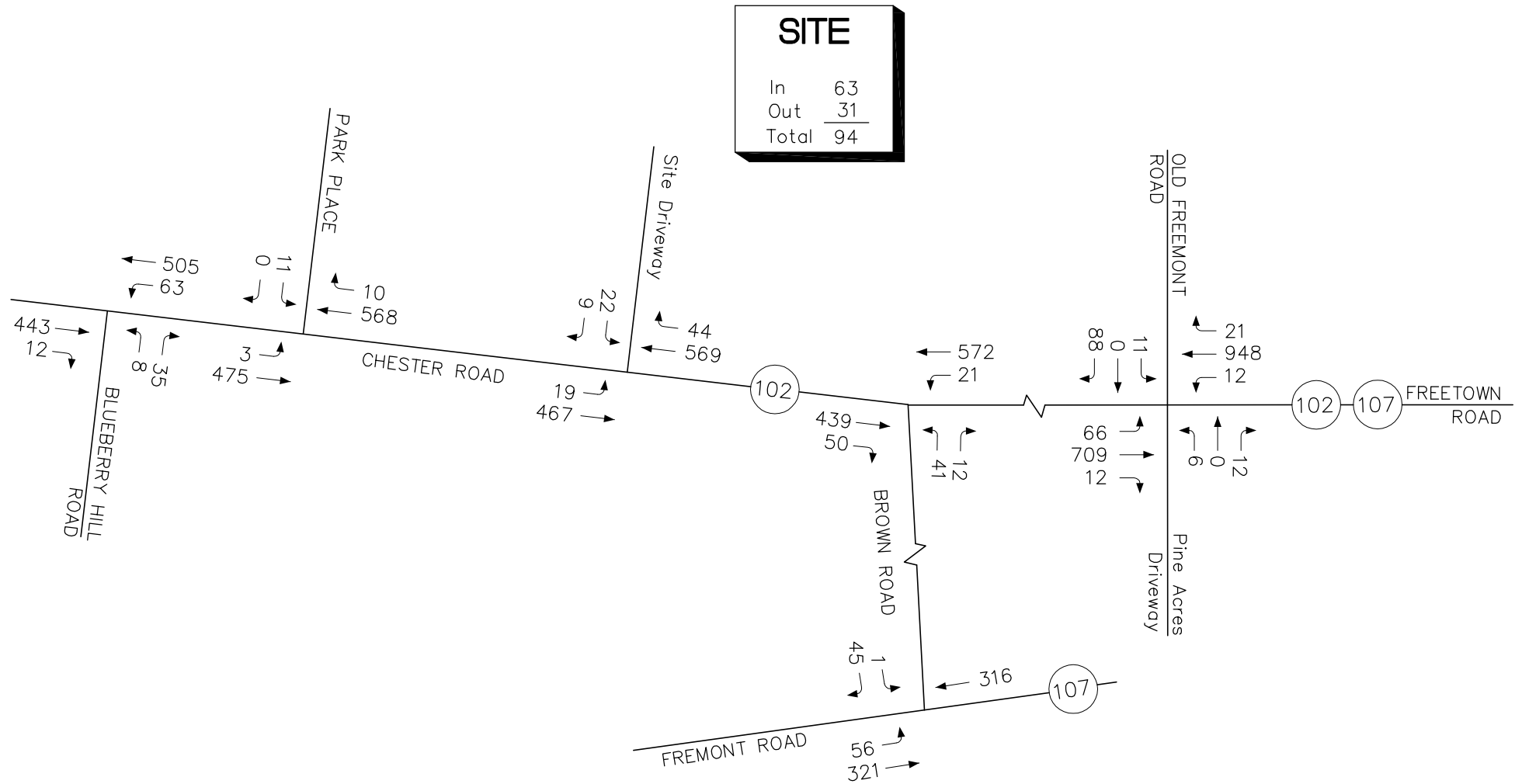
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Figure 14

2018 Build
Weekday AM
Peak Hour Traffic Volumes

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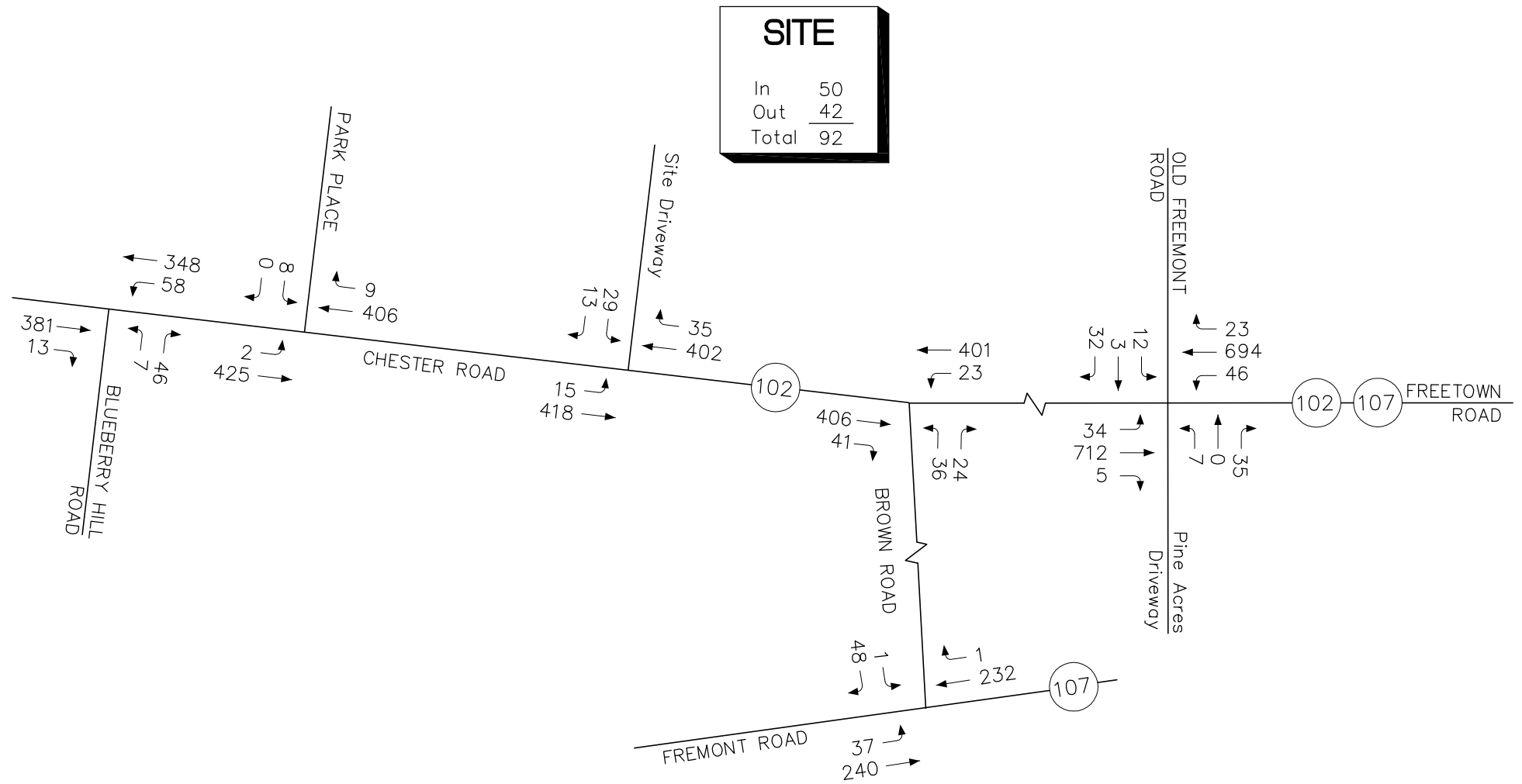
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Figure 15

2018 Build
Weekday PM
Peak Hour Traffic Volumes

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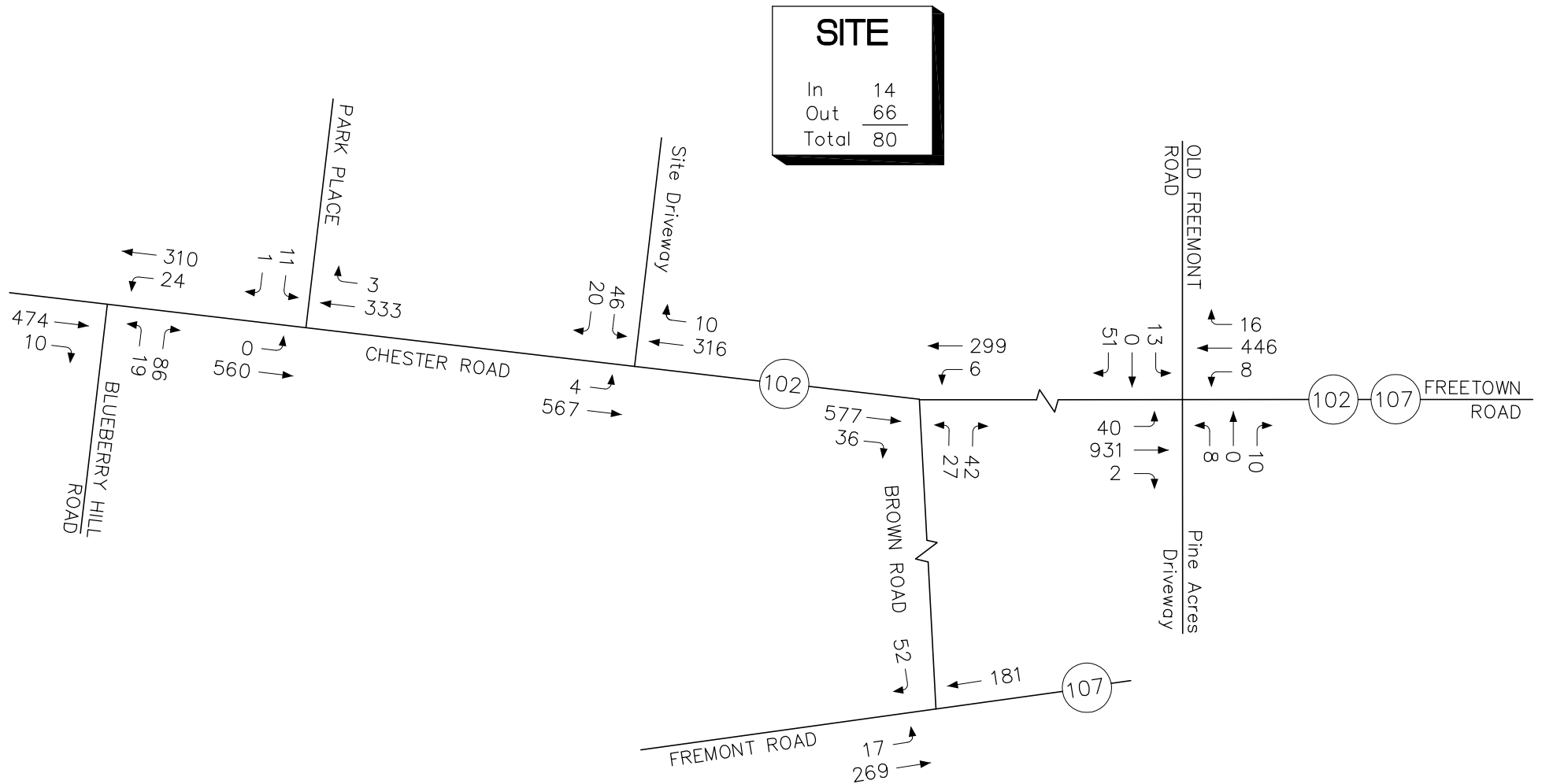
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Figure 16

2018 Build
Saturday Midday
Peak Hour Traffic Volumes

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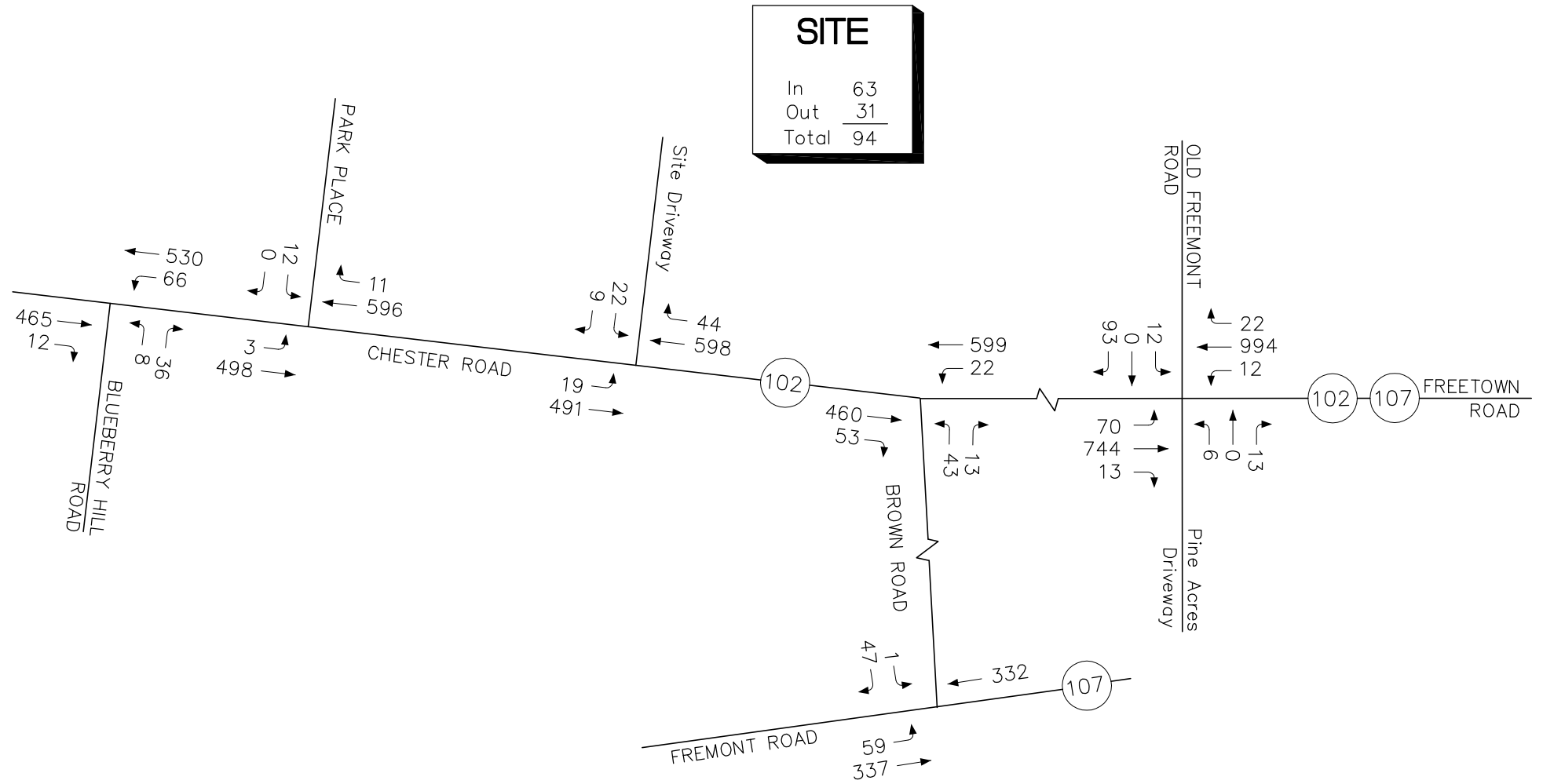
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Figure 17

2028 Build
Weekday AM
Peak Hour Traffic Volumes

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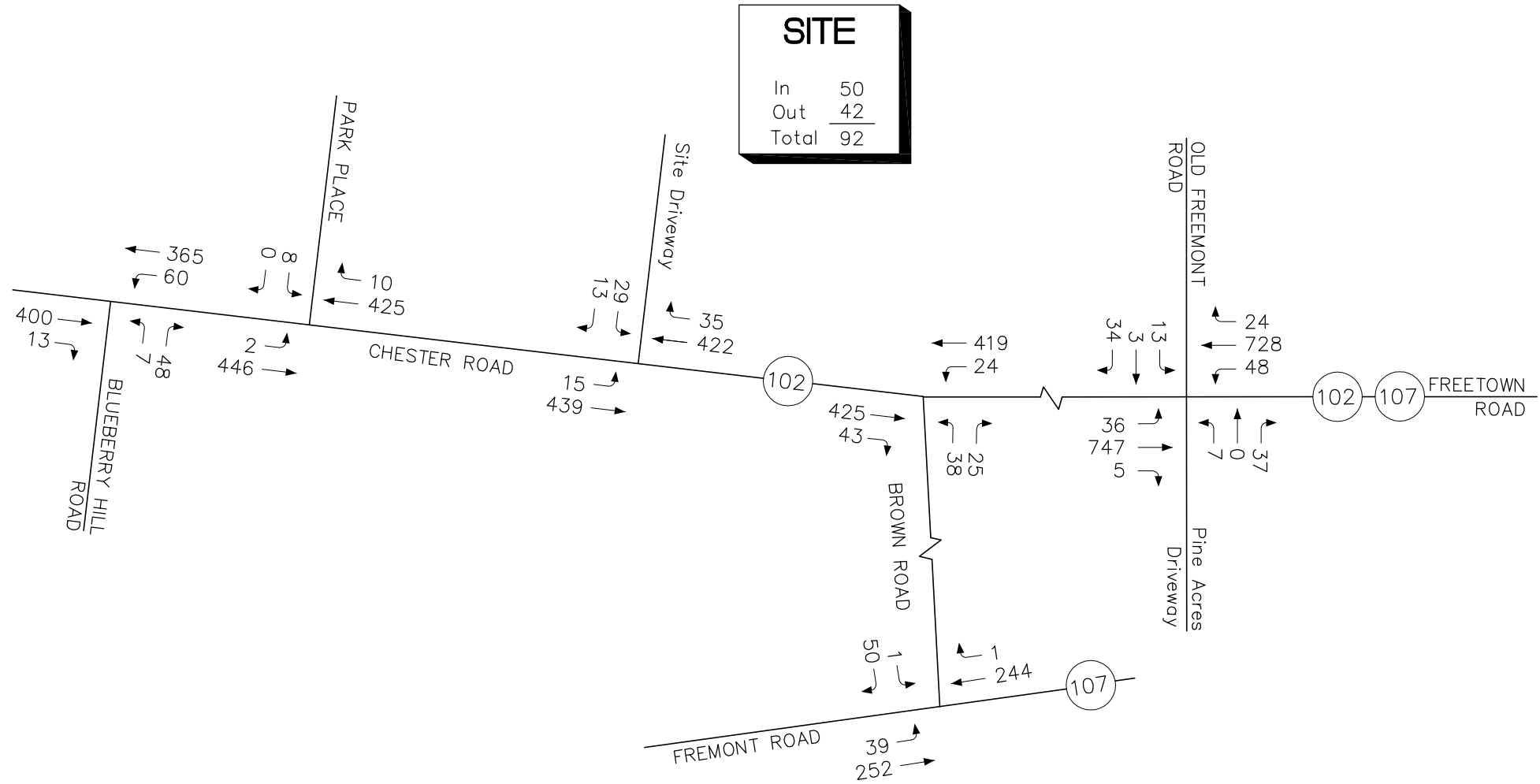
NOT TO SCALE

Figure 18

2028 Build
Weekday PM
Peak Hour Traffic Volumes

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NOT TO SCALE

Figure 19
2028 Build
Saturday Midday
Peak Hour Traffic Volumes

CAPACITY AND QUEUE ANALYSIS

Capacity and queuing analyses were conducted at the study-area locations under 2017 Existing, 2018 No-Build, 2018 Build, 2028 No-Build, and 2028 Build conditions during the weekday AM, weekday PM, and Saturday midday peak hours. The impact of site-generated traffic can be measured by comparing No-Build conditions to Build conditions.

Methodology

The capacity analysis methodology is based on the concepts and procedures in the *Highway Capacity Manual* (HCM) and is described in the Appendix of this report.⁵

For unsignalized intersections, the 95th percentile queue represents the length of queue of the critical minor-street movement that is not expected to be exceeded 95 percent of the time during the analysis period (typically one hour). In this case, the queue length is a function of the capacity of the movement and the movement's degree of saturation.

Analysis Results

The results of the level-of-service (LOS) and queue analyses are shown in Tables 6 and 7 and are discussed below. Capacity and queue analyses were conducted at the study area intersections utilizing *Synchro* software.⁶ The capacity and queue analysis worksheets for all conditions are provided in the Appendix.

Freetown Road (NH Route 102/107) at Old Fremont Road

As shown in Tables 6 and 7, traffic exiting Old Fremont Road and the Pine Acres driveway onto Freetown Road (NH Routes 102/107) currently experiences delay, particularly during the weekday PM peak hour. Under 2018 and 2028 No-Build and Build conditions, the Old Fremont Road approach is anticipated to operate at LOS E or F during the weekday PM and Saturday midday peak periods. Under 2018 and 2028 No-Build and Build conditions, the Pine Acres approach is anticipated to operate at LOS E or F during the weekday AM and weekday PM peak periods. Increases in traffic, however, on Old Fremont Road as a result of the proposed residential development are expected to be between 1 and 3 vehicles per hour during the peak hours, which represents one additional vehicle every 20 to 60 minutes. The total volume of traffic through the

⁵ *HCM 2010: Highway Capacity Manual*. Washington, D.C.: Transport Research Board, 2010.

⁶ *Synchro plus SimTraffic 9*; Trafficware, LLC.; Sugar Land, TX; 2014.

intersection is not anticipated to increase by more than 3.7 percent, which is less than the seasonal variation in traffic along NH Routes 102/107, over 2017 Existing conditions as a result of the proposed residential development. In addition, the volume-to-capacity (v/c) ratios will be well below 1.00, indicating there will be adequate capacity to accommodate the anticipated traffic volumes, and the queues are not anticipated to exceed four vehicles. The additional traffic generated by the proposed development is not expected to increase delay on any given approach by more than nine seconds per vehicle or increase queues by more than one vehicle on any approach. All movements along Freetown Road (NH Route 102/107) are anticipated to operate at acceptable levels of service (LOS B or better) under all analysis conditions.

Chester Road (NH Route 102) at Brown Road

All movements at the intersection of Chester Road (NH Route 102) and Brown Road are anticipated to operate at acceptable levels of service (LOS D or better) under all analysis scenarios. In addition, the v/c ratios will be well below 1.00, indicating there will be adequate capacity to accommodate the anticipated traffic volumes, and queues are not expected to exceed one vehicle. The additional traffic generated by the proposed residential development is not anticipated to increase delay on any given approach by more than four seconds per vehicle or increase queues by more than one vehicle.

Chester Road (NH Route 102) at Park Place

All movements at the intersection of Chester Road (NH Route 102) and Park Place are anticipated to operate at acceptable levels of service (LOS C or better) under all analysis scenarios. In addition, the v/c ratios will be well below 1.00, indicating there will be adequate capacity to accommodate the anticipated traffic volumes, and queues are not expected to exceed one vehicle. The additional traffic generated by the proposed residential development is not anticipated to increase delay on any given approach by more than one second per vehicle or increase queues by more than one vehicle.

Chester Road (NH Route 102) at Blueberry Hill Road

All movements at the intersection of Chester Road (NH Route 102) and Blueberry Hill Road are anticipated to operate at acceptable levels of service (LOS C or better) under all analysis scenarios. In addition, the v/c ratios will be well below 1.00, indicating there will be adequate capacity to accommodate the anticipated traffic volumes, and queues are not expected to exceed two vehicles. The additional traffic generated by the proposed residential development is not anticipated to increase delay on any given approach by more than one second per vehicle or increase queues by more than one vehicle.

Fremont Road (Route 107) at Brown Road

It should be noted that although Brown Road is under YIELD-control at this location, the HCM2010 capacity analysis does not support this condition. Accordingly, all analyses were conducted assuming that Brown Road is under STOP-control, which provides a conservative (worse-case) scenario since a YIELD condition is expected to have less delay.

All movements at the intersection of Fremont Road (Route 107) and Brown Road are anticipated to operate at acceptable levels of service (LOS B or better) under all analysis scenarios. In addition, the v/c ratios will be well below 1.00, indicating there will be adequate capacity to accommodate the anticipated traffic volumes, and queues are not anticipated to exceed one vehicle. The additional traffic generated by the proposed residential development is not anticipated to increase delay on any given approach by more than one second per vehicle or increase queues by more than one vehicle.

Chester Road (NH Route 102) at Site Driveway

All movements at the proposed site driveway intersection with Chester Road (NH Route 102) are anticipated to operate at acceptable levels of service (LOS C or better) under all analysis scenarios. In addition, the v/c ratios will be well below 1.00, indicating there will be adequate capacity to accommodate the anticipated traffic volumes, and queues are not anticipated to exceed one vehicle.

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**Table 6
INTERSECTION CAPACITY ANALYSIS SUMMARY – 2018 CONDITIONS**

Intersection/Peak Hour/Lane Group	2017 Existing				2018 No-Build				2018 Build			
	V/C ^a	Del. ^b	LOS ^c	Queue ^d	V/C	Del.	LOS	Queue	V/C	Del.	LOS	Queue
Freetown Road (NH Route 102/107) at Old Freemont Road												
<i>Weekday AM:</i>												
Freetown Road NB left-turn	0.04	8.5	A	<25	0.04	8.5	A	<25	0.04	8.6	A	<25
Old Freemont Road EB left-turn	0.22	20.8	C	<25	0.24	21.8	C	<25	0.25	23.1	C	25
Pine Acres WB left-turn	0.10	32.6	D	<25	0.14	34.7	D	<25	0.15	37.7	E	<25
Freetown Road SB left-turn	0.01	9.9	A	<25	0.01	10.0	A	<25	0.01	10.2	B	<25
<i>Weekday PM</i>												
Freetown Road NB left-turn	0.09	10.7	B	<25	0.10	10.8	B	<25	0.10	11.0	B	<25
Old Freemont Road EB left-turn	0.48	37.6	E	60	0.51	41.4	E	65	0.56	47.0	E	75
Pine Acres WB left-turn	0.13	44.3	E	<25	0.21	55.2	F	<25	0.23	62.4	F	<25
Freetown Road SB left-turn	0.01	9.4	A	<25	0.02	9.4	A	<25	0.02	9.5	A	<25
<i>Saturday MIDDAY</i>												
Freetown Road NB left-turn	0.04	9.3	A	<25	0.04	9.4	A	<25	0.04	9.5	A	<25
Old Freemont Road EB left-turn	0.27	33.2	D	25	0.31	37.8	E	30	0.34	41.8	E	35
Pine Acres WB left-turn	0.16	23.9	C	<25	0.20	25.4	D	<25	0.22	27.9	D	<25
Freetown Road SB left-turn	0.05	9.3	A	<25	0.06	9.4	A	<25	0.06	9.5	A	<25

^a Volume-to-capacity ratio.

^b Average control delay in seconds per vehicle.

^c Level of service.

^d 95th percentile queue length in feet per lane (assuming 25 feet per vehicle).

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Table 6 (continued)
INTERSECTION CAPACITY ANALYSIS SUMMARY – 2018 CONDITIONS

Intersection/Peak Hour/Lane Group	2017 Existing				2018 No-Build				2018 Build			
	V/C ^a	Del. ^b	LOS ^c	Queue ^d	V/C	Del.	LOS	Queue	V/C	Del.	LOS	Queue
Chester Rd (NH Route 102) at Brown Rd												
<i>Weekday AM:</i>												
Brown Road WB left-turn	0.18	15.8	C	<25	0.19	16.5	C	<25	0.21	17.7	C	<25
Chester Road SB left-turn	0.01	9.3	A	<25	0.01	9.4	A	<25	0.01	9.6	A	<25
<i>Weekday PM:</i>												
Brown Road WB left-turn	0.16	19.5	C	<25	0.18	20.8	C	<25	0.23	23.5	C	<25
Chester Road SB left-turn	0.02	8.4	A	<25	0.02	8.4	A	<25	0.02	8.5	A	<25
<i>Saturday MIDDAY:</i>												
Brown Road WB left-turn	0.12	14.4	B	<25	0.14	15.0	C	<25	0.16	16.3	C	<25
Chester Road SB left-turn	0.02	8.2	A	<25	0.02	8.2	A	<25	0.02	8.3	A	<25
Chester Rd (NH Route 102) at Park Place												
<i>Weekday AM:</i>												
Park Place EB left-turn	0.04	16.9	C	<25	0.04	17.4	C	<25	0.04	18.0	C	<25
Chester Road NB left-turn	0.00	0.0	A	<25	0.00	0.0	A	<25	0.00	0.0	A	<25
<i>Weekday PM:</i>												
Park Place EB left-turn	0.05	21.1	C	<25	0.06	22.1	C	<25	0.06	22.8	C	<25
Chester Road NB left-turn	0.00	8.7	A	<25	0.00	8.8	A	<25	0.00	8.8	A	<25
<i>Saturday MIDDAY:</i>												
Park Place EB left-turn	0.02	15.6	C	<25	0.03	16.2	C	<25	0.03	16.7	C	<25
Chester Road NB left-turn	0.00	8.1	A	<25	0.00	8.1	A	<25	0.00	8.2	A	<25

^a Volume-to-capacity ratio.

^b Average control delay in seconds per vehicle.

^c Level of service.

^d 95th percentile queue length in feet per lane (assuming 25 feet per vehicle).

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Table 6 (continued)
INTERSECTION CAPACITY ANALYSIS SUMMARY – 2018 CONDITIONS

Intersection/Peak Hour/Lane Group	2017 Existing				2018 No-Build				2018 Build			
	V/C ^a	Del. ^b	LOS ^c	Queue ^d	V/C	Del.	LOS	Queue	V/C	Del.	LOS	Queue
Chester Road (NH Route 102) at Blueberry Hill Road												
<i>Weekday AM:</i>												
Blueberry Hill Road WB left-turn	0.17	13.6	B	<25	0.24	14.8	B	<25	0.24	15.0	C	<25
Chester Road SB left-turn	0.02	8.8	A	<25	0.03	8.9	A	<25	0.03	8.9	A	<25
<i>Weekday PM:</i>												
Blueberry Hill Road WB left-turn	0.06	12.7	B	<25	0.11	14.6	B	<25	0.12	15.0	C	<25
Chester Road SB left-turn	0.05	8.4	A	<25	0.07	8.6	A	<25	0.07	8.6	A	<25
<i>Saturday Midday:</i>												
Blueberry Hill Road WB left-turn	0.06	11.1	B	<25	0.10	12.0	B	<25	0.10	12.2	B	<25
Chester Road SB left-turn	0.04	8.2	A	<25	0.05	8.2	A	<25	0.05	8.3	A	<25

^a Volume-to-capacity ratio.

^b Average control delay in seconds per vehicle.

^c Level of service.

^d 95th percentile queue length in feet per lane (assuming 25 feet per vehicle).

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Table 6 (continued)
INTERSECTION CAPACITY ANALYSIS SUMMARY – 2018 CONDITIONS

Intersection/Peak Hour/Lane Group	2017 Existing				2018 No-Build				2018 Build			
	V/C ^a	Del. ^b	LOS ^c	Queue ^d	V/C	Del.	LOS	Queue	V/C	Del.	LOS	Queue
Fremont Road (NH Route 107) at Brown Road ^e												
<i>Weekday AM:</i>												
Fremont Road NB left-turn	0.01	7.6	A	<25	0.01	7.6	A	<25	0.01	7.6	A	<25
Brown Road EB right-turn	0.05	9.4	A	<25	0.05	9.4	A	<25	0.06	9.5	A	<25
<i>Weekday PM:</i>												
Fremont Road NB left-turn	0.04	8.1	A	<25	0.05	8.1	A	<25	0.05	8.1	A	<25
Brown Road EB right-turn	0.07	10.7	B	<25	0.07	10.7	B	<25	0.08	10.7	B	<25
<i>Saturday MIDDAY:</i>												
Fremont Road NB left-turn	0.03	7.8	A	<25	0.03	7.8	A	<25	0.03	7.8	A	<25
Brown Road EB right-turn	0.06	10.0	B	<25	0.07	10.0	B	<25	0.07	10.1	B	<25
Chester Rd (NH Route 102) at Site Driveway												
<i>Weekday AM:</i>												
Site Driveway EB left-turn	--	--	--	--	--	--	--	--	0.25	20.9	C	<25
Chester Road NB left-turn	--	--	--	--	--	--	--	--	0.00	8.0	A	<25
<i>Weekday PM:</i>												
Site Driveway EB left-turn	--	--	--	--	--	--	--	--	0.15	23.2	C	<25
Chester Road NB left-turn	--	--	--	--	--	--	--	--	0.02	9.0	A	<25
<i>Saturday MIDDAY:</i>												
Site Driveway EB left-turn	--	--	--	--	--	--	--	--	0.14	17.6	C	<25
Chester Road NB left-turn	--	--	--	--	--	--	--	--	0.02	8.4	A	<25

^a Volume-to-capacity ratio.

^b Average control delay in seconds per vehicle.

^c Level of service.

^d 95th percentile queue length in feet per lane (assuming 25 feet per vehicle).

^e HCM2010 capacity analysis does not support a YIELD condition, accordingly this intersection was analyzed with Brown Road under STOP-control.

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**Table 7
INTERSECTION CAPACITY ANALYSIS SUMMARY – 2028 CONDITIONS**

Intersection/Peak Hour/Lane Group	2017 Existing				2028 No-Build				2028 Build			
	V/C ^a	Del. ^b	LOS ^c	Queue ^d	V/C	Del.	LOS	Queue	V/C	Del.	LOS	Queue
Freetown Road (NH Route 102/107) at Old Freemont Road												
<i>Weekday AM:</i>												
Freetown Road NB left-turn	0.04	8.5	A	<25	0.04	8.6	A	<25	0.04	8.6	A	<25
Old Freemont Road EB left-turn	0.22	20.8	C	<25	0.28	24.7	C	28	0.30	26.3	D	30
Pine Acres WB left-turn	0.10	32.6	D	<25	0.16	38.9	E	<25	0.18	43.2	E	<25
Freetown Road SB left-turn	0.01	9.9	A	<25	0.01	10.2	B	<25	0.01	10.4	B	<25
<i>Weekday PM</i>												
Freetown Road NB left-turn	0.09	10.7	B	<25	0.11	11.1	B	<25	0.11	11.4	B	<25
Old Freemont Road EB left-turn	0.48	37.6	E	60	0.61	54.3	F	85	0.67	63.3	F	98
Pine Acres WB left-turn	0.13	44.3	E	<25	0.26	67.2	F	<25	0.28	75.6	F	25
Freetown Road SB left-turn	0.01	9.4	A	<25	0.02	9.6	A	<25	0.02	9.7	A	<25
<i>Saturday Midday</i>												
Freetown Road NB left-turn	0.04	9.3	A	<25	0.04	9.5	A	<25	0.05	9.7	A	<25
Old Freemont Road EB left-turn	0.27	33.2	D	25	0.36	44.2	E	38	0.41	51.0	F	45
Pine Acres WB left-turn	0.16	23.9	C	<25	0.24	28.3	D	<25	0.25	30.8	D	25
Freetown Road SB left-turn	0.05	9.3	A	<25	0.06	9.6	A	<25	0.06	9.7	A	<25

^a Volume-to-capacity ratio.

^b Average control delay in seconds per vehicle.

^c Level of service.

^d 95th percentile queue length in feet per lane (assuming 25 feet per vehicle).

UPDATED TRAFFIC IMPACT AND ACCESS STUDY

Residential Development – Raymond, New Hampshire

Table 7 (continued)
INTERSECTION CAPACITY ANALYSIS SUMMARY – 2028 CONDITIONS

Intersection/Peak Hour/Lane Group	2017 Existing				2028 No-Build				2028 Build			
	V/C ^a	Del. ^b	LOS ^c	Queue ^d	V/C	Del.	LOS	Queue	V/C	Del.	LOS	Queue
Chester Rd (NH Route 102) at Brown Rd												
<i>Weekday AM:</i>												
Brown Road WB left-turn	0.18	15.8	C	<25	0.21	17.4	C	<25	0.24	18.8	C	<25
Chester Road SB left-turn	0.01	9.3	A	<25	0.01	9.6	A	<25	0.01	9.8	A	<25
<i>Weekday PM:</i>												
Brown Road WB left-turn	0.16	19.5	C	<25	0.21	22.5	C	<25	0.26	25.6	D	25
Chester Road SB left-turn	0.02	8.4	A	<25	0.02	8.5	A	<25	0.02	8.6	A	<25
<i>Saturday MIDDAY:</i>												
Brown Road WB left-turn	0.12	14.4	B	<25	0.15	15.7	C	<25	0.18	17.1	C	<25
Chester Road SB left-turn	0.02	8.2	A	<25	0.02	8.3	A	<25	0.02	8.4	A	<25
Chester Rd (NH Route 102) at Park Place												
<i>Weekday AM:</i>												
Park Place EB left-turn	0.04	16.9	C	<25	0.05	18.5	C	<25	0.05	19.0	C	<25
Chester Road NB left-turn	0.00	0.0	A	<25	0.00	0.0	A	<25	0.00	0.0	A	<25
<i>Weekday PM:</i>												
Park Place EB left-turn	0.05	21.1	C	<25	0.07	23.7	C	<25	0.07	24.5	C	<25
Chester Road NB left-turn	0.00	8.7	A	<25	0.00	8.9	A	<25	0.00	8.9	A	<25
<i>Saturday MIDDAY:</i>												
Park Place EB left-turn	0.02	15.6	C	<25	0.03	16.9	C	<25	0.03	17.4	C	<25
Chester Road NB left-turn	0.00	8.1	A	<25	0.00	8.2	A	<25	0.00	8.2	A	<25

^a Volume-to-capacity ratio.

^b Average control delay in seconds per vehicle.

^c Level of service.

^d 95th percentile queue length in feet per lane (assuming 25 feet per vehicle).

UPDATED TRAFFIC IMPACT AND ACCESS STUDY

Residential Development – Raymond, New Hampshire

Table 7 (continued)
INTERSECTION CAPACITY ANALYSIS SUMMARY – 2028 CONDITIONS

Intersection/Peak Hour/Lane Group	2017 Existing				2028 No-Build				2028 Build			
	V/C ^a	Del. ^b	LOS ^c	Queue ^d	V/C	Del.	LOS	Queue	V/C	Del.	LOS	Queue
Chester Road (NH Route 102) at Blueberry Hill Road												
<i>Weekday AM:</i>												
Blueberry Hill Road WB left-turn	0.17	13.6	B	<25	0.26	15.5	C	25	0.27	15.7	C	28
Chester Road SB left-turn	0.02	8.8	A	<25	0.03	9.0	A	<25	0.03	9.0	A	<25
<i>Weekday PM:</i>												
Blueberry Hill Road WB left-turn	0.06	12.7	B	<25	0.12	15.1	C	<25	0.13	15.6	C	<25
Chester Road SB left-turn	0.05	8.4	A	<25	0.07	8.6	A	<25	0.07	8.7	A	<25
<i>Saturday Midday:</i>												
Blueberry Hill Road WB left-turn	0.06	11.1	B	<25	0.10	12.2	B	<25	0.11	12.5	B	<25
Chester Road SB left-turn	0.04	8.2	A	<25	0.06	8.3	A	<25	0.06	8.4	A	<25

^a Volume-to-capacity ratio.

^b Average control delay in seconds per vehicle.

^c Level of service.

^d 95th percentile queue length in feet per lane (assuming 25 feet per vehicle).

UPDATED TRAFFIC IMPACT AND ACCESS STUDY

Residential Development – Raymond, New Hampshire

Table 7 (continued)
INTERSECTION CAPACITY ANALYSIS SUMMARY – 2028 CONDITIONS

Intersection/Peak Hour/Lane Group	2017 Existing				2028 No-Build				2028 Build			
	V/C ^a	Del. ^b	LOS ^c	Queue ^d	V/C	Del.	LOS	Queue	V/C	Del.	LOS	Queue
Fremont Road (NH Route 107) at Brown Road ^e												
<i>Weekday AM:</i>												
Fremont Road NB left-turn	0.01	7.6	A	<25	0.01	7.6	A	<25	0.01	7.6	A	<25
Brown Road EB right-turn	0.05	9.4	A	<25	0.06	9.5	A	<25	0.07	9.5	A	<25
<i>Weekday PM:</i>												
Fremont Road NB left-turn	0.04	8.1	A	<25	0.05	8.1	A	<25	0.05	8.2	A	<25
Brown Road EB right-turn	0.07	10.7	B	<25	0.08	10.9	B	<25	0.08	10.9	B	<25
<i>Saturday Midday:</i>												
Fremont Road NB left-turn	0.03	7.8	A	<25	0.03	7.9	A	<25	0.03	7.9	A	<25
Brown Road EB right-turn	0.06	10.0	B	<25	0.07	10.1	B	<25	0.08	10.2	B	<25
Chester Rd (NH Route 102) at Site Driveway												
<i>Weekday AM:</i>												
Site Driveway EB left-turn	--	--	--	--	--	--	--	--	0.22	18.9	C	<25
Chester Road NB left-turn	--	--	--	--	--	--	--	--	0.00	8.0	A	<25
<i>Weekday PM:</i>												
Site Driveway EB left-turn	--	--	--	--	--	--	--	--	0.16	24.8	C	<25
Chester Road NB left-turn	--	--	--	--	--	--	--	--	0.02	9.2	A	<25
<i>Saturday Midday:</i>												
Site Driveway EB left-turn	--	--	--	--	--	--	--	--	0.15	18.5	C	<25
Chester Road NB left-turn	--	--	--	--	--	--	--	--	0.02	8.5	A	<25

^a Volume-to-capacity ratio.

^b Average control delay in seconds per vehicle.

^c Level of service.

^d 95th percentile queue length in feet per lane (assuming 25 feet per vehicle).

^e HCM2010 capacity analysis does not support a YIELD condition, accordingly this intersection was analyzed with Brown Road under STOP-control.

CONCLUSIONS

Existing and future conditions in the study area have been described, analyzed, and evaluated with respect to traffic operations and the impact of the proposed residential development. Conclusions of this effort and recommendations are presented below.

- The site is currently occupied by a farmhouse with two driveways on Chester Road (NH Route 102). As proposed, the existing farmhouse will be razed and 43 buildings will be constructed containing 4 townhomes in each building for a total of 172 units. Access and egress to the site will be provided via one driveway on Chester Road (NH Route 102) west of Brown Road. In addition, one gated emergency-only driveway will be provided as an extension of Genco Way, which currently exists. It is expected that the southern driveway to the existing farmhouse on Chester Road (NH Route 102) will be used as a temporary emergency-access point to and from the site until the connection the Genco Way can be constructed.
- The proposed development is expected to generate 80 *new* vehicle trips (14 entering and 66 exiting) during the weekday AM peak hour and 94 *new* vehicle trips (63 entering and 31 exiting) during the weekday PM peak hour. Traffic-volume increases beyond the study area during the peak hours are expected to be in the range of 4 to 52 vehicle trips. These increases represent, on average, one additional vehicle trip approximately every one to 15 minutes during the peak hours.
- The available sight distances at all of the existing and proposed site driveways exceed AASHTO's minimum requirements for safe operations and the NHDOT requirement of 400 feet for All-Season Sight Distance, with the exception of to the north of the existing northern farmhouse driveway. Sight distances are limited to the north of the northern farmhouse driveway due to the horizontal curvature of the roadway, and the pine trees and stone wall bordering the northerly side of the Lovering Cemetery. Access and egress to the proposed residential development is not proposed via this driveway, however, this driveway will remain open for a potential future use. The available sight lines at this existing driveway are adequate for speeds up to the posted speed of 40 mph.

To ensure the safe and efficient flow of traffic to and from the site, it is recommended that any proposed plantings, vegetation, landscaping, and signing along the site frontage be kept low to the ground (no more than 3.0 feet above street level) or set back sufficiently from the edge of Chester Road (NH Route 102) so as not to inhibit the available sight lines.

- All of the study area intersections experienced fewer than four collisions per year over the three-year study period, indicating a collision problem does not exist.

UPDATED TRAFFIC IMPACT AND ACCESS STUDY

Residential Development – Raymond, New Hampshire

- Traffic exiting Old Freemont Road and the Pine Acres driveway onto Freetown Road (NH Routes 102/107) currently experiences delay, particularly during the weekday PM peak hour. Under 2018 and 2028 No-Build and Build conditions, the Old Freemont Road approach is anticipated to operate at LOS E or F during the weekday PM and Saturday midday peak periods. Under 2018 and 2028 No-Build and Build conditions, the Pine Acres approach is anticipated to operate at LOS E or F during the weekday AM and weekday PM peak periods. Increases in traffic, however, on Old Freemont Road as a result of the proposed residential development are expected to be between 1 and 3 vehicles per hour during the peak hours, which represents one additional vehicle every 20 to 60 minutes. The total volume of traffic through the intersection is not anticipated to increase by more than 3.7 percent, which is less than the seasonal variation in traffic along NH Route 102/107, over 2017 Existing conditions as a result of the proposed residential development. In addition, the volume-to-capacity (v/c) ratios will be well below 1.00, indicating there will be adequate capacity to accommodate the anticipated traffic volumes, and the queues are not anticipated to exceed four vehicles. The additional traffic generated by the proposed development is not expected to increase delay on any given approach by more than nine seconds per vehicle or increase queues by more than one vehicle on any approach. All movements along Freetown Road (NH Routes 102/107) are anticipated to operate at acceptable levels of service (LOS B or better) under all analysis conditions.
- All movements at the proposed site driveway intersection with Chester Road (NH Route 102) are anticipated to operate at acceptable levels of service (LOS C or better) under all analysis scenarios. In addition, the v/c ratios will be well below 1.00, indicating there will be adequate capacity to accommodate the anticipated traffic volumes, and queues are not anticipated to exceed one vehicle.
- All movements at all other study area intersections are anticipated to operate at acceptable levels of service (LOS D or better) under all analysis conditions. In addition, the v/c ratios will be well below 1.00, indicating there will be adequate capacity to accommodate the anticipated traffic volumes, and queues are not expected to exceed two vehicles. The additional traffic generated by the proposed residential development is not anticipated to increase delay on any given approach by more than four seconds per vehicle or increase queues by more than one vehicle at any of the study area intersections.

Based on the findings above, the proposed residential development can be safely and efficiently accommodated along the existing roadway network with minor clearing of vegetation along the site frontage to extend sight distances. No additional project-specific mitigation is warranted based on the incremental impacts of the development.

UPDATED TRAFFIC IMPACT AND ACCESS STUDY

Residential Development – Raymond, New Hampshire

APPENDIX

TRAFFIC STUDY OUTLINE

TRAFFIC COUNT DATA

TRAFFIC VOLUME ADJUSTMENT DATA

BACKGROUND DEVELOPMENT DATA

TRIP GENERATION DATA

JOURNEY-TO-WORK DATA

CAPACITY ANALYSIS METHODOLOGY

CAPACITY AND QUEUE ANALYSIS WORKSHEETS

UPDATED TRAFFIC IMPACT AND ACCESS STUDY

Residential Development – Raymond, New Hampshire

TRAFFIC STUDY OUTLINE

Traffic Study Outline

Date: January 31, 2017
Project Number: MAX-2016179
Project Name: Residential Development
Raymond, New Hampshire
Site Access: 41 Chester Road (NH Route 102) and Genco Way

The following data will be collected and used in the preparation of a *Traffic Impact and Access Study* for the proposed residential development to be located at 41 Chester Road (NH Route 102) in Raymond, New Hampshire. The site is currently vacant. The proposed development will consist of 43 buildings containing 4 townhomes in each building for a total of 172 units.

Access and egress to the site is proposed via one driveway on Chester Road (NH Route 102) west of Brown Road/east of Park Place and one driveway as an extension of Genco Way which currently exists. A Site Location Map (Figure A1) and conceptual Site Plan Sketch are attached to this Outline.

2017 EXISTING CONDITIONS

1. TMCs and vehicle classification counts, including pedestrian and bicycle counts, will be conducted during the **weekday AM peak period (7:00 AM to 9:00 AM)**, and during the **weekday PM peak period (4:00 PM to 6:00 PM)**, unless otherwise decided by the NHDOT/Town, at the following intersections:
 - Chester Road (NH Route 102) at Brown Road
 - Chester Road (NH Route 102) at Park Place
 2. Automatic traffic recorder (ATR) counts will be conducted for 48 hours to collect weekday daily traffic volumes along Chester Road (NH Route 102) between Park Place and Brown Road.
 3. *Seasonal Adjustments:* Since there are no peak-hour count stations in Raymond, Group 4 (Urban Highways) averages for the most recent 3 year period will be used.
 - June is the peak month for weekday daily traffic volumes.
 - October is the peak month for weekday AM peak-hour traffic volumes.
 - June is the peak month for weekday PM peak-hour traffic volumes.
-
-

Traffic counts will be collected in February; therefore, the following adjustments will be made depending on the month the counts are collected in:

- February weekday daily traffic volumes would be **upwardly adjusted by 20.9%**.
 - February weekday AM peak-hour count data would be **upwardly adjusted by 16.4%**.
 - February weekday PM peak-hour count data would be **upwardly adjusted by 18.4%**.
4. *Crash Data*: Crash data will be obtained from the files of NHDOT and/or the local Police Department for the three most recent years available.

2018 & 2028 NO-BUILD CONDITIONS

1. *Historical Growth Rate*: Historical ATR data were investigated from all count stations in Raymond, New Hampshire.
 - Traffic in the area has increased by 0.12% since 2008.
 - To provide a conservative (worse-case) analysis, a **0.5% compounded annual growth rate or an annual growth rate acceptable to the NHDOT/Town of Raymond** will be used to account for general population growth and the traffic generated by smaller area developments.
2. *Background Developments*: To be determined through discussions with the Town of Raymond.
3. *Planned Roadway Improvements*: To be determined through discussions with the Town of Raymond.

2018 & 2028 BUILD CONDITIONS

1. *Trip Generation*: Traffic to be generated by the proposed development will be forecast using the Institute of Transportation Engineers (ITE) *Trip Generation Manual* for the following:¹
 - Residential Condominium-Townhouse (Land Use Code [LUC] 230) based on 172 units.

¹ *Trip Generation Manual*, 9th Edition; Institute of Transportation Engineers; Washington, DC; 2012.

Table 1
TRIP-GENERATION SUMMARY

Time Period/Direction	Proposed Total Trips ^a
Weekday Daily	1,030
Weekday AM Peak Hour:	
<i>Enter</i>	14
<i>Exit</i>	<u>66</u>
<i>Total</i>	80
Weekday PM Peak Hour:	
<i>Enter</i>	63
<i>Exit</i>	<u>31</u>
<i>Total</i>	94
Saturday Daily	1,050
Saturday Midday Peak Hour:	
<i>Enter</i>	50
<i>Exit</i>	<u>42</u>
<i>Total</i>	92

^a ITE LUC 230 based on 172 units

As shown in Table 1, the residential development is expected to generate 80 *new* vehicle trips (14 entering and 66 exiting) during the weekday AM peak hour, 94 *new* vehicle trips (63 entering and 31 exiting) during the weekday PM peak hour, and 92 *new* vehicle trips (50 entering and 42 exiting) during the Saturday midday peak hour.

2. *Trip Distribution*: The distribution of proposed *new* site traffic on the area roadways will be based on “journey-to-work” data from the United States Census 2000 data.² .

² U.S. Census Bureau, Population Division, Census 2000 Data, 2000 MCD/County-To-MCD/County Worker Flow Files.

TRAFFIC STUDY OUTLINE

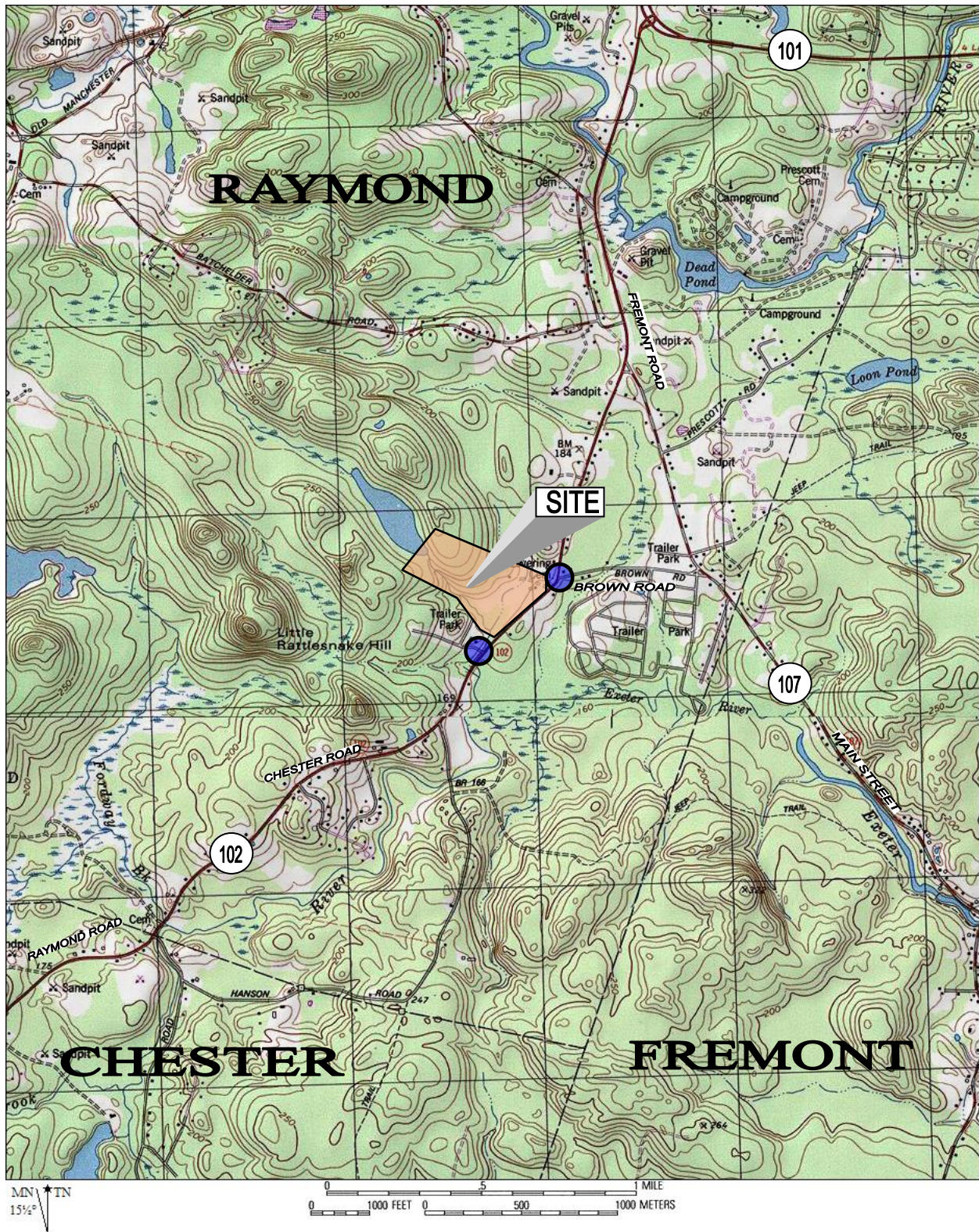
Residential Development – Raymond, New Hampshire

APPENDIX

**FIGURE A1 – SITE LOCATION MAP
CONCEPTUAL SITE PLAN SKETCH PREPARED BY KNA
TRAFFIC-VOLUME ADJUSTMENT DATA
TRIP-GENERATION DATA**

TRAFFIC STUDY OUTLINE

Proposed Residential Development – Raymond, NH





*%A Fix

*%A Fix

*%A Fix

*%A Fix

*%A Fix

*%A Fix

NEW SWAMP
(PER PLAN E-1007)

NEW SWAMP
(PER PLAN E-1007)

TRAFFIC VOLUME ADJUSTMENT FACTORS

Automatic Traffic Recorder Report (2014)

Prepared by the NHDOT Bureau of Transportation Planning

Urban Highways Group 4						
Month	Avg. Weekday	Adj. To Avg.	Adj. To Peak	Avg. Saturday	Adj. To Avg.	Adj. To Peak
January	275,232	1.117	1.197	219,204	1.203	1.305
February	272,820	1.127	1.208	243,097	1.084	1.176
March	294,985	1.042	1.117	255,744	1.031	1.118
April	311,937	0.985	1.056	267,315	0.986	1.070
May	319,731	0.961	1.030	278,575	0.946	1.026
June	329,480	0.933	1.000	285,957	0.922	1.000
July	321,976	0.955	1.023	273,881	0.963	1.044
August	326,833	0.940	1.008	276,580	0.953	1.034
September	319,409	0.962	1.032	275,264	0.958	1.039
October	317,402	0.968	1.038	274,133	0.962	1.043
November	298,778	1.029	1.103	258,910	1.018	1.104
December	299,786	1.025	1.099	254,703	1.035	1.123
Year Avg.	307,364			263,614		

TRAFFIC VOLUME ADJUSTMENT FACTORS

Automatic Traffic Recorder Report (2015)

Prepared by the NHDOT Bureau of Transportation Planning

Urban Highways Group 4						
Month	Avg. Weekday	Adj. To Avg.	Adj. To Peak	Avg. Saturday	Adj. To Avg.	Adj. To Peak
January	218,826	1.150	1.234	178,259	1.208	1.338
February	223,109	1.127	1.211	194,477	1.107	1.227
March	242,516	1.037	1.114	197,554	1.090	1.208
April	252,234	0.997	1.071	219,475	0.981	1.087
May	265,600	0.947	1.017	231,360	0.930	1.031
June	270,098	0.931	1.000	238,577	0.902	1.000
July	269,345	0.934	1.003	218,164	0.987	1.094
August	266,438	0.944	1.014	230,222	0.935	1.036
September	260,159	0.967	1.038	230,195	0.935	1.036
October	260,129	0.967	1.038	222,544	0.967	1.072
November	245,804	1.023	1.099	209,290	1.029	1.140
December	244,269	1.030	1.106	213,183	1.010	1.119
Year Avg.	251,544			215,275		

Avg Adjusted to Peak: **20.9%**
(2014-2015)

TRAFFIC VOLUME ADJUSTMENT FACTORS

Automatic Traffic Recorder Report (2014)

Prepared by the NHDOT Bureau of Transportation Planning

Month	Urban Highways Group 4								
	Weekday AM Peak	Adj. To Avg.	Adj. To Peak	Weekday PM Peak	Adj. To Avg.	Adj. To Peak	Saturday Midday Peak	Adj. To Avg.	Adj. To Peak
January	21580	1.073	1.148	24868	1.087	1.151	19655	1.130	1.181
February	21460	1.079	1.154	23965	1.128	1.194	21354	1.040	1.087
March	23499	0.986	1.054	26656	1.014	1.074	21889	1.014	1.060
April	24104	0.961	1.028	27740	0.974	1.032	22425	0.990	1.035
May	24011	0.964	1.032	28061	0.963	1.020	22720	0.977	1.021
June	24123	0.960	1.027	28626	0.944	1.000	23204	0.957	1.000
July	22026	1.051	1.125	27640	0.978	1.036	22602	0.982	1.027
August	22689	1.021	1.092	28301	0.955	1.011	23080	0.962	1.005
September	24775	0.935	1.000	28218	0.958	1.014	22917	0.969	1.013
October	24606	0.941	1.007	28355	0.953	1.010	22965	0.967	1.010
November	23184	0.999	1.069	25917	1.043	1.105	21967	1.011	1.056
December	21846	1.060	1.134	25969	1.041	1.102	21696	1.024	1.070

Year Avg.

23,159

27,026

22,206

TRAFFIC VOLUME ADJUSTMENT FACTORS

Automatic Traffic Recorder Report (2015)

Prepared by the NHDOT Bureau of Transportation Planning

Month	Urban Highways Group 4								
	Weekday AM Peak	Adj. To Avg.	Adj. To Peak	Weekday PM Peak	Adj. To Avg.	Adj. To Peak	Saturday Midday Peak	Adj. To Avg.	Adj. To Peak
January	17,267	1.109	1.181	20,154	1.114	1.180	15,524	1.175	1.255
February	17,366	1.103	1.174	20,253	1.108	1.174	17,441	1.046	1.117
March	19,827	0.966	1.028	22,267	1.008	1.068	16,671	1.094	1.169
April	19,924	0.961	1.023	22,733	0.988	1.046	18,484	0.987	1.054
May	20,046	0.955	1.017	23,476	0.956	1.013	18,916	0.964	1.030
June	19,952	0.960	1.022	23,779	0.944	1.000	19,485	0.936	1.000
July	18,444	1.038	1.106	23,314	0.963	1.020	18,349	0.994	1.062
August	18,720	1.023	1.089	23,360	0.961	1.018	19,436	0.938	1.003
September	20,260	0.945	1.006	23,092	0.972	1.030	19,374	0.941	1.006
October	20,391	0.939	1.000	23,465	0.957	1.013	18,951	0.962	1.028
November	19,208	0.997	1.062	21,905	1.025	1.086	17,902	1.019	1.088
December	18,348	1.043	1.111	21,589	1.040	1.101	18,339	0.995	1.062

Year Avg.

19,146

22,449

18,239

Avg AM Adjusted to Peak: **16.4%**
(2014-2015)

Avg PM Adjusted to Peak: **18.4%**
(2014-2015)

Institute of Transportation Engineers (ITE)

Land Use Code (LUC) 230 - Residential Condominium/Townhouse

Average Vehicle Trips Ends vs: Dwelling Units

Independent Variable (X): 172

AVERAGE WEEKDAY DAILY

$$\ln T = 0.870 \ln (X) + 2.46$$

$$\ln T = 0.870 \ln 172 + (2.46)$$

$$\ln T = 6.94$$

$$T = 1031.04$$

$$T = 1,032 \text{ vehicle trips}$$

with 50% (516 vpd) entering and 50% (516 vpd) exiting.

WEEKDAY MORNING PEAK HOUR OF ADJACENT STREET TRAFFIC

$$\ln T = 0.80 \ln (X) + 0.26$$

$$\ln T = 0.80 \ln 172 + (0.26)$$

$$\ln T = 4.38$$

$$T = 79.68$$

$$T = 80 \text{ vehicle trips}$$

with 17% (14 vpd) entering and 83% (66 vpd) exiting.

WEEKDAY EVENING PEAK HOUR OF ADJACENT STREET TRAFFIC

$$\ln T = 0.82 \ln (X) + 0.32$$

$$\ln T = 0.82 \ln 172 + (0.32)$$

$$\ln T = 4.54$$

$$T = 93.78$$

$$T = 94 \text{ vehicle trips}$$

with 67% (63 vph) entering and 33% (31 vph) exiting.

SATURDAY DAILY

$$T = 3.62 * (X) + 427.93$$

$$T = 3.62 * 172 + (427.93)$$

$$T = 1050.57$$

$$T = 1,050 \text{ vehicle trips}$$

with 50% (525 vpd) entering and 50% (525 vpd) exiting.

SATURDAY MIDDAY PEAK HOUR OF GENERATOR

$$T = 0.29 * (X) + 42.63$$

$$T = 0.29 * 172 + (42.63)$$

$$T = 92.51$$

$$T = 92 \text{ vehicle trips}$$

with 54% (50 vph) entering and 46% (42 vph) exiting.

UPDATED TRAFFIC IMPACT AND ACCESS STUDY

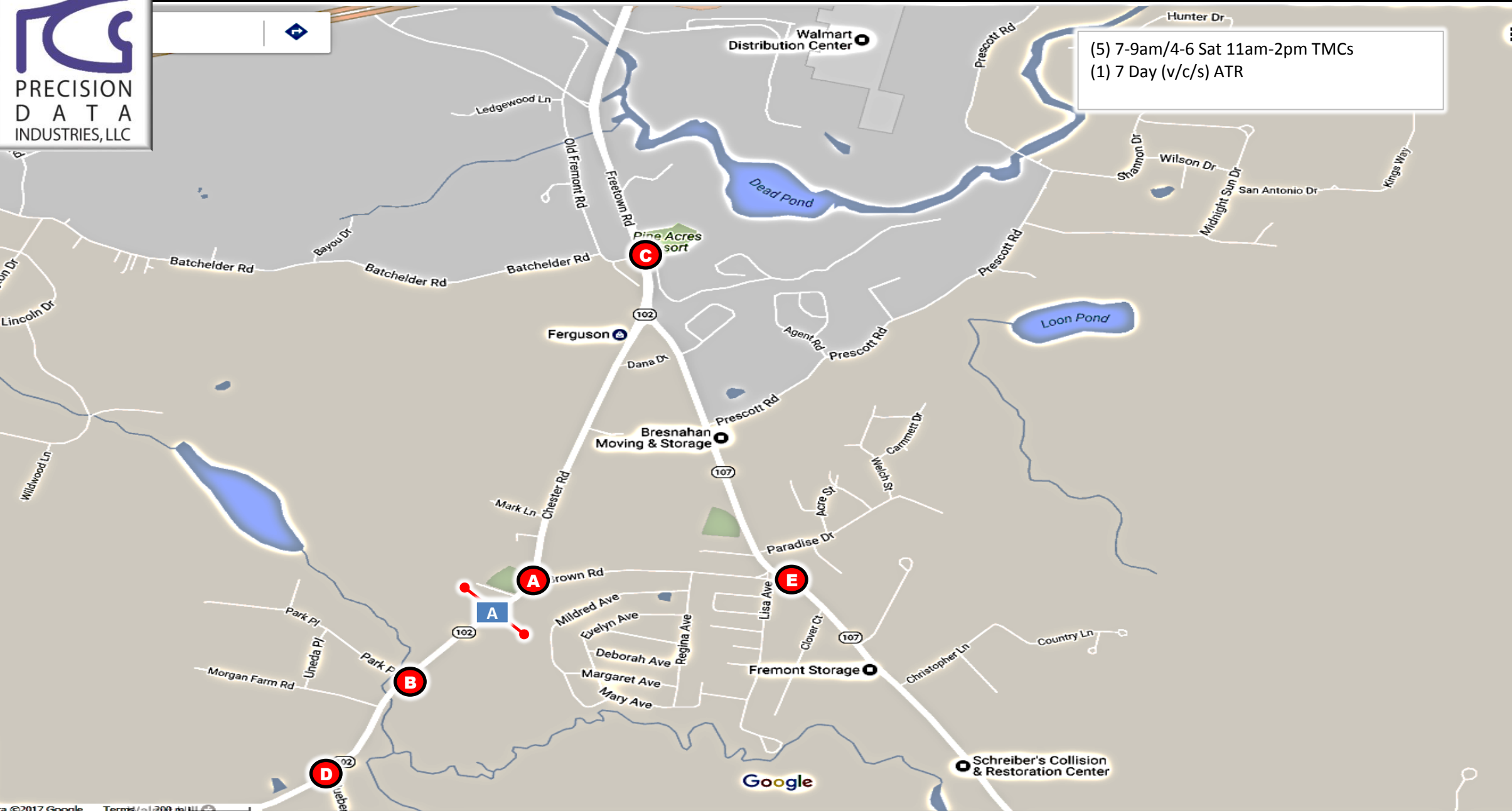
Residential Development – Raymond, New Hampshire

TRAFFIC COUNT DATA



Location Map: 175662 Raymond, NH

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



(5) 7-9am/4-6 Sat 11am-2pm TMCs
(1) 7 Day (v/c/s) ATR

Client: Greenman-Pedersen	Engineer: J. DeBarros	Site Code: MAX-2016179	Date: Sat 5/13 thru Fri 5/19/2017	PDI Job # 175662	City, State: Raymond, NH
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PRECISION
D A T A
INDUSTRIES, LLC

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

Chester Road
south of Brown Road (and near # 40 Chester Road)
City, State: Raymond, NH
Client: Greenman-Pedersen / J. DeBarros
NB

175662 A Class
Site Code: MAX-2016179

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
05/13/1														
7	0	24	0	0	2	0	0	0	0	0	0	0	0	26
01:00	0	13	1	0	1	0	0	0	0	0	0	0	0	15
02:00	0	8	2	0	1	0	0	0	0	0	0	0	0	11
03:00	0	6	3	0	0	0	0	0	0	0	0	0	0	9
04:00	0	32	6	1	2	0	0	3	0	0	0	0	0	44
05:00	0	52	12	0	8	0	0	2	0	0	0	0	0	74
06:00	0	74	31	0	9	0	0	1	0	0	0	0	0	115
07:00	0	149	59	1	6	0	0	1	0	0	0	0	0	216
08:00	0	220	64	1	16	0	0	1	0	0	0	0	0	302
09:00	0	265	87	3	10	0	0	2	0	0	0	0	0	367
10:00	0	249	85	0	13	0	0	3	0	0	0	0	0	350
11:00	0	276	81	1	12	0	0	1	0	0	0	0	0	371
12 PM	0	287	75	1	17	0	0	0	0	0	0	0	0	380
13:00	0	264	57	1	12	0	0	0	0	0	0	0	0	334
14:00	0	278	79	0	8	0	0	0	0	0	0	0	0	365
15:00	0	271	65	0	10	0	0	0	0	0	0	0	0	346
16:00	0	281	54	0	4	0	0	0	0	0	0	0	0	339
17:00	0	260	60	0	6	0	0	0	0	0	0	0	0	326
18:00	1	207	64	0	6	0	0	0	0	0	0	0	0	278
19:00	0	143	33	0	6	0	0	1	0	0	0	0	0	183
20:00	0	115	17	0	9	0	0	0	0	0	0	0	0	141
21:00	0	70	12	0	2	0	0	0	0	0	0	0	0	84
22:00	0	57	9	0	3	0	0	0	0	0	0	0	0	69
23:00	0	35	3	0	0	0	0	0	0	0	0	0	0	38
Total	1	3636	959	9	163	0	0	15	0	0	0	0	0	4783
Percent	0.0%	76.0%	20.1%	0.2%	3.4%	0.0%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak		11:00	09:00	09:00	08:00			04:00						11:00
Vol.		276	87	3	16			3						371
PM Peak	18:00	12:00	14:00	12:00	12:00			19:00						12:00
Vol.	1	287	79	1	17			1						380



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05/15/1														
7	0	7	1	0	1	0	0	0	0	0	0	0	0	9
01:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
02:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6
03:00	0	9	4	0	0	0	0	0	0	0	0	0	0	13
04:00	0	51	18	1	4	0	0	0	0	0	0	0	0	74
05:00	0	95	45	1	8	0	0	1	0	0	0	0	0	150
06:00	0	235	72	1	15	0	0	1	0	0	0	0	0	324
07:00	0	394	82	0	17	1	0	6	0	0	0	0	0	500
08:00	0	238	55	3	19	0	0	3	0	0	0	0	0	318
09:00	0	151	46	1	11	2	0	1	0	0	0	0	0	212
10:00	0	146	48	0	23	1	0	2	0	0	0	0	0	220
11:00	0	160	43	0	6	1	0	2	0	0	0	0	0	212
12 PM	0	136	46	0	9	2	0	3	0	0	0	0	0	196
13:00	0	150	37	2	11	0	0	0	0	0	0	0	0	200
14:00	0	169	56	1	10	0	0	4	0	0	0	0	0	240
15:00	0	234	66	3	19	0	0	3	0	0	0	0	0	325
16:00	0	271	60	1	21	0	0	0	0	0	0	0	0	353
17:00	1	266	69	0	13	0	0	2	0	0	0	0	0	351
18:00	0	205	30	0	6	0	0	1	0	0	0	0	0	242
19:00	0	129	27	0	7	0	0	0	0	0	0	0	0	163
20:00	0	104	21	0	5	0	0	0	0	0	0	0	0	130
21:00	0	52	12	0	1	0	0	0	0	0	0	0	0	65
22:00	0	31	5	0	3	0	0	0	0	0	0	0	0	39
23:00	0	19	9	0	1	0	0	0	0	0	0	0	0	29
Total	1	3261	853	14	210	7	0	29	0	0	0	0	0	4375
Percent	0.0%	74.5%	19.5%	0.3%	4.8%	0.2%	0.0%	0.7%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak		07:00	07:00	08:00	10:00	09:00		07:00						07:00
Vol.		394	82	3	23	2		6						500
PM Peak	17:00	16:00	17:00	15:00	16:00	12:00		14:00						16:00
Vol.	1	271	69	3	21	2		4						353



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05/16/1														
7	0	11	4	0	0	0	0	0	0	0	0	0	0	15
01:00	0	6	3	0	0	0	0	1	0	0	0	0	0	10
02:00	0	2	3	0	0	0	0	0	0	0	0	0	0	5
03:00	0	8	2	0	0	0	0	0	0	0	0	0	0	10
04:00	0	39	11	1	4	0	0	0	0	0	0	0	0	55
05:00	0	120	47	1	8	0	0	2	0	0	0	0	0	178
06:00	0	243	81	1	15	0	0	4	0	0	0	0	0	344
07:00	0	382	82	2	24	0	0	3	0	0	0	0	0	493
08:00	0	292	71	3	16	0	0	4	0	0	0	0	0	386
09:00	0	184	40	4	17	0	0	4	0	0	0	0	0	249
10:00	0	171	55	2	17	1	0	2	0	0	0	0	0	248
11:00	0	155	37	1	22	1	0	5	0	0	0	0	0	221
12 PM	1	168	55	0	20	0	0	5	0	0	0	0	0	249
13:00	1	161	50	0	14	0	0	2	0	0	0	0	0	228
14:00	0	206	42	3	18	0	0	4	0	0	0	0	0	273
15:00	1	246	69	3	17	0	0	3	0	0	0	0	0	339
16:00	0	314	80	2	12	0	0	0	0	0	0	0	0	408
17:00	1	297	61	1	19	0	0	1	0	0	0	0	0	380
18:00	0	232	57	0	9	0	0	0	0	0	0	0	0	298
19:00	0	193	38	1	7	0	0	1	0	0	0	0	0	240
20:00	0	133	30	1	3	0	0	1	0	0	0	0	0	168
21:00	0	72	15	0	0	0	0	0	0	0	0	0	0	87
22:00	0	55	12	0	0	0	0	0	0	0	0	0	0	67
23:00	0	25	4	0	2	0	0	0	0	0	0	0	0	31
Total	4	3715	949	26	244	2	0	42	0	0	0	0	0	4982
Percent	0.1%	74.6%	19.0%	0.5%	4.9%	0.0%	0.0%	0.8%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak		07:00	07:00	09:00	07:00	10:00		11:00						07:00
Vol.		382	82	4	24	1		5						493
PM Peak	12:00	16:00	16:00	14:00	12:00			12:00						16:00
Vol.	1	314	80	3	20			5						408



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05/13/1														
7	0	35	9	0	0	0	0	0	0	0	0	0	0	44
01:00	0	14	4	0	0	0	0	0	0	0	0	0	0	18
02:00	0	6	3	0	0	0	0	0	0	0	0	0	0	9
03:00	0	13	2	0	0	0	0	0	0	0	0	0	0	15
04:00	0	12	6	0	1	0	0	0	0	0	0	0	0	19
05:00	0	31	10	1	4	0	0	0	0	0	0	0	0	46
06:00	0	50	31	1	6	0	0	1	0	0	0	0	0	89
07:00	0	83	35	1	7	0	0	1	0	0	0	0	0	127
08:00	0	138	51	2	11	0	0	1	0	0	0	0	0	203
09:00	0	162	72	3	15	0	0	0	0	0	0	0	0	252
10:00	0	187	66	2	17	0	0	0	0	0	0	0	0	272
11:00	0	228	69	1	19	0	0	4	0	0	0	0	0	321
12 PM	0	237	94	1	26	0	0	2	0	0	0	0	0	360
13:00	0	257	87	0	12	0	0	2	0	0	0	0	0	358
14:00	0	291	77	1	27	0	0	3	0	0	0	0	0	399
15:00	0	247	98	2	20	0	0	1	0	0	0	0	0	368
16:00	0	277	85	0	10	0	0	1	0	0	0	0	0	373
17:00	0	303	71	0	16	0	0	1	0	0	0	0	0	391
18:00	0	222	63	2	15	0	0	2	0	0	0	0	0	304
19:00	0	163	53	0	17	0	0	1	0	0	0	0	0	234
20:00	0	146	45	1	9	0	0	0	0	0	0	0	0	201
21:00	0	128	30	0	6	0	0	0	0	0	0	0	0	164
22:00	0	90	25	0	4	0	0	2	0	0	0	0	0	121
23:00	0	71	8	1	4	0	0	0	0	0	0	0	0	84
Total	0	3391	1094	19	246	0	0	22	0	0	0	0	0	4772
Percent	0.0%	71.1%	22.9%	0.4%	5.2%	0.0%	0.0%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak		11:00	09:00	09:00	11:00			11:00						11:00
Vol.		228	72	3	19			4						321
PM Peak		17:00	15:00	15:00	14:00			14:00						14:00
Vol.		303	98	2	27			3						399



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05/14/1														
7	0	32	6	0	3	0	0	0	0	0	0	0	0	41
01:00	0	16	4	0	3	0	0	0	0	0	0	0	0	23
02:00	0	8	1	1	0	0	0	0	0	0	0	0	0	10
03:00	0	6	0	0	1	0	0	0	0	0	0	0	0	7
04:00	0	11	3	0	0	0	0	0	0	0	0	0	0	14
05:00	0	14	6	0	0	0	0	0	0	0	0	0	0	20
06:00	0	27	6	0	3	0	0	1	0	0	0	0	0	37
07:00	0	54	14	0	2	0	0	0	0	0	0	0	0	70
08:00	0	96	28	0	3	0	0	0	0	0	0	0	0	127
09:00	0	110	56	2	9	0	0	0	0	0	0	0	0	177
10:00	0	191	53	1	15	0	0	0	0	0	0	0	0	260
11:00	0	211	75	0	19	0	0	1	0	0	0	0	0	306
12 PM	0	302	76	0	12	0	0	0	0	0	0	0	0	390
13:00	0	273	70	0	19	0	0	0	0	0	0	0	0	362
14:00	0	262	68	0	15	0	0	1	0	0	0	0	0	346
15:00	0	241	64	0	16	0	0	1	0	0	0	0	0	322
16:00	0	244	69	1	6	0	0	0	0	0	0	0	0	320
17:00	0	226	61	0	16	0	0	0	0	0	0	0	0	303
18:00	0	197	54	0	8	0	0	0	0	0	0	0	0	259
19:00	0	154	44	0	10	0	0	0	0	0	0	0	0	208
20:00	0	115	17	0	5	0	0	0	0	0	0	0	0	137
21:00	0	54	16	0	4	0	0	0	0	0	0	0	0	74
22:00	0	41	5	0	2	0	0	0	0	0	0	0	0	48
23:00	0	18	7	0	1	0	0	0	0	0	0	0	0	26
Total	0	2903	803	5	172	0	0	4	0	0	0	0	0	3887
Percent	0.0%	74.7%	20.7%	0.1%	4.4%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak		11:00	11:00	09:00	11:00			06:00						11:00
Vol.		211	75	2	19			1						306
PM Peak		12:00	12:00	16:00	13:00			14:00						12:00
Vol.		302	76	1	19			1						390



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05/15/1														
7	0	11	2	0	1	0	0	0	0	0	0	0	0	14
01:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
02:00	0	6	2	0	0	0	0	0	0	0	0	0	0	8
03:00	0	6	5	0	0	0	0	0	0	0	0	0	0	11
04:00	0	18	15	0	3	0	0	1	0	0	0	0	0	37
05:00	0	60	32	0	9	0	0	1	0	0	0	0	0	102
06:00	0	119	49	2	17	0	0	1	0	0	0	0	0	188
07:00	0	165	49	4	24	0	0	3	0	0	0	0	0	245
08:00	0	130	39	4	20	0	0	5	0	0	0	0	0	198
09:00	0	109	39	2	21	0	0	1	0	0	0	0	0	172
10:00	0	103	37	3	18	0	0	1	0	0	0	0	0	162
11:00	0	101	47	3	15	0	0	1	0	0	0	0	0	167
12 PM	0	132	39	3	15	0	0	3	0	0	0	0	0	192
13:00	0	157	55	1	20	0	0	2	0	0	0	0	0	235
14:00	0	187	62	3	24	0	0	3	0	0	0	0	0	279
15:00	0	237	92	1	22	0	0	1	0	0	0	0	0	353
16:00	0	316	96	0	39	0	0	4	0	0	0	0	0	455
17:00	0	390	90	0	36	0	0	4	0	0	0	0	0	520
18:00	0	265	64	0	13	0	0	2	0	0	0	0	0	344
19:00	0	169	45	0	12	0	0	1	0	0	0	0	0	227
20:00	0	141	33	1	6	0	0	0	0	0	0	0	0	181
21:00	0	107	28	1	4	0	0	0	0	0	0	0	0	140
22:00	0	54	11	0	2	0	0	0	0	0	0	0	0	67
23:00	0	38	8	0	1	0	0	0	0	0	0	0	0	47
Total	0	3026	939	28	322	0	0	34	0	0	0	0	0	4349
Percent	0.0%	69.6%	21.6%	0.6%	7.4%	0.0%	0.0%	0.8%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak		07:00	06:00	07:00	07:00			08:00						07:00
Vol.		165	49	4	24			5						245
PM Peak		17:00	16:00	12:00	16:00			16:00						17:00
Vol.		390	96	3	39			4						520



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05/16/1														
7	0	9	2	0	3	1	0	0	0	0	0	0	0	15
01:00	0	12	2	0	0	0	0	0	0	0	0	0	0	14
02:00	0	7	3	0	1	0	0	0	0	0	0	0	0	11
03:00	0	14	4	0	0	0	0	0	0	0	0	0	0	18
04:00	0	21	15	0	1	0	0	0	0	0	0	0	0	37
05:00	0	48	32	0	3	0	0	1	0	0	0	0	0	84
06:00	0	159	50	2	23	0	0	2	0	0	0	0	0	236
07:00	0	186	58	2	27	0	0	4	0	0	0	0	0	277
08:00	0	135	51	2	22	0	0	3	0	0	0	0	0	213
09:00	0	119	53	7	16	0	0	3	0	0	0	0	0	198
10:00	0	131	38	3	25	0	0	1	0	0	0	0	0	198
11:00	0	126	44	4	25	0	0	3	0	0	0	0	0	202
12 PM	0	138	49	3	21	0	0	2	0	0	0	0	0	213
13:00	0	186	52	2	21	0	0	2	0	0	0	0	0	263
14:00	0	216	70	5	18	0	0	2	0	0	0	0	0	311
15:00	0	256	99	3	22	0	0	3	0	0	0	0	0	383
16:00	0	365	100	3	29	0	0	2	0	0	0	0	0	499
17:00	0	404	96	0	18	0	0	3	0	0	0	0	0	521
18:00	0	295	86	3	13	0	0	1	0	0	0	0	0	398
19:00	0	232	54	1	15	0	0	1	0	0	0	0	0	303
20:00	0	165	35	1	9	0	0	0	0	0	0	0	0	210
21:00	0	131	21	0	4	0	0	0	0	0	0	0	0	156
22:00	0	77	12	1	3	0	0	0	0	0	0	0	0	93
23:00	0	40	6	0	3	0	0	0	0	0	0	0	0	49
Total	0	3472	1032	42	322	1	0	33	0	0	0	0	0	4902
Percent	0.0%	70.8%	21.1%	0.9%	6.6%	0.0%	0.0%	0.7%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak		07:00	07:00	09:00	07:00	00:00		07:00						07:00
Vol.		186	58	7	27	1		4						277
PM Peak		17:00	16:00	14:00	16:00			15:00						17:00
Vol.		404	100	5	29			3						521



PRECISION
D A T A
INDUSTRIES, LLC

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

Chester Road
south of Brown Road (and near # 40 Chester Road)
City, State: Raymond, NH
Client: Greenman-Pedersen / J. DeBarros
NB

175662 A Speed
Site Code: MAX-2016179

Start Time	14	15	19	20	24	25	29	30	34	35	39	40	44	45	49	50	54	55	59	60	64	65	69	70	9999	Total	85th % ile	Ave Speed	
05/13/																													
17	0	0	0	0	0	0	0	0	10	13	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26	43	41	
01:00	0	0	0	0	0	0	0	0	4	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	43	41	
02:00	0	0	0	0	0	0	0	0	6	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	43	40	
03:00	0	0	0	0	0	0	0	0	1	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	47	44	
04:00	0	0	0	0	0	1	6	27	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	44	45	42	
05:00	0	0	0	0	0	2	10	38	21	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	74	47	43	
06:00	0	0	0	0	0	0	24	54	35	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	115	46	43	
07:00	0	0	0	0	0	8	36	126	43	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	216	45	42	
08:00	0	0	0	0	0	1	51	186	61	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	302	45	42	
09:00	0	0	0	0	0	7	88	225	46	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	367	43	41	
10:00	0	0	0	0	0	6	73	205	63	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	350	45	42	
11:00	0	0	0	0	0	4	81	215	66	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	371	45	42	
12 PM	0	0	0	0	0	8	63	243	62	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	380	44	42	
13:00	0	0	0	0	0	2	53	198	76	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	334	45	42	
14:00	0	0	0	0	0	2	74	211	75	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	365	45	42	
15:00	0	0	0	0	0	6	81	157	96	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	346	46	42	
16:00	0	0	0	0	0	11	57	185	83	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	339	46	42	
17:00	0	0	0	0	0	8	63	181	71	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	326	45	42	
18:00	0	0	0	0	0	1	70	153	52	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	278	45	42	
19:00	0	0	0	0	0	3	41	105	33	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	183	44	42	
20:00	0	0	0	1	5	9	38	77	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	141	43	40	
21:00	0	0	0	0	1	1	33	38	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	84	43	41	
22:00	0	0	0	0	1	2	23	37	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	69	43	40	
23:00	0	0	0	0	0	4	13	16	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38	43	40	
Total	0	0	1	7	86	999	2707	934	48	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4783			
%	0.0%	0.0%	0.0%	0.1%	1.8%	20.9%	56.6%	19.5%	1.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				

AM Peak Vol.						07:00	09:00	09:00	11:00	11:00																		11:00			
						8	88	225	66	5																		371			
PM Peak Vol.			20:00	20:00	16:00	15:00	12:00	15:00	15:00																			13:00	12:00		
			1	5	11	81	243	96	6																		1	380			

Stats

- 15th Percentile : 37 MPH
- 50th Percentile : 41 MPH
- 85th Percentile : 45 MPH
- 95th Percentile : 47 MPH

- Mean Speed(Average) : 42 MPH
- 10 MPH Pace Speed : 35-44 MPH
- Number in Pace : 3706
- Percent in Pace : 77.5%
- Number of Vehicles > 45 MPH : 796
- Percent of Vehicles > 45 MPH : 16.6%



PRECISION
D A T A
INDUSTRIES, LLC

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Chester Road
south of Brown Road (and near # 40 Chester Road)
City, State: Raymond, NH
Client: Greenman-Pedersen / J. DeBarros
NB

175662 A Speed
Site Code: MAX-2016179

Start Time	14	15	19	20	24	25	29	30	34	35	39	40	44	45	49	50	54	55	59	60	64	65	69	70	9999	Total	85th % ile	Ave Speed	
05/14/																													
17	0	0	0	0	0	2	6	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	46	41		
01:00	0	0	0	0	0	1	4	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	42	39		
02:00	0	0	0	0	0	0	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	45	41		
03:00	0	0	3	1	1	4	3	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	46	37		
04:00	0	0	0	0	3	8	13	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29	44	41		
05:00	0	0	0	0	0	8	17	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28	43	41		
06:00	0	0	0	0	0	6	27	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	50	46	43		
07:00	0	0	0	0	1	15	54	27	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	98	46	43		
08:00	0	0	0	0	0	29	92	29	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	153	45	42		
09:00	0	0	0	0	6	44	125	48	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	225	45	42		
10:00	0	0	0	0	15	54	162	66	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	297	45	42		
11:00	0	0	0	0	11	80	169	59	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	321	45	41		
12 PM	0	0	0	0	4	89	219	57	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	374	44	42		
13:00	0	0	0	0	5	39	185	46	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	278	44	42		
14:00	0	0	0	0	6	28	170	65	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	271	46	43		
15:00	0	0	0	0	1	38	174	64	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	283	46	43		
16:00	0	0	0	0	3	52	137	47	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	243	45	42		
17:00	0	0	0	0	2	52	137	63	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	258	46	42		
18:00	0	0	0	0	4	46	113	43	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	208	45	42		
19:00	0	0	0	0	1	33	97	22	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	154	43	42		
20:00	0	0	0	0	2	21	60	14	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	99	44	42		
21:00	0	0	0	0	3	23	38	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	70	43	40		
22:00	0	0	0	0	1	12	17	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36	44	41		
23:00	0	0	0	0	2	7	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	46	40		
Total	0	0	3	1	74	700	2024	698	39	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3540				
%	0.0%	0.0%	0.1%	0.0%	2.1%	19.8%	57.2%	19.7%	1.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%					
AM Peak Vol.			03:00	03:00	10:00	11:00	11:00	10:00	08:00																	11:00			
PM Peak Vol.			3	1	15	80	169	66	3																	321			
AM Peak					14:00	12:00	12:00	14:00	15:00																	18:00	12:00		
PM Peak					6	89	219	65	6																1	374			

Stats

- 15th Percentile : 37 MPH
- 50th Percentile : 41 MPH
- 85th Percentile : 45 MPH
- 95th Percentile : 48 MPH
- Mean Speed(Average) : 42 MPH
- 10 MPH Pace Speed : 35-44 MPH
- Number in Pace : 2724
- Percent in Pace : 76.9%
- Number of Vehicles > 45 MPH : 598
- Percent of Vehicles > 45 MPH : 16.9%



PRECISION
D A T A
INDUSTRIES, LLC

46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
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Chester Road
south of Brown Road (and near # 40 Chester Road)
City, State: Raymond, NH
Client: Greenman-Pedersen / J. DeBarros
NB

175662 A Speed
Site Code: MAX-2016179

Start Time	1	15	20	25	30	35	40	45	50	55	60	65	70	Total	85th % ile	Ave Speed
05/15/																
17	0	0	0	0	1	1	4	2	1	0	0	0	0	9	48	43
01:00	0	0	0	0	0	0	3	1	0	0	0	0	0	4	46	43
02:00	0	0	0	0	1	3	1	0	1	0	0	0	0	6	49	39
03:00	0	0	0	0	2	4	2	5	0	0	0	0	0	13	47	41
04:00	0	0	0	0	1	23	37	12	1	0	0	0	0	74	44	41
05:00	0	0	0	0	1	28	93	27	1	0	0	0	0	150	45	42
06:00	0	0	0	1	7	83	181	49	3	0	0	0	0	324	44	41
07:00	0	0	0	0	9	146	271	69	5	0	0	0	0	500	43	41
08:00	0	0	0	1	16	90	155	53	3	0	0	0	0	318	44	41
09:00	0	0	0	0	0	23	141	48	0	0	0	0	0	212	45	43
10:00	0	0	0	0	6	36	134	41	3	0	0	0	0	220	45	42
11:00	0	0	0	0	4	34	136	38	0	0	0	0	0	212	44	42
12 PM	0	0	0	0	0	42	108	44	2	0	0	0	0	196	45	42
13:00	0	0	0	0	10	45	109	33	3	0	0	0	0	200	44	41
14:00	0	0	0	0	2	47	123	63	5	0	0	0	0	240	46	42
15:00	0	0	0	3	5	75	181	60	1	0	0	0	0	325	45	42
16:00	0	0	0	1	3	93	199	57	0	0	0	0	0	353	44	41
17:00	0	0	0	0	6	68	203	67	7	0	0	0	0	351	45	42
18:00	0	0	0	0	6	36	145	52	3	0	0	0	0	242	45	42
19:00	0	0	0	0	2	23	100	34	4	0	0	0	0	163	45	42
20:00	0	0	0	1	8	34	67	18	2	0	0	0	0	130	44	41
21:00	0	0	0	1	1	15	35	12	1	0	0	0	0	65	45	42
22:00	0	0	0	0	0	11	18	9	1	0	0	0	0	39	46	42
23:00	0	0	0	0	1	10	11	6	1	0	0	0	0	29	46	41
Total	0	0	0	8	92	970	2457	800	48	0	0	0	0	4375		
%	0.0%	0.0%	0.0%	0.2%	2.1%	22.2%	56.2%	18.3%	1.1%	0.0%	0.0%	0.0%	0.0%			
AM Peak				06:00	08:00	07:00	07:00	07:00	07:00					07:00		
Vol.				1	16	146	271	69	5					500		
PM Peak				15:00	13:00	16:00	17:00	17:00	17:00					16:00		
Vol.				3	10	93	203	67	7					353		

Stats

- 15th Percentile : 36 MPH
- 50th Percentile : 41 MPH
- 85th Percentile : 45 MPH
- 95th Percentile : 47 MPH
- Mean Speed(Average) : 42 MPH
- 10 MPH Pace Speed : 35-44 MPH
- Number in Pace : 3427
- Percent in Pace : 78.3%
- Number of Vehicles > 45 MPH : 688
- Percent of Vehicles > 45 MPH : 15.7%



PRECISION
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south of Brown Road (and near # 40 Chester Road)
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NB

175662 A Speed
Site Code: MAX-2016179

Start Time	14	15	19	20	24	25	29	30	34	35	39	40	44	45	49	50	54	55	59	60	64	65	69	70	9999	Total	85th % ile	Ave Speed	
05/16/																													
17	0	0	0	0	0	0	9	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	42	39	
01:00	0	0	0	0	0	1	4	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	43	40	
02:00	0	0	0	0	0	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	43	41	
03:00	0	0	0	0	0	1	2	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	45	41	
04:00	0	0	0	0	0	0	20	24	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	55	45	41	
05:00	0	0	0	0	0	0	26	114	37	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	178	45	42	
06:00	0	0	0	0	0	2	68	213	56	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	344	44	42	
07:00	0	0	0	0	0	4	112	297	75	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	493	44	42	
08:00	0	1	2	5	8	88	214	68	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	386	44	41	
09:00	0	0	0	0	0	1	56	150	39	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	249	44	42	
10:00	0	0	1	1	5	68	134	39	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	248	44	41	
11:00	0	0	0	0	0	0	40	138	42	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	221	45	42	
12 PM	0	0	0	0	0	2	45	155	46	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	249	45	42	
13:00	2	0	0	0	1	7	69	111	35	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	228	44	41	
14:00	0	0	0	0	1	10	60	144	55	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	273	45	42	
15:00	1	0	0	0	2	14	81	194	43	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	339	43	41	
16:00	0	0	0	0	0	3	96	257	48	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	408	43	41	
17:00	0	1	0	0	0	6	99	198	73	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	380	45	42	
18:00	0	0	0	0	1	7	54	175	59	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	298	45	42	
19:00	0	0	0	0	0	0	46	144	45	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	240	45	42	
20:00	0	0	0	0	0	3	63	84	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	168	43	40	
21:00	0	0	0	0	1	3	29	44	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	87	43	40	
22:00	0	0	0	0	0	0	21	32	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	67	45	41	
23:00	0	0	0	0	0	0	9	17	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31	44	42	
Total	3	2	3	12	77	1166	2858	819	41	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4982			
%	0.1%	0.0%	0.1%	0.2%	1.5%	23.4%	57.4%	16.4%	0.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				
AM Peak		08:00	08:00	08:00	08:00	07:00	07:00	07:00	06:00																		07:00		
Vol.		1	2	5	8	112	297	75	5																		493		
PM Peak	13:00	17:00		15:00	15:00	17:00	16:00	17:00	15:00	19:00																	16:00		
Vol.	2	1		2	14	99	257	73	4	1																	408		

Stats

- 15th Percentile : 36 MPH
- 50th Percentile : 41 MPH
- 85th Percentile : 44 MPH
- 95th Percentile : 47 MPH

- Mean Speed(Average) : 42 MPH
- 10 MPH Pace Speed : 35-44 MPH
- Number in Pace : 4024
- Percent in Pace : 80.8%
- Number of Vehicles > 45 MPH : 697
- Percent of Vehicles > 45 MPH : 14.0%



PRECISION
D A T A
INDUSTRIES, LLC

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

Chester Road
south of Brown Road (and near # 40 Chester Road)
City, State: Raymond, NH
Client: Greenman-Pedersen / J. DeBarros
NB

175662 A Speed
Site Code: MAX-2016179

Start Time	1	15	20	25	30	35	40	45	50	55	60	65	70	Total	85th %ile	Ave Speed
05/17/	14	19	24	29	34	39	44	49	54	59	64	69	9999			
17	0	0	0	0	1	8	9	1	0	0	0	0	0	19	42	40
01:00	0	0	0	0	1	4	5	3	0	0	0	0	0	13	45	41
02:00	0	0	0	0	0	5	4	1	0	0	0	0	0	10	43	40
03:00	0	0	0	0	0	3	6	1	0	0	0	0	0	10	43	41
04:00	0	0	0	0	0	14	27	12	1	1	0	0	0	55	46	42
05:00	0	0	0	0	3	31	94	27	2	0	0	0	0	157	45	42
06:00	0	0	0	1	10	122	189	30	1	0	0	0	0	353	43	40
07:00	0	0	0	1	7	132	292	59	5	0	0	0	0	496	43	41
08:00	0	2	2	6	17	81	237	56	1	0	0	0	0	402	43	41
09:00	0	0	0	1	2	89	123	40	2	0	0	0	0	257	44	41
10:00	0	0	0	0	6	84	148	25	1	0	0	0	0	264	43	41
11:00	0	0	0	0	6	88	170	22	2	0	0	0	0	288	43	41
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	0	2	2	9	53	661	1304	277	15	1	0	0	0	2324		
%	0.0%	0.1%	0.1%	0.4%	2.3%	28.4%	56.1%	11.9%	0.6%	0.0%	0.0%	0.0%	0.0%			
AM Peak		08:00	08:00	08:00	08:00	07:00	07:00	07:00	07:00	04:00				07:00		
Vol.		2	2	6	17	132	292	59	5	1				496		
PM Peak																
Vol.																

Stats	15th Percentile :	36 MPH
	50th Percentile :	40 MPH
	85th Percentile :	43 MPH
	95th Percentile :	47 MPH
	Mean Speed(Average) :	41 MPH
	10 MPH Pace Speed :	35-44 MPH
	Number in Pace :	1965
	Percent in Pace :	84.6%
	Number of Vehicles > 45 MPH :	238
	Percent of Vehicles > 45 MPH :	10.2%



PRECISION
D A T A
INDUSTRIES, LLC

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

Chester Road
south of Brown Road (and near # 40 Chester Road)
City, State: Raymond, NH
Client: Greenman-Pedersen / J. DeBarros
SB

175662 A Speed
Site Code: MAX-2016179

Start Time	1	15	20	25	30	35	40	45	50	55	60	65	70	Total	85th % ile	Ave Speed
05/13/	14	19	24	29	34	39	44	49	54	59	64	69	9999			
17	0	0	0	0	0	6	23	13	2	0	0	0	0	44	47	43
01:00	0	0	0	0	0	1	10	5	2	0	0	0	0	18	48	44
02:00	0	0	0	0	0	3	6	0	0	0	0	0	0	9	42	40
03:00	0	0	0	0	0	5	3	7	0	0	0	0	0	15	47	43
04:00	0	0	0	0	0	2	9	7	1	0	0	0	0	19	47	44
05:00	0	0	0	0	0	2	20	18	5	1	0	0	0	46	48	45
06:00	0	0	0	0	0	4	33	41	9	2	0	0	0	89	48	45
07:00	0	0	0	0	0	11	44	51	19	2	0	0	0	127	49	45
08:00	0	0	0	0	0	15	91	79	16	2	0	0	0	203	48	45
09:00	0	0	0	0	1	19	110	102	20	0	0	0	0	252	48	44
10:00	0	0	0	0	1	16	104	122	27	2	0	0	0	272	48	45
11:00	0	0	0	0	1	28	130	140	21	1	0	0	0	321	48	44
12 PM	0	0	0	0	1	29	168	129	30	1	1	0	1	360	48	44
13:00	0	0	0	0	3	15	152	153	34	1	0	0	0	358	48	45
14:00	0	0	0	0	3	19	146	188	41	2	0	0	0	399	48	45
15:00	0	0	0	0	2	23	162	153	25	2	0	0	1	368	48	44
16:00	0	0	0	0	1	26	167	153	23	3	0	0	0	373	48	44
17:00	0	0	0	0	1	34	190	145	20	1	0	0	0	391	47	44
18:00	0	0	0	0	0	11	133	134	25	1	0	0	0	304	48	45
19:00	0	0	0	0	1	21	109	86	16	1	0	0	0	234	47	44
20:00	0	0	0	0	4	40	106	47	4	0	0	0	0	201	46	42
21:00	0	0	0	0	7	41	82	33	1	0	0	0	0	164	45	41
22:00	0	0	0	0	1	33	63	20	4	0	0	0	0	121	45	42
23:00	0	0	0	0	3	19	45	14	3	0	0	0	0	84	45	42
Total	0	0	0	0	30	423	2106	1840	348	22	1	0	2	4772		
%	0.0%	0.0%	0.0%	0.0%	0.6%	8.9%	44.1%	38.6%	7.3%	0.5%	0.0%	0.0%	0.0%			
AM Peak Vol.					09:00	11:00	11:00	11:00	10:00	06:00				11:00		
PM Peak Vol.					21:00	21:00	17:00	14:00	14:00	16:00	12:00		12:00	14:00		
Stats					7	41	190	188	41	3	1		1	399		

15th Percentile : 39 MPH
 50th Percentile : 43 MPH
 85th Percentile : 48 MPH
 95th Percentile : 50 MPH
 Mean Speed(Average) : 44 MPH
 10 MPH Pace Speed : 40-49 MPH
 Number in Pace : 3946
 Percent in Pace : 82.7%
 Number of Vehicles > 45 MPH : 1845
 Percent of Vehicles > 45 MPH : 38.7%



PRECISION
D A T A
INDUSTRIES, LLC

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Chester Road
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Client: Greenman-Pedersen / J. DeBarros
SB

175662 A Speed
Site Code: MAX-2016179

Start Time	14	15	19	20	24	25	29	30	34	35	39	40	44	45	49	50	54	55	59	60	64	65	69	70	9999	Total	85th %ile	Ave Speed	
05/14/																													
17	0	0	0	0	0	2	11	18	9	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41	46	42	
01:00	0	0	0	0	0	2	3	9	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	47	43	
02:00	0	0	0	0	0	1	2	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	46	42	
03:00	0	0	0	0	0	0	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	42	40	
04:00	0	0	0	1	0	1	6	1	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	47	40	
05:00	0	0	0	0	0	3	1	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	47	42	
06:00	0	0	0	0	0	1	2	7	19	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37	50	46	
07:00	0	0	0	0	0	0	5	29	28	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	70	48	45	
08:00	0	0	0	0	0	0	13	55	52	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	127	47	44	
09:00	0	0	0	0	0	0	6	67	89	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	177	48	45	
10:00	0	0	0	0	0	0	12	102	128	16	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	260	48	45	
11:00	0	0	0	0	0	6	25	99	151	24	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	306	48	45	
12 PM	0	0	0	0	0	1	17	181	163	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	390	48	45	
13:00	0	0	0	0	0	1	20	170	146	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	362	47	44	
14:00	0	0	0	0	0	6	28	126	164	21	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	346	48	44	
15:00	0	0	0	0	0	2	9	119	162	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	322	48	45	
16:00	0	0	0	0	0	1	12	126	148	32	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	320	48	45	
17:00	0	0	0	0	0	0	12	133	143	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	303	47	45	
18:00	0	0	0	0	0	0	20	107	122	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	259	47	44	
19:00	0	0	0	1	2	4	8	95	79	18	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	208	48	44	
20:00	0	0	0	0	0	2	37	65	31	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	137	46	42	
21:00	0	0	0	0	0	7	14	40	11	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	74	44	41	
22:00	0	0	0	0	0	0	9	26	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	48	46	42	
23:00	0	0	0	0	0	1	3	9	10	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26	48	44	
Total	0	0	2	2	41	278	1601	1688	265	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3887			
%	0.0%	0.0%	0.1%	0.1%	1.1%	7.2%	41.2%	43.4%	6.8%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				
AM Peak			04:00			11:00	11:00	10:00	11:00	11:00	10:00															11:00			
Vol.			1			6	25	102	151	24	2															306			
PM Peak			19:00	19:00	21:00	20:00	12:00	14:00	16:00	14:00																12:00			
Vol.			1	2	7	37	181	164	32	1																390			

Stats

- 15th Percentile : 39 MPH
- 50th Percentile : 44 MPH
- 85th Percentile : 48 MPH
- 95th Percentile : 50 MPH

- Mean Speed(Average) : 44 MPH
- 10 MPH Pace Speed : 40-49 MPH
- Number in Pace : 3289
- Percent in Pace : 84.6%
- Number of Vehicles > 45 MPH : 1625
- Percent of Vehicles > 45 MPH : 41.8%



PRECISION
D A T A
INDUSTRIES, LLC

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Chester Road
south of Brown Road (and near # 40 Chester Road)
City, State: Raymond, NH
Client: Greenman-Pedersen / J. DeBarros
SB

175662 A Speed
Site Code: MAX-2016179

Start Time	1	15	20	25	30	35	40	45	50	55	60	65	70	Total	85th %ile	Ave Speed
05/15/	14	19	24	29	34	39	44	49	54	59	64	69	9999			
17	0	0	0	0	0	1	3	8	2	0	0	0	0	14	48	46
01:00	0	0	0	0	0	1	4	0	0	0	0	0	0	5	43	41
02:00	0	0	0	0	0	2	4	2	0	0	0	0	0	8	46	42
03:00	0	0	0	0	1	1	4	4	1	0	0	0	0	11	48	43
04:00	0	0	0	0	1	12	12	12	0	0	0	0	0	37	46	42
05:00	0	0	0	0	1	10	47	35	9	0	0	0	0	102	48	44
06:00	0	0	0	1	4	11	74	80	17	1	0	0	0	188	48	45
07:00	0	0	0	0	1	17	112	96	17	1	1	0	0	245	48	44
08:00	0	0	0	0	2	9	73	98	16	0	0	0	0	198	48	45
09:00	0	0	0	0	1	13	81	64	13	0	0	0	0	172	48	44
10:00	0	0	0	0	1	9	76	62	14	0	0	0	0	162	48	44
11:00	0	0	0	0	0	11	65	75	16	0	0	0	0	167	48	45
12 PM	0	0	0	0	0	9	67	95	19	2	0	0	0	192	48	45
13:00	0	0	0	0	1	14	104	94	19	3	0	0	0	235	48	45
14:00	0	0	0	0	0	13	123	122	19	2	0	0	0	279	48	45
15:00	0	0	0	0	1	33	147	154	18	0	0	0	0	353	47	44
16:00	0	0	0	0	1	19	159	238	37	1	0	0	0	455	48	45
17:00	0	0	0	0	1	35	211	249	22	2	0	0	0	520	47	45
18:00	0	0	0	0	2	20	157	142	22	1	0	0	0	344	47	44
19:00	0	0	0	0	0	7	84	115	21	0	0	0	0	227	48	45
20:00	0	0	0	1	1	30	78	61	10	0	0	0	0	181	47	43
21:00	0	0	0	0	0	19	72	46	3	0	0	0	0	140	47	43
22:00	0	0	0	0	0	10	26	23	7	1	0	0	0	67	48	44
23:00	0	0	0	2	0	4	20	18	3	0	0	0	0	47	47	43
Total	0	0	0	4	19	310	1803	1893	305	14	1	0	0	4349		
%	0.0%	0.0%	0.0%	0.1%	0.4%	7.1%	41.5%	43.5%	7.0%	0.3%	0.0%	0.0%	0.0%			
AM Peak				06:00	06:00	07:00	07:00	08:00	06:00	06:00	07:00			07:00		
Vol.				1	4	17	112	98	17	1	1			245		
PM Peak				23:00	18:00	17:00	17:00	17:00	16:00	13:00				17:00		
Vol.				2	2	35	211	249	37	3				520		

Stats

- 15th Percentile : 39 MPH
- 50th Percentile : 44 MPH
- 85th Percentile : 48 MPH
- 95th Percentile : 50 MPH

- Mean Speed(Average) : 45 MPH
- 10 MPH Pace Speed : 40-49 MPH
- Number in Pace : 3696
- Percent in Pace : 85.0%
- Number of Vehicles > 45 MPH : 1834
- Percent of Vehicles > 45 MPH : 42.2%



PRECISION
D A T A
INDUSTRIES, LLC

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Chester Road
south of Brown Road (and near # 40 Chester Road)
City, State: Raymond, NH

Client: Greenman-Pedersen / J. DeBarros

175662 A Speed
Site Code: MAX-2016179

SB	Start Time	1	15	20	25	30	35	40	45	50	55	60	65	70	Total	85th % ile	Ave Speed
		14	19	24	29	34	39	44	49	54	59	64	69	9999			
05/16/																	
	17	0	0	0	2	0	4	4	5	0	0	0	0	0	15	46	40
	01:00	0	0	0	0	1	2	5	5	1	0	0	0	0	14	47	43
	02:00	0	0	0	0	1	3	4	2	1	0	0	0	0	11	47	42
	03:00	0	0	0	0	0	4	8	4	2	0	0	0	0	18	48	43
	04:00	0	0	0	0	0	9	15	10	3	0	0	0	0	37	47	43
	05:00	0	0	0	0	0	11	41	27	5	0	0	0	0	84	47	44
	06:00	0	0	0	0	1	6	88	118	22	1	0	0	0	236	48	45
	07:00	0	0	0	0	0	10	116	121	29	1	0	0	0	277	48	45
	08:00	0	0	0	0	1	19	72	98	22	1	0	0	0	213	48	45
	09:00	0	0	0	0	1	11	94	84	8	0	0	0	0	198	47	44
	10:00	0	0	0	0	2	14	76	87	19	0	0	0	0	198	48	45
	11:00	0	0	0	0	0	12	75	89	26	0	0	0	0	202	48	45
	12 PM	0	0	0	0	1	8	93	81	30	0	0	0	0	213	48	45
	13:00	0	0	0	0	5	31	115	96	16	0	0	0	0	263	47	44
	14:00	0	0	0	0	1	22	134	136	16	2	0	0	0	311	47	44
	15:00	0	0	0	0	10	39	179	134	21	0	0	0	0	383	47	44
	16:00	0	0	0	0	0	23	217	225	30	4	0	0	0	499	48	45
	17:00	0	0	0	0	4	26	225	241	24	1	0	0	0	521	47	44
	18:00	0	0	0	0	5	25	199	153	16	0	0	0	0	398	47	44
	19:00	0	0	0	0	4	24	130	123	22	0	0	0	0	303	48	44
	20:00	0	0	0	0	0	49	110	45	6	0	0	0	0	210	46	42
	21:00	0	0	0	0	1	23	90	40	2	0	0	0	0	156	46	43
	22:00	0	0	0	0	1	10	53	27	2	0	0	0	0	93	46	43
	23:00	0	0	0	0	0	18	15	12	4	0	0	0	0	49	47	42
	Total	0	0	0	2	39	403	2158	1963	327	10	0	0	0	4902		
	%	0.0%	0.0%	0.0%	0.0%	0.8%	8.2%	44.0%	40.0%	6.7%	0.2%	0.0%	0.0%	0.0%			
AM	Peak				00:00	10:00	08:00	07:00	07:00	07:00	06:00				07:00		
	Vol.				2	2	19	116	121	29	1				277		
PM	Peak					15:00	20:00	17:00	17:00	12:00	16:00				17:00		
	Vol.					10	49	225	241	30	4				521		

Stats

15th Percentile : 39 MPH
 50th Percentile : 43 MPH
 85th Percentile : 47 MPH
 95th Percentile : 50 MPH

Mean Speed(Average) : 44 MPH
 10 MPH Pace Speed : 40-49 MPH
 Number in Pace : 4121
 Percent in Pace : 84.1%
 Number of Vehicles > 45 MPH : 1907
 Percent of Vehicles > 45 MPH : 38.9%



PRECISION
D A T A
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south of Brown Road (and near # 40 Chester Road)
City, State: Raymond, NH
Client: Greenman-Pedersen / J. DeBarros
SB

175662 A Speed
Site Code: MAX-2016179

Start Time	1	15	20	25	30	35	40	45	50	55	60	65	70	Total	85th %ile	Ave Speed
05/17/	14	19	24	29	34	39	44	49	54	59	64	69	9999			
17	0	0	0	0	1	6	10	1	1	0	0	0	0	19	43	41
01:00	0	0	0	0	0	3	5	4	0	0	0	0	0	12	46	42
02:00	0	0	0	0	0	0	7	2	0	0	0	0	0	9	45	43
03:00	0	0	0	0	0	1	8	6	0	0	0	0	0	15	47	44
04:00	0	0	0	0	3	7	17	7	1	1	0	0	0	36	46	42
05:00	0	0	0	0	1	7	41	33	7	0	0	0	0	89	48	44
06:00	0	0	0	0	1	17	109	86	17	1	0	0	0	231	48	44
07:00	0	0	0	2	0	14	107	112	25	0	0	0	0	260	48	45
08:00	0	0	0	0	2	20	123	86	19	1	1	0	0	252	48	44
09:00	0	0	0	0	2	13	111	62	10	0	0	0	0	198	47	44
10:00	0	0	0	0	2	15	95	76	9	0	0	0	0	197	47	44
11:00	0	0	0	0	1	28	102	80	18	0	0	0	0	229	47	44
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	0	0	0	2	13	131	735	555	107	3	1	0	0	1547		
%	0.0%	0.0%	0.0%	0.1%	0.8%	8.5%	47.5%	35.9%	6.9%	0.2%	0.1%	0.0%	0.0%			
AM Peak				07:00	04:00	11:00	08:00	07:00	07:00	04:00	08:00			07:00		
Vol.				2	3	28	123	112	25	1	1			260		
PM Peak																
Vol.																

Stats

15th Percentile : 39 MPH
50th Percentile : 43 MPH
85th Percentile : 47 MPH
95th Percentile : 50 MPH

Mean Speed(Average) : 44 MPH
10 MPH Pace Speed : 40-49 MPH
Number in Pace : 1290
Percent in Pace : 83.4%
Number of Vehicles > 45 MPH : 555
Percent of Vehicles > 45 MPH : 35.9%



PRECISION
D A T A
INDUSTRIES, LLC

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

Chester Road
south of Brown Road (and near # 40 Chester Road)
City, State: Raymond, NH
Client: Greenman-Pedersen / J. DeBarros

175662 A Volume
Site Code: MAX-2016179

Start Time	NB		SB		Combin ed		5/13/2017 Sat
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	
12:00	9	103	18	88	27	191	
12:15	7	93	7	81	14	174	
12:30	6	93	11	90	17	183	
12:45	4	26 91	380	8	44 101	360	12 70 192 740
01:00	4	89		5	96	9	185
01:15	2	80		9	88	11	168
01:30	8	74		3	88	11	162
01:45	1	15 91	334	1	18 86	358	2 33 177 692
02:00	3	83		5	112	8	195
02:15	4	101		1	95	5	196
02:30	2	94		0	96	2	190
02:45	2	11 87	365	3	9 96	399	5 20 183 764
03:00	1	86		4	96	5	182
03:15	3	86		1	100	4	186
03:30	1	87		5	94	6	181
03:45	4	9 87	346	5	15 78	368	9 24 165 714
04:00	7	101		2	92	9	193
04:15	8	78		4	87	12	165
04:30	9	85		7	88	16	173
04:45	20	44 75	339	6	19 106	373	26 63 181 712
05:00	18	104		12	78	30	182
05:15	16	62		9	102	25	164
05:30	19	86		9	117	28	203
05:45	21	74 74	326	16	46 94	391	37 120 168 717
06:00	21	75		20	84	41	159
06:15	27	86		21	89	48	175
06:30	26	49		21	67	47	116
06:45	41	115 68	278	27	89 64	304	68 204 132 582
07:00	44	58		28	57	72	115
07:15	51	44		35	66	86	110
07:30	55	43		30	49	85	92
07:45	66	216 38	183	34	127 62	234	100 343 100 417
08:00	72	34		38	58	110	92
08:15	83	39		50	55	133	94
08:30	79	39		54	49	133	88
08:45	68	302 29	141	61	203 39	201	129 505 68 342
09:00	87	27		57	53	144	80
09:15	98	28		61	34	159	62
09:30	76	14		59	48	135	62
09:45	106	367 15	84	75	252 29	164	181 619 44 248
10:00	80	16		58	35	138	51
10:15	74	26		64	26	138	52
10:30	92	19		67	32	159	51
10:45	104	350 8	69	83	272 28	121	187 622 36 190
11:00	105	13		80	30	185	43
11:15	77	12		88	17	165	29
11:30	90	9		85	21	175	30
11:45	99	371 4	38	68	321 16	84	167 692 20 122
Total	1900	2883	1415	3357	3315	6240	
Percent	57.3%	46.2%	42.7%	53.8%			
Day Total		4783		4772		9555	
Peak	10:30	- 12:00	- 10:45	- 04:45	- 10:45	- 02:00	- - -
Vol.	378	- 380	- 336	- 403	- 712	- 764	- - -
P.H.F.	0.900	0.922	0.955	0.861	0.952	0.974	



PRECISION
DATA
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Chester Road
south of Brown Road (and near # 40 Chester Road)
City, State: Raymond, NH
Client: Greenman-Pedersen / J. DeBarros

175662 A Volume
Site Code: MAX-2016179

Start Time	NB		SB		Combin ed		5/14/2017 Sun
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	
12:00	10	92	15	90	25	182	
12:15	2	98	8	101	10	199	
12:30	3	98	11	90	14	188	
12:45	3	18 86	374 7	41 109	390 10	59 195	764
01:00	3	68	8	81	11	149	
01:15	2	74	6	88	8	162	
01:30	1	66	6	108	7	174	
01:45	4	10 70	278 3	23 85	362 7	33 155	640
02:00	3	75	3	105	6	180	
02:15	0	76	0	77	0	153	
02:30	0	52	4	96	4	148	
02:45	2	5 68	271 3	10 68	346 5	15 136	617
03:00	3	66	1	80	4	146	
03:15	6	67	3	87	9	154	
03:30	3	83	2	67	5	150	
03:45	4	16 67	283 1	7 88	322 5	23 155	605
04:00	3	59	3	77	6	136	
04:15	5	51	2	79	7	130	
04:30	6	63	4	80	10	143	
04:45	15	29 70	243 5	14 84	320 20	43 154	563
05:00	6	66	7	101	13	167	
05:15	4	65	5	78	9	143	
05:30	9	78	5	54	14	132	
05:45	9	28 49	258 3	20 70	303 12	48 119	561
06:00	11	50	9	68	20	118	
06:15	11	60	8	54	19	114	
06:30	14	52	10	77	24	129	
06:45	14	50 46	208 10	37 60	259 24	87 106	467
07:00	13	39	12	59	25	98	
07:15	24	52	17	46	41	98	
07:30	29	34	18	51	47	85	
07:45	32	98 29	154 23	70 52	208 55	168 81	362
08:00	28	31	28	38	56	69	
08:15	34	26	30	42	64	68	
08:30	43	22	30	34	73	56	
08:45	48	153 20	99 39	127 23	137 87	280 43	236
09:00	44	18	47	25	91	43	
09:15	55	17	43	16	98	33	
09:30	58	20	46	17	104	37	
09:45	68	225 15	70 41	177 16	74 109	402 31	144
10:00	53	15	49	13	102	28	
10:15	94	7	55	11	149	18	
10:30	72	12	73	11	145	23	
10:45	78	297 2	36 83	260 13	48 161	557 15	84
11:00	75	3	61	7	136	10	
11:15	76	7	78	6	154	13	
11:30	87	3	70	7	157	10	
11:45	83	321 3	16 97	306 6	26 180	627 9	42
Total	1250	2290	1092	2795	2342	5085	
Percent	53.4%	45.0%	46.6%	55.0%			
Day Total		3540		3887		7427	
Peak	11:00	- 12:00	- 11:00	- 12:00	- 11:00	- 12:00	- - -
Vol.	321	- 374	- 306	- 390	- 627	- 764	- - -
P.H.F.	0.922	0.954	0.789	0.894	0.871	0.960	



PRECISION
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Chester Road
south of Brown Road (and near # 40 Chester Road)
City, State: Raymond, NH
Client: Greenman-Pedersen / J. DeBarros

175662 A Volume
Site Code: MAX-2016179

Start Time	NB		SB		Combin ed		5/15/2017 Mon			
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.				
12:00	4	38	4	58	8	96				
12:15	1	46	1	44	2	90				
12:30	1	63	6	46	7	109				
12:45	3	49	196	3	14	44	192			
01:00	1	50		2		57				
01:15	1	53		1		38				
01:30	1	42		2		64				
01:45	1	55	200	0	5	76	235			
02:00	2	48		3		63				
02:15	2	77		1		70				
02:30	1	56		1		81				
02:45	1	59	240	3	8	65	279			
03:00	1	68		3		66				
03:15	1	85		1		74				
03:30	6	75		4		108				
03:45	5	97	325	3	11	105	353			
04:00	10	73		7		105				
04:15	17	86		7		108				
04:30	18	84		7		108				
04:45	29	110	353	16	37	134	455			
05:00	29	110		20		126				
05:15	36	86		33		141				
05:30	40	74		24		122				
05:45	45	81	351	25	102	131	520			
06:00	64	64		37		96				
06:15	71	60		53		114				
06:30	76	69		46		72				
06:45	113	49	242	52	188	62	344			
07:00	113	46		42		53				
07:15	138	42		68		68				
07:30	129	29		76		58				
07:45	120	46	163	59	245	48	227			
08:00	88	33		58		31				
08:15	91	33		46		63				
08:30	94	41		47		44				
08:45	45	23	130	47	198	43	181			
09:00	51	17		35		34				
09:15	47	15		45		44				
09:30	56	19		48		36				
09:45	58	14	65	44	172	26	140			
10:00	54	11		41		18				
10:15	57	13		39		23				
10:30	56	6		40		16				
10:45	53	9	39	42	162	10	67			
11:00	52	11		35		17				
11:15	49	6		42		7				
11:30	56	7		48		14				
11:45	55	5	29	42	167	9	47			
Total	2042	2333	1309	3040	3351	5373				
Percent	60.9%	43.4%	39.1%	56.6%						
Day Total		4375		4349		8724				
Peak	07:00	-	04:15	-	07:15	-	04:45	-	-	-
Vol.	500	-	390	-	261	-	523	-	745	-
P.H.F.	0.906		0.886		0.859		0.927		0.904	



PRECISION
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Chester Road
south of Brown Road (and near # 40 Chester Road)
City, State: Raymond, NH
Client: Greenman-Pedersen / J. DeBarros

175662 A Volume
Site Code: MAX-2016179

Start Time	NB		SB		Combin ed		5/16/2017 Tue	
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.		
12:00	4	58	6	44	10	102		
12:15	8	72	4	58	12	130		
12:30	0	48	4	60	4	108		
12:45	3	71	1	51	4	122	462	
01:00	3	51	7	74	10	125		
01:15	2	61	3	63	5	124		
01:30	2	59	3	55	5	114		
01:45	3	57	1	71	4	128	491	
02:00	3	55	5	76	8	131		
02:15	0	69	1	77	1	146		
02:30	0	76	2	86	2	162		
02:45	2	73	3	72	5	145	584	
03:00	0	95	4	79	4	174		
03:15	1	86	4	93	5	179		
03:30	6	78	2	105	8	183		
03:45	3	80	8	106	11	186	722	
04:00	2	95	9	113	11	208		
04:15	14	88	9	135	23	223		
04:30	13	107	11	116	24	223		
04:45	26	118	8	135	34	253	907	
05:00	25	107	18	129	43	236		
05:15	32	94	21	133	53	227		
05:30	52	87	26	133	78	220		
05:45	69	92	19	126	88	218	901	
06:00	57	71	43	108	100	179		
06:15	66	84	61	114	127	198		
06:30	111	71	60	95	171	166		
06:45	110	72	72	81	182	153	696	
07:00	106	59	63	84	169	143		
07:15	145	67	60	83	205	150		
07:30	139	57	89	66	228	123		
07:45	103	57	65	70	168	127	543	
08:00	104	56	62	61	166	117		
08:15	109	49	47	52	156	101		
08:30	113	34	59	55	172	89		
08:45	60	29	45	42	105	71	378	
09:00	61	30	51	34	112	64		
09:15	68	22	55	36	123	58		
09:30	66	25	48	45	114	70		
09:45	54	10	44	41	98	51	243	
10:00	58	23	48	31	106	54		
10:15	60	15	41	28	101	43		
10:30	64	15	47	16	111	31		
10:45	66	14	62	18	128	32	160	
11:00	61	6	57	18	118	24		
11:15	52	6	49	9	101	15		
11:30	56	10	49	13	105	23		
11:45	52	9	47	9	99	18	80	
Total	2214	2768	1503	3399	3717	6167		
Percent	59.6%	44.9%	40.4%	55.1%				
Day Total		4982		4902		9884		
Peak	06:45	-	04:30	-	06:45	-	04:30	-
Vol.	500	-	426	-	284	-	530	-
P.H.F.	0.862	-	0.903	-	0.798	-	0.981	-



PRECISION
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Chester Road
south of Brown Road (and near # 40 Chester Road)
City, State: Raymond, NH
Client: Greenman-Pedersen / J. DeBarros

175662 A Volume
Site Code: MAX-2016179

Start Time	NB		SB		Combin ed		5/17/2017 Wed	
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.		
12:00	6	*	4	*	10	*		
12:15	5	*	7	*	12	*		
12:30	5	*	1	*	6	*		
12:45	3	19	7	19	10	38	0	0
01:00	4	*	5	*	9	*		
01:15	3	*	2	*	5	*		
01:30	3	*	2	*	5	*		
01:45	3	13	3	12	6	25	0	0
02:00	5	*	4	*	9	*		
02:15	2	*	0	*	2	*		
02:30	1	*	2	*	3	*		
02:45	2	10	3	9	5	19	0	0
03:00	1	*	4	*	5	*		
03:15	1	*	4	*	5	*		
03:30	4	*	4	*	8	*		
03:45	4	10	3	15	7	25	0	0
04:00	9	*	12	*	21	*		
04:15	14	*	5	*	19	*		
04:30	14	*	6	*	20	*		
04:45	18	55	13	36	31	91	0	0
05:00	26	*	10	*	36	*		
05:15	31	*	23	*	54	*		
05:30	38	*	23	*	61	*		
05:45	62	157	33	89	95	246	0	0
06:00	60	*	44	*	104	*		
06:15	81	*	64	*	145	*		
06:30	89	*	60	*	149	*		
06:45	123	353	63	231	186	584	0	0
07:00	96	*	54	*	150	*		
07:15	138	*	67	*	205	*		
07:30	150	*	70	*	220	*		
07:45	112	496	69	260	181	756	0	0
08:00	118	*	79	*	197	*		
08:15	114	*	47	*	161	*		
08:30	88	*	56	*	144	*		
08:45	82	402	70	252	152	654	0	0
09:00	62	*	47	*	109	*		
09:15	68	*	58	*	126	*		
09:30	70	*	47	*	117	*		
09:45	57	257	46	198	103	455	0	0
10:00	59	*	53	*	112	*		
10:15	75	*	45	*	120	*		
10:30	63	*	56	*	119	*		
10:45	67	264	43	197	110	461	0	0
11:00	66	*	50	*	116	*		
11:15	74	*	62	*	136	*		
11:30	69	*	60	*	129	*		
11:45	79	288	57	229	136	517	0	0
Total	2324	0	1547	0	3871	0		
Percent	60.0%	0.0%	40.0%	0.0%				
Day Total	2324		1547		3871			
Peak	07:15	-	-	-	07:15	-	-	-
Vol.	518	-	-	-	285	-	-	-
P.H.F.	0.863		0.902		0.913			



PRECISION
D A T A
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Chester Road (Route 102)
south of Brown Road
City, State: Raymond, NH
Client: GPI/ J. DeBarros
NB

175662 AA Class
Site Code: MAX-2016179

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
05/31/1														
7	0	13	1	0	0	0	0	0	0	0	0	0	0	14
01:00	0	8	3	0	0	1	0	0	0	0	0	0	0	12
02:00	0	10	3	0	0	1	0	0	0	0	0	0	0	14
03:00	1	8	3	0	0	1	0	0	0	0	0	0	0	13
04:00	0	36	16	0	3	0	0	0	2	0	0	0	0	57
05:00	1	109	50	0	7	0	0	2	1	0	0	0	0	170
06:00	4	223	79	2	19	3	0	1	1	0	0	0	0	332
07:00	5	366	94	0	13	3	2	2	0	1	0	0	0	486
08:00	2	264	81	1	22	2	2	3	2	0	0	0	0	379
09:00	3	173	48	0	12	3	0	1	2	3	0	0	0	245
10:00	4	153	59	1	11	3	1	1	3	1	0	0	0	237
11:00	1	140	47	1	16	1	3	1	2	0	0	0	0	212
12 PM	5	171	68	0	7	1	2	4	1	1	0	0	0	260
13:00	1	173	46	3	9	1	1	1	1	0	0	0	0	236
14:00	5	192	74	2	14	4	1	3	1	0	0	0	0	296
15:00	7	216	71	1	16	0	0	2	2	1	0	0	0	316
16:00	10	285	91	0	11	4	0	4	1	1	0	0	0	407
17:00	10	245	81	0	16	3	1	0	2	0	0	0	0	358
18:00	10	214	58	0	12	0	0	1	0	0	0	0	0	295
19:00	3	136	47	0	6	0	0	1	2	0	0	0	0	195
20:00	1	101	39	0	3	0	0	0	0	0	0	0	0	144
21:00	0	57	12	0	2	0	0	0	0	0	0	0	0	71
22:00	0	49	5	0	1	0	0	0	0	0	0	0	0	55
23:00	0	22	3	0	1	0	0	0	0	0	0	0	0	26
Total	73	3364	1079	11	201	31	13	27	23	8	0	0	0	4830
Percent	1.5%	69.6%	22.3%	0.2%	4.2%	0.6%	0.3%	0.6%	0.5%	0.2%	0.0%	0.0%	0.0%	
AM Peak	07:00	07:00	07:00	06:00	08:00	06:00	11:00	08:00	10:00	09:00				07:00
Vol.	5	366	94	2	22	3	3	3	3	3				486
PM Peak	16:00	16:00	16:00	13:00	15:00	14:00	12:00	12:00	15:00	12:00				16:00
Vol.	10	285	91	3	16	4	2	4	2	1				407



PRECISION
D A T A
INDUSTRIES, LLC

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

Chester Road (Route 102)
south of Brown Road
City, State: Raymond, NH
Client: GPI/ J. DeBarros
NB

175662 AA Class
Site Code: MAX-2016179

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
06/01/1														
7	3	10	3	0	0	0	0	0	0	0	0	0	0	16
01:00	0	4	5	0	0	0	0	0	0	0	0	0	0	9
02:00	0	3	3	0	0	0	0	0	0	0	0	0	0	6
03:00	0	12	6	0	0	0	0	0	1	0	0	0	0	19
04:00	1	34	9	0	4	0	0	0	0	0	0	0	0	48
05:00	1	115	58	1	8	0	0	0	1	0	0	0	0	184
06:00	2	233	98	2	17	2	0	2	0	0	0	0	0	356
07:00	6	379	116	1	12	1	3	2	1	2	0	0	0	523
08:00	12	287	75	2	16	3	2	4	1	0	0	0	0	402
09:00	16	194	67	7	12	2	0	2	1	0	0	0	0	301
10:00	9	171	55	1	14	2	0	1	3	2	0	0	0	258
11:00	9	176	51	1	9	0	0	0	3	0	0	0	0	249
12 PM	19	193	63	3	14	3	1	3	2	2	0	0	0	303
13:00	10	151	57	0	11	2	0	2	4	0	0	0	0	237
14:00	17	214	57	1	17	2	0	3	0	0	0	0	0	311
15:00	19	262	74	2	10	5	2	2	1	3	0	0	0	380
16:00	13	279	84	0	15	2	1	3	0	1	0	0	0	398
17:00	28	302	92	0	14	5	0	1	1	0	0	0	0	443
18:00	14	225	55	0	8	2	1	1	1	0	0	0	0	307
19:00	13	148	63	0	7	0	0	2	0	0	0	0	0	233
20:00	2	132	23	1	2	0	0	0	1	0	0	0	0	161
21:00	1	78	19	0	5	0	0	0	0	0	0	0	0	103
22:00	0	44	16	0	0	0	0	0	0	0	0	0	0	60
23:00	1	29	3	0	0	0	0	0	0	0	0	0	0	33
Total	196	3675	1152	22	195	31	10	28	21	10	0	0	0	5340
Percent	3.7%	68.8%	21.6%	0.4%	3.7%	0.6%	0.2%	0.5%	0.4%	0.2%	0.0%	0.0%	0.0%	
AM Peak	09:00	07:00	07:00	09:00	06:00	08:00	07:00	08:00	10:00	07:00				07:00
Vol.	16	379	116	7	17	3	3	4	3	2				523
PM Peak	17:00	17:00	17:00	12:00	14:00	15:00	15:00	12:00	13:00	15:00				17:00
Vol.	28	302	92	3	17	5	2	3	4	3				443



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Chester Road (Route 102)
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Client: GPI/ J. DeBarros
NB

175662 AA Class
Site Code: MAX-2016179

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
06/02/1														
7	0	11	3	0	0	0	0	0	1	0	0	0	0	15
01:00	0	5	2	0	0	0	0	0	0	0	0	0	0	7
02:00	1	6	3	0	0	0	0	1	0	0	0	0	0	11
03:00	0	11	3	0	0	0	0	0	0	0	0	0	0	14
04:00	0	32	16	1	2	0	0	0	0	0	0	0	0	51
05:00	3	111	53	0	13	0	0	0	2	0	0	0	0	182
06:00	3	199	89	1	19	2	1	1	0	1	0	0	0	316
07:00	3	377	100	1	16	2	3	3	3	1	0	0	0	509
08:00	9	281	82	1	21	2	1	3	1	1	0	0	0	402
09:00	3	184	76	1	12	1	3	0	4	1	0	0	0	285
10:00	5	164	42	2	12	2	0	1	2	1	0	0	0	231
11:00	5	167	55	0	11	5	1	4	2	0	0	0	0	250
12 PM	14	184	67	3	17	3	1	2	2	1	0	0	0	294
13:00	5	172	60	3	14	5	1	3	2	0	0	0	0	265
14:00	7	239	79	0	13	3	3	4	1	0	0	0	0	349
15:00	9	276	90	1	19	6	0	3	1	0	0	0	0	405
16:00	13	327	102	2	17	4	1	3	1	0	0	0	0	470
17:00	15	333	96	1	13	3	0	2	0	0	0	0	0	463
18:00	8	242	68	0	11	1	1	4	0	0	0	0	0	335
19:00	2	188	56	2	6	1	0	1	1	0	0	0	0	257
20:00	4	138	35	1	7	1	0	1	1	0	0	0	0	188
21:00	3	103	26	0	3	0	0	0	0	0	0	0	0	135
22:00	1	72	14	0	4	1	0	0	0	0	0	0	0	92
23:00	0	34	7	0	3	0	0	0	0	0	0	0	0	44
Total	113	3856	1224	20	233	42	16	36	24	6	0	0	0	5570
Percent	2.0%	69.2%	22.0%	0.4%	4.2%	0.8%	0.3%	0.6%	0.4%	0.1%	0.0%	0.0%	0.0%	
AM Peak	08:00	07:00	07:00	10:00	08:00	11:00	07:00	11:00	09:00	06:00				07:00
Vol.	9	377	100	2	21	5	3	4	4	1				509
PM Peak	17:00	17:00	16:00	12:00	15:00	15:00	14:00	14:00	12:00	12:00				16:00
Vol.	15	333	102	3	19	6	3	4	2	1				470



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Chester Road (Route 102)
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SB

175662 AA Class
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Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
05/31/1														
7	0	17	4	0	1	0	0	0	0	0	0	0	0	22
01:00	0	13	0	0	1	0	0	0	0	0	0	0	0	14
02:00	0	11	3	0	1	0	0	0	0	0	0	0	0	15
03:00	1	11	1	0	1	1	0	0	0	0	0	0	0	15
04:00	0	21	11	0	0	0	0	0	0	0	0	0	0	32
05:00	0	49	31	1	8	0	0	1	0	0	0	0	0	90
06:00	0	141	55	2	16	2	0	1	2	0	0	0	0	219
07:00	3	203	55	2	15	6	0	2	1	1	0	0	0	288
08:00	2	140	55	4	27	4	0	3	3	2	0	0	0	240
09:00	3	138	55	4	20	3	1	0	0	1	0	0	0	225
10:00	1	107	43	2	12	4	1	1	0	0	0	0	0	171
11:00	0	120	43	4	11	2	1	2	1	1	0	0	0	185
12 PM	2	159	41	0	16	3	0	1	0	0	0	0	0	222
13:00	2	163	60	3	26	3	0	0	2	1	0	0	0	260
14:00	5	190	70	1	23	0	0	0	3	0	0	0	0	292
15:00	6	273	83	0	14	0	1	1	0	0	0	0	0	378
16:00	14	354	116	3	33	5	0	2	0	0	0	0	0	527
17:00	10	382	103	1	19	3	0	0	0	0	0	0	0	518
18:00	12	268	74	1	17	0	0	0	1	0	0	0	0	373
19:00	8	183	55	1	12	0	0	1	1	0	0	0	0	261
20:00	1	120	37	0	11	3	0	1	0	0	0	0	0	173
21:00	1	102	17	1	4	0	0	0	0	0	0	0	0	125
22:00	0	64	17	0	6	0	0	0	0	0	0	0	0	87
23:00	0	28	6	0	1	0	0	0	0	0	0	0	0	35
Total	71	3257	1035	30	295	39	4	16	14	6	0	0	0	4767
Percent	1.5%	68.3%	21.7%	0.6%	6.2%	0.8%	0.1%	0.3%	0.3%	0.1%	0.0%	0.0%	0.0%	
AM Peak	07:00	07:00	06:00	08:00	08:00	07:00	09:00	08:00	08:00	08:00				07:00
Vol.	3	203	55	4	27	6	1	3	3	2				288
PM Peak	16:00	17:00	16:00	13:00	16:00	16:00	15:00	16:00	14:00	13:00				16:00
Vol.	14	382	116	3	33	5	1	2	3	1				527



PRECISION
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Chester Road (Route 102)
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City, State: Raymond, NH
Client: GPI/ J. DeBarros

175662 AA Class
Site Code: MAX-2016179

SB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
06/01/1														
7	0	19	12	0	2	1	0	0	0	0	0	0	0	34
01:00	0	6	2	0	1	0	0	0	0	0	0	0	0	9
02:00	0	13	2	0	1	0	0	0	0	0	0	0	0	16
03:00	0	17	0	0	1	0	0	0	0	0	0	0	0	18
04:00	0	22	8	0	3	0	0	0	0	0	0	0	0	33
05:00	1	43	31	0	9	0	0	0	0	0	0	0	0	84
06:00	4	149	46	1	16	2	0	1	2	0	0	0	0	221
07:00	5	194	60	3	18	6	0	3	5	1	0	0	0	295
08:00	7	144	53	3	15	2	0	1	1	0	0	0	0	226
09:00	6	124	58	5	16	2	0	0	0	0	0	0	0	211
10:00	3	107	62	5	14	1	0	0	1	2	0	0	0	195
11:00	16	114	44	1	18	1	0	0	1	0	0	0	0	195
12 PM	13	168	51	1	15	4	0	1	2	0	0	0	0	255
13:00	11	166	58	4	19	1	0	2	0	1	0	0	0	262
14:00	14	237	68	3	23	2	0	3	0	0	0	0	0	350
15:00	17	279	83	2	22	3	3	3	1	0	0	0	0	413
16:00	20	357	112	0	21	2	1	2	0	0	0	0	0	515
17:00	27	378	113	1	23	2	0	2	3	1	0	0	0	550
18:00	13	281	88	0	22	1	0	0	0	0	0	0	0	405
19:00	12	235	43	1	14	0	0	2	0	1	0	0	0	308
20:00	11	184	36	0	5	1	0	0	0	1	0	0	0	238
21:00	9	126	21	0	6	0	0	1	0	0	0	0	0	163
22:00	0	67	13	0	3	0	0	1	0	0	0	0	0	84
23:00	4	50	8	0	2	0	0	1	0	0	0	0	0	65
Total	193	3480	1072	30	289	31	4	23	16	7	0	0	0	5145
Percent	3.8%	67.6%	20.8%	0.6%	5.6%	0.6%	0.1%	0.4%	0.3%	0.1%	0.0%	0.0%	0.0%	
AM Peak	11:00	07:00	10:00	09:00	07:00	07:00		07:00	07:00	10:00				07:00
Vol.	16	194	62	5	18	6		3	5	2				295
PM Peak	17:00	17:00	17:00	13:00	14:00	12:00	15:00	14:00	17:00	13:00				17:00
Vol.	27	378	113	4	23	4	3	3	3	1				550



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SB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
06/02/1														
7	0	29	3	0	1	0	0	0	0	0	0	0	0	33
01:00	0	14	7	0	0	0	0	0	0	0	0	0	0	21
02:00	0	10	3	0	1	0	0	0	0	0	0	0	0	14
03:00	0	11	1	0	3	0	0	0	0	0	0	0	0	15
04:00	0	22	10	0	2	0	0	0	0	0	0	0	0	34
05:00	3	41	42	1	5	2	0	0	1	0	0	0	0	95
06:00	2	128	40	2	13	3	0	1	3	0	0	0	0	192
07:00	4	181	56	3	17	7	0	6	2	1	0	0	0	277
08:00	8	130	69	2	9	8	2	0	2	0	0	0	0	230
09:00	4	129	52	0	19	4	0	0	4	0	0	0	0	212
10:00	6	132	44	2	18	4	1	3	1	0	0	0	0	211
11:00	6	155	50	3	13	2	1	1	1	0	0	0	0	232
12 PM	6	136	52	2	12	3	0	2	1	0	0	0	0	214
13:00	8	171	62	1	22	4	0	4	2	0	0	0	0	274
14:00	5	217	73	0	15	4	1	3	0	0	0	0	0	318
15:00	10	309	99	3	20	2	0	2	1	0	0	0	0	446
16:00	12	354	89	0	28	3	0	2	0	0	0	0	0	488
17:00	15	383	112	2	25	5	1	0	1	0	0	0	0	544
18:00	12	264	71	0	20	2	1	4	0	0	0	0	0	374
19:00	2	177	53	0	8	1	1	2	0	0	0	0	0	244
20:00	9	168	56	0	9	0	0	0	0	0	0	0	0	242
21:00	3	128	34	0	7	0	0	0	0	0	0	0	0	172
22:00	3	88	14	0	8	0	0	1	0	0	0	0	0	114
23:00	2	82	16	0	3	1	0	1	0	0	0	0	0	105
Total	120	3459	1108	21	278	55	8	32	19	1	0	0	0	5101
Percent	2.4%	67.8%	21.7%	0.4%	5.4%	1.1%	0.2%	0.6%	0.4%	0.0%	0.0%	0.0%	0.0%	
AM Peak	08:00	07:00	08:00	07:00	09:00	08:00	08:00	07:00	09:00	07:00				07:00
Vol.	8	181	69	3	19	8	2	6	4	1				277
PM Peak	17:00	17:00	17:00	15:00	16:00	17:00	14:00	13:00	13:00					17:00
Vol.	15	383	112	3	28	5	1	4	2					544



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175662 AA Speed
Site Code: MAX-2016179

Start Time	14	15	19	20	24	25	29	30	34	35	39	40	44	45	49	50	54	55	59	60	64	65	69	70	9999	Total	85th % ile	Ave Speed	
05/31/																													
17	0	0	0	0	0	0	0	6	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	43	40	
01:00	0	0	0	0	0	1	4	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	44	41	
02:00	0	0	0	0	0	1	4	5	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	47	42	
03:00	0	1	1	0	1	4	4	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	44	37	
04:00	0	0	0	0	1	14	26	14	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	57	46	42	
05:00	0	0	0	0	3	15	102	46	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	170	46	43	
06:00	0	0	1	1	8	68	163	79	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	332	46	42	
07:00	0	0	1	1	10	87	258	120	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	486	46	42	
08:00	0	0	0	2	7	38	222	103	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	379	46	43	
09:00	0	0	0	1	2	24	142	65	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	245	47	43	
10:00	0	0	0	0	1	43	117	68	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	237	46	43	
11:00	0	0	0	0	3	32	91	71	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	212	47	43	
12 PM	0	1	3	4	19	49	114	61	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	260	46	41	
13:00	0	0	0	1	8	16	109	93	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	236	47	44	
14:00	0	0	0	6	4	37	136	100	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	296	47	43	
15:00	0	0	1	0	4	43	149	104	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	316	47	43	
16:00	0	0	0	0	14	53	166	146	22	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	407	47	44	
17:00	0	0	0	0	3	25	179	138	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	358	47	44	
18:00	0	0	0	0	6	32	159	91	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	295	46	43	
19:00	0	0	0	0	7	19	99	66	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	195	47	43	
20:00	0	0	0	0	5	26	69	40	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	144	46	42	
21:00	0	0	0	0	1	26	28	15	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	71	45	41	
22:00	0	0	0	0	3	13	29	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	55	44	41	
23:00	0	0	0	1	2	8	6	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26	46	41	
Total	0	2	7	17	114	686	2385	1444	165	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4830			
%	0.0%	0.0%	0.1%	0.4%	2.4%	14.2%	49.4%	29.9%	3.4%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				
AM Peak		03:00	03:00	08:00	07:00	07:00	07:00	07:00	11:00	04:00																	07:00		
Vol.		1	1	2	10	87	258	120	15	1																	486		
PM Peak		12:00	12:00	14:00	12:00	16:00	17:00	16:00	16:00	16:00																	16:00		
Vol.		1	3	6	19	53	179	146	22	6																	407		

Stats

- 15th Percentile : 38 MPH
- 50th Percentile : 42 MPH
- 85th Percentile : 47 MPH
- 95th Percentile : 48 MPH

- Mean Speed(Average) : 43 MPH
- 10 MPH Pace Speed : 40-49 MPH
- Number in Pace : 3829
- Percent in Pace : 79.3%
- Number of Vehicles > 45 MPH : 1330
- Percent of Vehicles > 45 MPH : 27.5%



PRECISION
D A T A
INDUSTRIES, LLC

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

Chester Road (Route 102)
south of Brown Road
City, State: Raymond, NH
Client: GPI/ J. DeBarros
NB

175662 AA Speed
Site Code: MAX-2016179

Start Time	14	15	19	20	24	25	29	30	34	35	39	40	44	45	49	50	54	55	59	60	64	65	69	70	9999	Total	85th %ile	Ave Speed	
06/01/																													
17	0	0	0	0	2	1	4	3	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	47	40	
01:00	0	0	0	0	0	2	3	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	43	39	
02:00	0	0	0	0	0	0	1	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	49	45	
03:00	0	0	0	0	0	0	6	6	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19	46	42	
04:00	0	0	0	0	1	1	7	31	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	48	44	42	
05:00	0	0	0	0	0	2	22	102	54	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	184	46	43	
06:00	0	0	0	0	1	3	41	194	105	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	356	47	43	
07:00	0	0	0	0	0	14	76	271	154	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	523	46	43	
08:00	0	0	0	0	0	23	73	205	95	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	402	46	42	
09:00	0	0	0	0	0	5	39	169	79	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	301	46	43	
10:00	0	0	0	0	0	1	31	154	66	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	258	46	43	
11:00	0	0	0	0	1	1	36	126	79	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	249	47	43	
12 PM	0	1	1	3	1	1	50	162	72	11	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	303	46	43	
13:00	0	0	0	0	0	0	25	120	82	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	237	47	44	
14:00	0	1	0	0	0	10	39	144	96	14	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	311	47	43	
15:00	0	1	0	0	0	11	53	199	103	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	380	46	43	
16:00	0	0	0	0	0	0	37	213	135	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	398	47	44	
17:00	0	0	1	0	0	14	47	225	146	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	443	47	43	
18:00	0	1	3	0	8	5	55	145	90	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	307	46	42	
19:00	0	0	0	0	0	5	31	113	76	6	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	233	47	43	
20:00	0	0	0	0	0	2	38	91	23	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	161	45	42	
21:00	0	0	0	0	0	0	19	63	18	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	103	45	42	
22:00	0	0	0	0	0	1	5	35	15	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	60	47	43	
23:00	0	0	0	0	0	1	5	16	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33	47	43	
Total	0	4	5	8	106	743	2792	1521	145	12	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	5340			
%	0.0%	0.1%	0.1%	0.1%	2.0%	13.9%	52.3%	28.5%	2.7%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				
AM Peak Vol.				00:00	08:00	07:00	07:00	07:00	06:00	06:00																07:00			
PM Peak Vol.		12:00	18:00	12:00	17:00	18:00	17:00	17:00	14:00	14:00	12:00	14:00	22:00	17:00															
		1	3	3	14	55	225	146	14	6	1	1	1	443															

Stats

- 15th Percentile : 38 MPH
- 50th Percentile : 42 MPH
- 85th Percentile : 46 MPH
- 95th Percentile : 48 MPH

- Mean Speed(Average) : 43 MPH
- 10 MPH Pace Speed : 40-49 MPH
- Number in Pace : 4313
- Percent in Pace : 80.8%
- Number of Vehicles > 45 MPH : 1378
- Percent of Vehicles > 45 MPH : 25.8%



PRECISION
D A T A
INDUSTRIES, LLC

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

Chester Road (Route 102)
south of Brown Road
City, State: Raymond, NH
Client: GPI/ J. DeBarros
NB

175662 AA Speed
Site Code: MAX-2016179

Start Time	14	15	19	20	24	25	29	30	34	35	39	40	44	45	49	50	54	55	59	60	64	65	69	70	9999	Total	85th %ile	Ave Speed	
06/02/																													
17	0	0	0	0	1	0	7	3	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	48	41	
01:00	0	0	0	0	0	0	0	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	51	46	
02:00	0	0	0	0	0	0	2	5	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	51	44		
03:00	0	0	0	0	0	0	4	5	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	48	43		
04:00	0	0	0	0	1	10	25	14	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	51	46	42		
05:00	0	0	0	0	3	34	80	61	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	182	47	43		
06:00	0	0	0	2	7	35	180	85	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	316	46	43		
07:00	0	0	1	0	11	69	264	150	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	509	46	43		
08:00	0	0	0	0	4	51	218	120	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	402	46	43		
09:00	0	0	0	0	3	46	151	76	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	285	46	43		
10:00	0	0	0	0	7	40	114	64	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	231	46	42		
11:00	0	0	0	0	4	20	136	80	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	250	47	43		
12 PM	0	1	1	0	3	42	147	93	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	294	46	43		
13:00	0	0	1	1	5	20	150	79	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	265	47	43		
14:00	0	0	0	0	12	61	166	96	12	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	349	47	43		
15:00	0	0	0	0	2	39	213	142	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	405	47	43		
16:00	0	0	1	0	23	112	205	122	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	470	46	42		
17:00	0	0	0	0	4	78	241	130	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	463	46	43		
18:00	0	0	0	0	4	52	180	90	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	335	46	43		
19:00	0	1	0	0	1	30	146	72	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	257	46	43		
20:00	0	0	0	0	1	38	108	33	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	188	45	42		
21:00	0	0	0	0	4	28	74	25	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	135	45	42		
22:00	0	0	0	0	4	13	45	26	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	92	47	43		
23:00	0	0	0	0	1	9	27	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	44	44	42		
Total	0	2	4	4	104	840	2886	1572	148	9	0	0	0	0	0	0	0	0	0	0	0	0	0	1	5570				
%	0.0%	0.0%	0.1%	0.1%	1.9%	15.1%	51.8%	28.2%	2.7%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%					
AM Peak			07:00	06:00	07:00	07:00	07:00	07:00	07:00	11:00																07:00			
Vol.			1	2	11	69	264	150	14	1																509			
PM Peak		12:00	12:00	13:00	16:00	16:00	17:00	15:00	14:00	14:00															12:00	16:00			
Vol.		1	1	1	23	112	241	142	12	2														1	470				

Stats

- 15th Percentile : 38 MPH
- 50th Percentile : 42 MPH
- 85th Percentile : 46 MPH
- 95th Percentile : 48 MPH

- Mean Speed(Average) : 43 MPH
- 10 MPH Pace Speed : 40-49 MPH
- Number in Pace : 4458
- Percent in Pace : 80.0%
- Number of Vehicles > 45 MPH : 1416
- Percent of Vehicles > 45 MPH : 25.4%



PRECISION
D A T A
INDUSTRIES, LLC

46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
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Chester Road (Route 102)
south of Brown Road
City, State: Raymond, NH
Client: GPI/ J. DeBarros

175662 AA Speed
Site Code: MAX-2016179

SB	Start Time	14	15	19	20	24	25	29	30	34	35	39	40	44	45	49	50	54	55	59	60	64	65	69	70	9999	Total	85th % ile	Ave Speed	
05/31/	17	0	0	0	0	0	0	0	0	0	3	9	8	2	0	0	0	0	0	0	0	0	0	0	0	0	22	48	44	
	01:00	0	0	0	0	0	0	0	1	2	2	9	1	1	0	0	0	0	0	0	0	0	0	0	0	0	14	43	42	
	02:00	0	0	0	0	0	0	0	0	1	1	8	5	1	0	0	0	0	0	0	0	0	0	0	0	0	15	47	44	
	03:00	0	0	0	2	0	0	1	1	2	2	4	4	2	0	0	0	0	0	0	0	0	0	0	0	0	15	48	41	
	04:00	0	0	0	0	0	0	0	1	1	7	35	41	5	1	0	0	0	0	0	0	0	0	0	0	0	32	49	45	
	05:00	0	0	0	0	0	0	0	1	1	7	35	41	5	1	0	0	0	0	0	0	0	0	0	0	0	90	48	45	
	06:00	0	0	0	0	1	2	14	14	83	94	23	2	0	0	0	0	0	0	0	0	0	0	0	0	0	219	48	45	
	07:00	0	0	0	0	4	3	23	122	105	28	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	288	48	44	
	08:00	0	0	0	0	0	2	30	84	104	19	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	240	48	44	
	09:00	0	0	0	0	0	1	9	102	86	24	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	225	48	45	
	10:00	0	0	0	0	0	0	15	68	68	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	171	48	45	
	11:00	0	0	0	0	0	2	13	78	68	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	185	48	45	
	12 PM	0	0	0	0	0	1	10	77	107	22	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	222	48	45	
	13:00	0	0	0	0	0	0	17	92	116	32	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	260	48	45	
	14:00	0	0	0	0	0	1	24	110	117	39	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	292	48	45	
	15:00	0	0	0	0	0	2	26	117	172	60	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	378	49	46	
	16:00	0	0	0	1	1	7	16	175	263	60	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	527	48	45	
	17:00	1	1	0	0	0	0	36	196	235	46	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	518	48	45	
	18:00	0	0	0	0	2	2	20	139	176	30	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	373	48	45	
	19:00	0	0	0	0	0	2	5	85	137	30	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	261	48	46	
	20:00	0	0	0	0	0	0	13	84	67	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	173	47	44	
	21:00	0	0	0	1	0	0	14	53	48	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	125	47	44	
	22:00	0	0	0	0	1	2	10	40	32	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	87	47	43	
	23:00	0	0	0	0	0	0	4	10	16	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35	48	45	
	Total	1	1	4	9	30	315	1793	2083	495	36	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4767			
	%	0.0%	0.0%	0.1%	0.2%	0.6%	6.6%	37.6%	43.7%	10.4%	0.8%	0.0%	0.0%	0.0%																
AM	Peak			03:00	07:00	07:00	08:00	07:00	07:00	07:00	07:00																	07:00		
	Vol.			2	4	3	30	122	105	28	3																	288		
PM	Peak	17:00	17:00	16:00	18:00	16:00	17:00	17:00	16:00	15:00	12:00																	16:00		
	Vol.	1	1	1	2	7	36	196	263	60	5																	527		

Stats

- 15th Percentile : 39 MPH
- 50th Percentile : 44 MPH
- 85th Percentile : 48 MPH
- 95th Percentile : 51 MPH

Mean Speed(Average) : 45 MPH

10 MPH Pace Speed : 40-49 MPH

Number in Pace : 3876

Percent in Pace : 81.3%

Number of Vehicles > 45 MPH : 2197

Percent of Vehicles > 45 MPH : 46.1%



PRECISION
D A T A
INDUSTRIES, LLC

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Chester Road (Route 102)
south of Brown Road
City, State: Raymond, NH
Client: GPI/ J. DeBarros

175662 AA Speed
Site Code: MAX-2016179

SB	Start Time	14	15	19	20	24	25	29	30	34	35	39	40	44	45	49	50	54	55	59	60	64	65	69	70	9999	Total	85th % ile	Ave Speed	
06/01/	17	0	0	0	1	0	0	0	0	0	4	21	4	4	4	0	0	0	0	0	0	0	0	0	0	0	34	47	43	
	01:00	0	0	0	0	0	0	0	0	0	0	0	6	3	0	0	0	0	0	0	0	0	0	0	0	0	9	46	44	
	02:00	0	0	0	0	0	0	0	0	0	4	5	7	0	0	0	0	0	0	0	0	0	0	0	0	0	16	47	43	
	03:00	0	0	0	0	0	0	0	0	0	1	7	9	1	0	0	0	0	0	0	0	0	0	0	0	0	18	48	45	
	04:00	0	0	0	0	1	1	4	9	16	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33	48	44	
	05:00	0	0	0	0	0	0	3	25	33	21	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	84	51	47	
	06:00	0	0	0	0	0	0	5	66	113	32	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	221	49	46	
	07:00	0	0	0	0	0	0	7	126	122	36	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	295	48	45	
	08:00	0	0	0	0	1	11	94	93	25	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	226	48	45	
	09:00	0	0	0	0	3	20	89	83	14	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	211	48	44	
	10:00	0	0	0	1	2	10	68	95	15	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	195	48	45	
	11:00	0	0	0	0	1	7	63	103	19	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	195	48	46	
	12 PM	0	0	0	0	1	9	109	118	15	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	255	48	45	
	13:00	0	0	0	0	1	12	112	118	17	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	262	48	45	
	14:00	0	0	0	0	4	18	140	154	29	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	350	48	45	
	15:00	0	1	0	0	5	22	182	168	30	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	413	48	45	
	16:00	0	0	0	2	3	24	206	250	28	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	515	48	45	
	17:00	0	0	0	0	6	43	212	254	35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	550	48	44	
	18:00	0	1	0	0	1	26	164	185	26	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	405	48	45	
	19:00	0	0	0	0	11	30	123	121	22	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	308	48	44	
	20:00	0	0	0	0	3	22	109	80	22	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	238	48	44	
	21:00	0	0	0	0	0	18	72	61	10	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	163	47	44	
	22:00	0	0	0	0	0	6	22	41	13	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	84	49	46	
	23:00	0	0	0	0	0	2	28	28	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	65	48	45	
	Total	0	2	1	4	43	308	2058	2259	423	42	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5145			
	%	0.0%	0.0%	0.0%	0.1%	0.8%	6.0%	40.0%	43.9%	8.2%	0.8%	0.1%	0.0%	0.0%																
	AM Peak			00:00	04:00	09:00	09:00	07:00	07:00	07:00	06:00	09:00																07:00		
	Vol.			1	1	3	20	126	122	36	5	1																295		
	PM Peak		15:00		16:00	19:00	17:00	17:00	17:00	17:00	14:00	15:00																17:00		
	Vol.		1		2	11	43	212	254	35	4	2																550		

Stats

- 15th Percentile : 40 MPH
- 50th Percentile : 44 MPH
- 85th Percentile : 48 MPH
- 95th Percentile : 51 MPH

- Mean Speed(Average) : 45 MPH
- 10 MPH Pace Speed : 40-49 MPH
- Number in Pace : 4317
- Percent in Pace : 83.9%
- Number of Vehicles > 45 MPH : 2277
- Percent of Vehicles > 45 MPH : 44.3%



PRECISION
D A T A
INDUSTRIES, LLC

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

Chester Road (Route 102)
south of Brown Road
City, State: Raymond, NH
Client: GPI/ J. DeBarros
SB

175662 AA Speed
Site Code: MAX-2016179

Start Time	14	15	19	20	24	25	29	30	34	35	39	40	44	45	49	50	54	55	59	60	64	65	69	70	9999	Total	85th %ile	Ave Speed	
06/02/																													
17	0	0	0	0	0	0	0	0	0	4	8	19	2	0	0	0	0	0	0	0	0	0	0	0	0	33	48	45	
01:00	0	0	0	0	0	0	0	0	0	1	8	10	2	0	0	0	0	0	0	0	0	0	0	0	0	21	48	45	
02:00	0	0	0	0	0	0	0	0	0	0	5	6	2	0	1	0	0	0	0	0	1	0	0	0	0	14	51	47	
03:00	0	0	0	0	0	0	0	0	0	0	4	7	3	1	0	0	0	0	0	0	0	0	0	0	0	15	51	47	
04:00	0	0	0	0	0	0	0	0	0	3	13	16	2	0	0	0	0	0	0	0	0	0	0	0	0	34	48	44	
05:00	0	0	0	0	0	0	0	1	2	2	24	53	13	2	0	0	0	0	0	0	0	0	0	0	0	95	49	46	
06:00	0	0	0	0	0	0	0	1	8	8	55	92	32	3	1	0	0	0	0	0	0	0	0	0	0	192	50	46	
07:00	0	0	0	0	0	0	8	27	104	124	13	13	1	0	0	0	0	0	0	0	0	0	0	0	0	277	47	44	
08:00	1	0	0	0	0	2	39	85	87	13	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	230	47	44	
09:00	0	0	0	0	0	1	17	64	106	22	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	212	48	45	
10:00	0	0	0	0	0	2	9	91	87	20	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	211	48	45	
11:00	0	0	0	0	7	7	19	64	103	26	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	232	48	45	
12 PM	0	0	0	0	0	1	1	71	111	26	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	214	48	46	
13:00	0	0	0	0	0	3	15	102	114	38	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	274	48	45	
14:00	0	0	0	0	1	8	20	94	158	31	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	318	48	45	
15:00	0	0	0	1	0	7	28	210	167	27	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	446	47	44	
16:00	0	0	0	2	0	12	71	199	183	20	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	488	47	43	
17:00	0	1	0	0	7	13	57	232	208	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	544	47	43	
18:00	0	0	0	0	0	2	16	163	170	21	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	374	48	45	
19:00	0	0	0	0	0	0	19	114	83	26	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	244	48	45	
20:00	0	0	0	0	0	1	25	108	95	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	242	47	44	
21:00	1	0	0	0	0	2	16	79	64	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	172	47	44	
22:00	0	0	0	0	0	1	7	56	39	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	114	48	44	
23:00	0	0	0	0	0	1	9	41	41	12	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	105	48	45	
Total	2	1	3	15	73	413	1994	2143	410	43	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5101			
%	0.0%	0.0%	0.1%	0.3%	1.4%	8.1%	39.1%	42.0%	8.0%	0.8%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				
AM Peak	08:00				11:00	07:00	08:00	07:00	07:00	06:00	11:00	02:00															07:00		
Vol.	1				7	8	39	104	124	32	6	1															277		
PM Peak	21:00	17:00	16:00	17:00	17:00	16:00	17:00	17:00	13:00	14:00	13:00																17:00		
Vol.	1	1	2	7	13	71	232	208	38	6	1																544		

Stats

- 15th Percentile : 39 MPH
- 50th Percentile : 44 MPH
- 85th Percentile : 48 MPH
- 95th Percentile : 51 MPH

- Mean Speed(Average) : 44 MPH
- 10 MPH Pace Speed : 40-49 MPH
- Number in Pace : 4137
- Percent in Pace : 81.1%
- Number of Vehicles > 45 MPH : 2171
- Percent of Vehicles > 45 MPH : 42.6%

Chester Road (Route 102)
 south of Brown Road
 City, State: Raymond, NH
 Client: GPI/ J. DeBarros



175662 AA Volume
 Site Code: MAX-2016179

Start Time	NB		SB		Combin ed		5/31/2017 Wed	
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.		
12:00	5	60	6	51	11	111		
12:15	2	51	6	57	8	108		
12:30	3	73	4	51	7	124		
12:45	4	14 76	260 6	22 63	222 10	36 139	482	
01:00	1	54	5	58	6	112		
01:15	5	56	2	60	7	116		
01:30	3	63	3	76	6	139		
01:45	3	12 63	236 4	14 66	260 7	26 129	496	
02:00	0	56	3	59	3	115		
02:15	4	80	3	71	7	151		
02:30	6	77	3	80	9	157		
02:45	4	14 83	296 6	15 82	292 10	29 165	588	
03:00	2	80	3	77	5	157		
03:15	0	67	1	99	1	166		
03:30	4	66	4	104	8	170		
03:45	7	13 103	316 7	15 98	378 14	28 201	694	
04:00	7	106	4	136	11	242		
04:15	12	97	5	124	17	221		
04:30	11	92	10	123	21	215		
04:45	27	57 112	407 13	32 144	527 40	89 256	934	
05:00	22	94	18	144	40	238		
05:15	38	96	22	112	60	208		
05:30	46	91	14	142	60	233		
05:45	64	170 77	358 36	90 120	518 100	260 197	876	
06:00	50	72	51	106	101	178		
06:15	79	79	60	109	139	188		
06:30	99	80	58	84	157	164		
06:45	104	332 64	295 50	219 74	373 154	551 138	668	
07:00	112	49	66	70	178	119		
07:15	142	56	64	68	206	124		
07:30	125	48	76	60	201	108		
07:45	107	486 42	195 82	288 63	261 189	774 105	456	
08:00	111	53	61	45	172	98		
08:15	96	31	60	40	156	71		
08:30	106	30	57	38	163	68		
08:45	66	379 30	144 62	240 50	173 128	619 80	317	
09:00	51	23	55	30	106	53		
09:15	58	13	53	39	111	52		
09:30	70	22	54	26	124	48		
09:45	66	245 13	71 63	225 30	125 129	470 43	196	
10:00	60	11	38	25	98	36		
10:15	68	17	47	27	115	44		
10:30	61	14	40	19	101	33		
10:45	48	237 13	55 46	171 16	87 94	408 29	142	
11:00	43	9	36	13	79	22		
11:15	46	3	53	11	99	14		
11:30	64	8	44	3	108	11		
11:45	59	212 6	26 52	185 8	35 111	397 14	61	
Total	2171	2659	1516	3251	3687	5910		
Percent	58.9%	45.0%	41.1%	55.0%				
Day Total		4830		4767		9597		
Peak	07:00	- 04:00	- 07:00	- 04:45	- 07:00	- 04:45	- -	-
Vol.	486	- 407	- 288	- 542	- 774	- 935	- -	-
P.H.F.	0.856	0.908	0.878	0.941	0.939	0.913		



PRECISION
DATA
INDUSTRIES, LLC

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

Chester Road (Route 102)
south of Brown Road
City, State: Raymond, NH
Client: GPI/ J. DeBarros

175662 AA Volume
Site Code: MAX-2016179

Start Time	NB		SB		Combin ed		6/1/2017					
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	Thu					
12:00	5	73	10	74	15	147						
12:15	6	69	8	56	14	125						
12:30	5	90	10	62	15	152						
12:45	0	16 71	303	6 34	63	255	6 50	134 558				
01:00	2	57		2	52		4	109				
01:15	3	63		2	72		5	135				
01:30	3	50		4	70		7	120				
01:45	1	9 67	237	1 9	68	262	2 18	135 499				
02:00	0	66		5	77		5	143				
02:15	0	69		0	98		0	167				
02:30	4	80		4	88		8	168				
02:45	2	6 96	311	7 16	87	350	9 22	183 661				
03:00	2	83		6	82		8	165				
03:15	2	95		5	99		7	194				
03:30	5	103		4	97		9	200				
03:45	10	19 99	380	3 18	135	413	13 37	234 793				
04:00	5	89		2	121		7	210				
04:15	9	101		6	130		15	231				
04:30	16	99		9	119		25	218				
04:45	18	48 109	398	16 33	145	515	34 81	254 913				
05:00	34	112		13	136		47	248				
05:15	35	118		18	128		53	246				
05:30	53	105		20	152		73	257				
05:45	62	184 108	443	33 84	134	550	95 268	242 993				
06:00	60	83		53	132		113	215				
06:15	92	91		40	106		132	197				
06:30	93	88		58	91		151	179				
06:45	111	356 45	307	70 221	76	405	181 577	121 712				
07:00	104	60		52	97		156	157				
07:15	144	73		81	82		225	155				
07:30	144	54		70	59		214	113				
07:45	131	523 46	233	92 295	70	308	223 818	116 541				
08:00	125	55		47	67		172	122				
08:15	100	44		52	62		152	106				
08:30	102	29		71	55		173	84				
08:45	75	402 33	161	56 226	54	238	131 628	87 399				
09:00	80	25		48	44		128	69				
09:15	74	32		56	44		130	76				
09:30	71	22		53	41		124	63				
09:45	76	301 24	103	54 211	34	163	130 512	58 266				
10:00	66	17		36	22		102	39				
10:15	54	18		54	25		108	43				
10:30	77	16		54	22		131	38				
10:45	61	258 9	60	51 195	15	84	112 453	24 144				
11:00	53	8		50	26		103	34				
11:15	56	13		47	16		103	29				
11:30	74	6		48	15		122	21				
11:45	66	249 6	33	50 195	8	65	116 444	14 98				
Total	2371	2969	1537	3608	3908	6577						
Percent	60.7%	45.1%	39.3%	54.9%								
Day Total		5340		5145		10485						
Peak	07:15	-	04:45	-	07:00	-	04:45	-	-	-		
Vol.	544	-	444	-	295	-	561	-	834	-	1005	-
P.H.F.	0.944		0.941		0.802		0.923		0.927		0.978	



PRECISION
DATA
INDUSTRIES, LLC

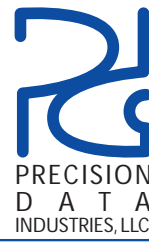
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Chester Road (Route 102)
south of Brown Road
City, State: Raymond, NH
Client: GPI/ J. DeBarros

175662 AA Volume
Site Code: MAX-2016179

Start Time	NB		SB		Combin ed		6/2/2017							
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	Fri							
12:00	5	78	8	57	13	135								
12:15	3	74	6	55	9	129								
12:30	4	79	15	45	19	124								
12:45	3	15 63	294	4	33 57	214	7	48 120	508					
01:00	2	69		8	63		10	132						
01:15	1	59		3	71		4	130						
01:30	3	64		5	71		8	135						
01:45	1	7 73	265	5	21 69	274	6	28 142	539					
02:00	1	70		5	59		6	129						
02:15	3	82		3	87		6	169						
02:30	3	95		2	82		5	177						
02:45	4	11 102	349	4	14 90	318	8	25 192	667					
03:00	3	98		4	105		7	203						
03:15	2	91		4	107		6	198						
03:30	4	97		4	111		8	208						
03:45	5	14 119	405	3	15 123	446	8	29 242	851					
04:00	14	109		7	101		21	210						
04:15	7	114		6	125		13	239						
04:30	13	122		12	132		25	254						
04:45	17	51 125	470	9	34 130	488	26	85 255	958					
05:00	33	136		10	136		43	272						
05:15	44	118		17	106		61	224						
05:30	46	112		28	158		74	270						
05:45	59	182 97	463	40	95 144	544	99	277 241	1007					
06:00	55	78		41	92		96	170						
06:15	90	104		45	102		135	206						
06:30	88	79		46	98		134	177						
06:45	83	316 74	335	60	192 82	374	143	508 156	709					
07:00	116	78		56	72		172	150						
07:15	134	66		66	69		200	135						
07:30	144	69		93	58		237	127						
07:45	115	509 44	257	62	277 45	244	177	786 89	501					
08:00	124	54		79	64		203	118						
08:15	109	57		58	53		167	110						
08:30	86	37		40	77		126	114						
08:45	83	402 40	188	53	230 48	242	136	632 88	430					
09:00	77	34		55	53		132	87						
09:15	79	38		58	48		137	86						
09:30	69	34		49	39		118	73						
09:45	60	285 29	135	50	212 32	172	110	497 61	307					
10:00	53	26		43	22		96	48						
10:15	65	19		53	38		118	57						
10:30	55	18		60	30		115	48						
10:45	58	231 29	92	55	211 24	114	113	442 53	206					
11:00	67	17		53	33		120	50						
11:15	69	12		51	29		120	41						
11:30	66	7		67	18		133	25						
11:45	48	250 8	44	61	232 25	105	109	482 33	149					
Total	2273	3297	1566	3535	3839	6832								
Percent	59.2%	48.3%	40.8%	51.7%										
Day Total		5570		5101		10671								
Peak	07:15	-	04:30	-	07:15	-	05:00	-	07:15	-	04:45	-	-	-
Vol.	517	-	501	-	300	-	544	-	817	-	1021	-	-	-
P.H.F.	0.898		0.921		0.806		0.861		0.862		0.938			

PDI File #: **175662 A**
 Location: **N: Chester Road (Route 102) S: Chester Road (Route 102)**
 Location: **E: Brown Road**
 City, State: **Raymond, NH**
 Client: **GPI/ J. DeBarros**
 Site Code: **MAX-2016179**
 Count Date: **Saturday, May 13, 2017**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



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

Cars, Heavy Vehicles, and Buses (Combined)

	Chester Road (Route 102)				Brown Road				Chester Road (Route 102)				Total
	North				East				South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
11:00 AM	71	4	0	75	6	6	0	12	10	94	0	104	191
11:15 AM	87	3	0	90	6	4	0	10	6	73	0	79	179
11:30 AM	74	1	0	75	7	9	0	16	4	90	0	94	185
11:45 AM	66	2	0	68	3	7	0	10	5	94	0	99	177
Total	298	10	0	308	22	26	0	48	25	351	0	376	732
12:00 PM	83	3	0	86	5	7	0	12	10	97	0	107	205
12:15 PM	71	8	0	79	5	10	0	15	6	87	0	93	187
12:30 PM	89	5	0	94	7	5	0	12	6	90	0	96	202
12:45 PM	98	6	0	104	6	6	0	12	12	79	0	91	207
Total	341	22	0	363	23	28	0	51	34	353	0	387	801
1:00 PM	89	3	0	92	8	3	0	11	6	84	0	90	193
1:15 PM	86	4	0	90	4	5	0	9	6	74	0	80	179
1:30 PM	83	2	0	85	7	8	0	15	6	71	0	77	177
1:45 PM	87	5	0	92	5	3	0	8	9	84	0	93	193
Total	345	14	0	359	24	19	0	43	27	313	0	340	742
Grand Total	984	46	0	1030	69	73	0	142	86	1017	0	1103	2275
Approach %	95.5	4.5	0.0		48.6	51.4	0.0		7.8	92.2	0.0		
Total %	43.3	2.0	0.0	45.3	3.0	3.2	0.0	6.2	3.8	44.7	0.0	48.5	
Exiting Leg Total				1086				132				1057	2275
Cars	975	46	0	1021	69	73	0	142	85	1002	0	1087	2250
% Cars	99.1	100.0	0.0	99.1	100.0	100.0	0.0	100.0	98.8	98.5	0.0	98.5	98.9
Exiting Leg Total				1071				131				1048	2250
Heavy Vehicles	8	0	0	8	0	0	0	0	1	14	0	15	23
% Heavy Vehicles	0.8	0.0	0.0	0.8	0.0	0.0	0.0	0.0	1.2	1.4	0.0	1.4	1.0
Exiting Leg Total				14				1				8	23
Buses	1	0	0	1	0	0	0	0	0	1	0	1	2
% Buses	0.1	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.1	0.1
Exiting Leg Total				1				0				1	2

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

12:00 PM	Chester Road (Route 102)				Brown Road				Chester Road (Route 102)				Total
	North				East				South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
12:00 PM	83	3	0	86	5	7	0	12	10	97	0	107	205
12:15 PM	71	8	0	79	5	10	0	15	6	87	0	93	187
12:30 PM	89	5	0	94	7	5	0	12	6	90	0	96	202
12:45 PM	98	6	0	104	6	6	0	12	12	79	0	91	207
Total Volume	341	22	0	363	23	28	0	51	34	353	0	387	801
% Approach Total	93.9	6.1	0.0		45.1	54.9	0.0		8.8	91.2	0.0		
PHF	0.870	0.688	0.000	0.873	0.821	0.700	0.000	0.850	0.708	0.910	0.000	0.904	0.967
Cars	338	22	0	360	23	28	0	51	33	347	0	380	791
Cars %	99.1	100.0	0.0	99.2	100.0	100.0	0.0	100.0	97.1	98.3	0.0	98.2	98.8
Heavy Vehicles	2	0	0	2	0	0	0	0	1	5	0	6	8
Heavy Vehicles %	0.6	0.0	0.0	0.6	0.0	0.0	0.0	0.0	2.9	1.4	0.0	1.6	1.0
Buses	1	0	0	1	0	0	0	0	0	1	0	1	2
Buses %	0.3	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.3	0.2
Cars Enter Leg	338	22	0	360	23	28	0	51	33	347	0	380	791
Heavy Enter Leg	2	0	0	2	0	0	0	0	1	5	0	6	8
Bus Enter Leg	1	0	0	1	0	0	0	0	0	1	0	1	2
Total Entering Leg	341	22	0	363	23	28	0	51	34	353	0	387	801
Cars Exiting Leg				370				55				366	791
Heavy Exiting Leg				5				1				2	8
Buses Exiting Leg				1				0				1	2

PDI File #: **175662 A**
 Location: **N: Chester Road (Route 102) S: Chester Road (Route 102)**
 Location: **E: Brown Road**
 City, State: **Raymond, NH**
 Client: **GPI/ J. DeBarros**
 Site Code: **MAX-2016179**
 Count Date: **Saturday, May 13, 2017**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



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

Cars, Heavy Vehicles, and Buses (Combined)

	Chester Road (Route 102)				Brown Road				Chester Road (Route 102)				Total
	North				East				South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
Total Exiting Leg				376				56				369	801

PDI File #: **175662 A**
 Location: **N: Chester Road (Route 102) S: Chester Road (Route 102)**
 Location: **E: Brown Road**
 City, State: **Raymond, NH**
 Client: **GPI/ J. DeBarros**
 Site Code: **MAX-2016179**
 Count Date: **Saturday, May 13, 2017**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



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

Cars

	Chester Road (Route 102)				Brown Road				Chester Road (Route 102)				Total
	North				East				South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
11:00 AM	71	4	0	75	6	6	0	12	10	92	0	102	189
11:15 AM	85	3	0	88	6	4	0	10	6	72	0	78	176
11:30 AM	72	1	0	73	7	9	0	16	4	86	0	90	179
11:45 AM	66	2	0	68	3	7	0	10	5	94	0	99	177
Total	294	10	0	304	22	26	0	48	25	344	0	369	721
12:00 PM	83	3	0	86	5	7	0	12	10	94	0	104	202
12:15 PM	69	8	0	77	5	10	0	15	6	87	0	93	185
12:30 PM	89	5	0	94	7	5	0	12	5	89	0	94	200
12:45 PM	97	6	0	103	6	6	0	12	12	77	0	89	204
Total	338	22	0	360	23	28	0	51	33	347	0	380	791
1:00 PM	88	3	0	91	8	3	0	11	6	83	0	89	191
1:15 PM	85	4	0	89	4	5	0	9	6	74	0	80	178
1:30 PM	83	2	0	85	7	8	0	15	6	70	0	76	176
1:45 PM	87	5	0	92	5	3	0	8	9	84	0	93	193
Total	343	14	0	357	24	19	0	43	27	311	0	338	738
Grand Total	975	46	0	1021	69	73	0	142	85	1002	0	1087	2250
Approach %	95.5	4.5	0.0		48.6	51.4	0.0		7.8	92.2	0.0		
Total %	43.3	2.0	0.0	45.4	3.1	3.2	0.0	6.3	3.8	44.5	0.0	48.3	
Exiting Leg Total				1071				131				1048	2250

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

12:00 PM	Chester Road (Route 102)				Brown Road				Chester Road (Route 102)				Total
	North				East				South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
12:00 PM	83	3	0	86	5	7	0	12	10	94	0	104	202
12:15 PM	69	8	0	77	5	10	0	15	6	87	0	93	185
12:30 PM	89	5	0	94	7	5	0	12	5	89	0	94	200
12:45 PM	97	6	0	103	6	6	0	12	12	77	0	89	204
Total Volume	338	22	0	360	23	28	0	51	33	347	0	380	791
% Approach Total	93.9	6.1	0.0		45.1	54.9	0.0		8.7	91.3	0.0		
PHF	0.871	0.688	0.000	0.874	0.821	0.700	0.000	0.850	0.688	0.923	0.000	0.913	0.969
Entering Leg	338	22	0	360	23	28	0	51	33	347	0	380	791
Exiting Leg				370				55				366	791
Total				730				106				746	1582

PDI File #: **175662 A**
 Location: **N: Chester Road (Route 102) S: Chester Road (Route 102)**
 Location: **E: Brown Road**
 City, State: **Raymond, NH**
 Client: **GPI/ J. DeBarros**
 Site Code: **MAX-2016179**
 Count Date: **Saturday, May 13, 2017**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Heavy Vehicles

	Chester Road (Route 102)				Brown Road				Chester Road (Route 102)				Total		
	North				East				South						
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total			
11:00 AM	0	0	0	0	0	0	0	0	0	0	2	0	2	2	
11:15 AM	2	0	0	2	0	0	0	0	0	0	1	0	1	3	
11:30 AM	2	0	0	2	0	0	0	0	0	0	4	0	4	6	
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	4	0	0	4	0	0	0	0	0	0	7	0	7	11	
12:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	2	2	
12:15 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	1	
12:30 PM	0	0	0	0	0	0	0	0	0	1	1	0	2	2	
12:45 PM	1	0	0	1	0	0	0	0	0	0	2	0	2	3	
Total	2	0	0	2	0	0	0	0	0	1	5	0	6	8	
1:00 PM	1	0	0	1	0	0	0	0	0	0	1	0	1	2	
1:15 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	1	
1:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	1	
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	2	0	0	2	0	0	0	0	0	0	2	0	2	4	
Grand Total	8	0	0	8	0	0	0	0	0	1	14	0	15	23	
Approach %	100.0	0.0	0.0		0.0	0.0	0.0			6.7	93.3	0.0			
Total %	34.8	0.0	0.0	34.8	0.0	0.0	0.0	0.0	0.0	4.3	60.9	0.0	65.2		
Exiting Leg Total				14				1				8			23

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

11:00 AM	Chester Road (Route 102)				Brown Road				Chester Road (Route 102)				Total		
	North				East				South						
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total			
11:00 AM	0	0	0	0	0	0	0	0	0	0	2	0	2	2	
11:15 AM	2	0	0	2	0	0	0	0	0	0	1	0	1	3	
11:30 AM	2	0	0	2	0	0	0	0	0	0	4	0	4	6	
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Volume	4	0	0	4	0	0	0	0	0	0	7	0	7	11	
% Approach Total	100.0	0.0	0.0		0.0	0.0	0.0			0.0	100.0	0.0			
PHF	0.500	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.438	0.000	0.438	0.458	
Entering Leg	4	0	0	4	0	0	0	0	0	0	7	0	7	11	
Exiting Leg				7				0				4			11
Total				11				0				11			22

PDI File #: **175662 A**
 Location: **N: Chester Road (Route 102) S: Chester Road (Route 102)**
 Location: **E: Brown Road**
 City, State: **Raymond, NH**
 Client: **GPI/ J. DeBarros**
 Site Code: **MAX-2016179**
 Count Date: **Saturday, May 13, 2017**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



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

Buses

	Chester Road (Route 102)				Brown Road				Chester Road (Route 102)				Total
	North				East				South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
12:15 PM	1	0	0	1	0	0	0	0	0	0	0	0	1
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	1	0	0	0	0	0	1	0	1	2
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	1	0	0	1	0	0	0	0	0	1	0	1	2
Approach %	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
Total %	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	50.0	
Exiting Leg Total				1				0				1	2

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

11:30 AM	Chester Road (Route 102)				Brown Road				Chester Road (Route 102)				Total
	North				East				South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
12:15 PM	1	0	0	1	0	0	0	0	0	0	0	0	1
Total Volume	1	0	0	1	0	0	0	0	0	1	0	1	2
% Approach Total	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
PHF	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.500
Entering Leg	1	0	0	1	0	0	0	0	0	1	0	1	2
Exiting Leg				1				0				1	2
Total				2				0				2	4

PDI File #: **175662 A**
 Location: **N: Chester Road (Route 102) S: Chester Road (Route 102)**
 Location: **E: Brown Road**
 City, State: **Raymond, NH**
 Client: **GPI/ J. DeBarros**
 Site Code: **MAX-2016179**
 Count Date: **Saturday, May 13, 2017**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Bicycles (on Roadway and Crosswalks)

	Chester Road (Route 102)						Brown Road						Chester Road (Route 102)						Total
	North						East						South						
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Approach %	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
Total %	100.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total	0						0						2						2

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

	Chester Road (Route 102)						Brown Road						Chester Road (Route 102)						Total
	North						East						South						
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total	
11:45 AM	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
% Approach Total	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
PHF	0.500	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500
Entering Leg	2						0						0						2
Exiting Leg	0						0						2						2
Total	2						0						2						4

PDI File #: **175662 A**
 Location: **N: Chester Road (Route 102) S: Chester Road (Route 102)**
 Location: **E: Brown Road**
 City, State: **Raymond, NH**
 Client: **GPI/ J. DeBarros**
 Site Code: **MAX-2016179**
 Count Date: **Saturday, May 13, 2017**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Pedestrians

	Chester Road (Route 102)						Brown Road						Chester Road (Route 102)						Total
	North						East						South						
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total	0						0						0						0

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

11:00 AM	Chester Road (Route 102)						Brown Road						Chester Road (Route 102)						Total
	North						East						South						
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0						0						0						0
Exiting Leg	0						0						0						0
Total	0						0						0						0

PDI File #: **175662 A**
 Location: **N: Chester Road (Route 102) S: Chester Road (Route 102)**
 Location: **E: Brown Road**
 City, State: **Raymond, NH**
 Client: **GPI/ J. DeBarros**
 Site Code: **MAX-2016179**
 Count Date: **Tuesday, May 16, 2017**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



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

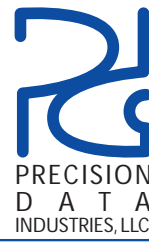
Cars, Heavy Vehicles, and Buses (Combined)

	Chester Road (Route 102)				Brown Road				Chester Road (Route 102)				Total
	North				East				South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
7:00 AM	59	1	0	60	10	5	0	15	7	100	0	107	182
7:15 AM	56	2	0	58	9	9	0	18	6	139	0	145	221
7:30 AM	83	1	0	84	11	4	0	15	7	134	0	141	240
7:45 AM	61	2	0	63	8	5	0	13	5	101	0	106	182
Total	259	6	0	265	38	23	0	61	25	474	0	499	825
8:00 AM	57	4	0	61	5	5	0	10	6	97	0	103	174
8:15 AM	42	1	0	43	8	4	0	12	7	104	0	111	166
8:30 AM	54	3	0	57	3	6	0	9	7	105	0	112	178
8:45 AM	39	1	0	40	4	4	0	8	6	54	0	60	108
Total	192	9	0	201	20	19	0	39	26	360	0	386	626
Grand Total	451	15	0	466	58	42	0	100	51	834	0	885	1451
Approach %	96.8	3.2	0.0		58.0	42.0	0.0		5.8	94.2	0.0		
Total %	31.1	1.0	0.0	32.1	4.0	2.9	0.0	6.9	3.5	57.5	0.0	61.0	
Exiting Leg Total				892				66				493	1451
Cars	408	11	0	419	57	41	0	98	46	797	0	843	1360
% Cars	90.5	73.3	0.0	89.9	98.3	97.6	0.0	98.0	90.2	95.6	0.0	95.3	93.7
Exiting Leg Total				854				57				449	1360
Heavy Vehicles	37	2	0	39	0	0	0	0	3	32	0	35	74
% Heavy Vehicles	8.2	13.3	0.0	8.4	0.0	0.0	0.0	0.0	5.9	3.8	0.0	4.0	5.1
Exiting Leg Total				32				5				37	74
Buses	6	2	0	8	1	1	0	2	2	5	0	7	17
% Buses	1.3	13.3	0.0	1.7	1.7	2.4	0.0	2.0	3.9	0.6	0.0	0.8	1.2
Exiting Leg Total				6				4				7	17

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

	Chester Road (Route 102)				Brown Road				Chester Road (Route 102)				Total
	North				East				South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
7:00 AM	59	1	0	60	10	5	0	15	7	100	0	107	182
7:15 AM	56	2	0	58	9	9	0	18	6	139	0	145	221
7:30 AM	83	1	0	84	11	4	0	15	7	134	0	141	240
7:45 AM	61	2	0	63	8	5	0	13	5	101	0	106	182
Total Volume	259	6	0	265	38	23	0	61	25	474	0	499	825
% Approach Total	97.7	2.3	0.0		62.3	37.7	0.0		5.0	95.0	0.0		
PHF	0.780	0.750	0.000	0.789	0.864	0.639	0.000	0.847	0.893	0.853	0.000	0.860	0.859
Cars	233	4	0	237	38	23	0	61	23	454	0	477	775
Cars %	90.0	66.7	0.0	89.4	100.0	100.0	0.0	100.0	92.0	95.8	0.0	95.6	93.9
Heavy Vehicles	23	1	0	24	0	0	0	0	1	17	0	18	42
Heavy Vehicles %	8.9	16.7	0.0	9.1	0.0	0.0	0.0	0.0	4.0	3.6	0.0	3.6	5.1
Buses	3	1	0	4	0	0	0	0	1	3	0	4	8
Buses %	1.2	16.7	0.0	1.5	0.0	0.0	0.0	0.0	4.0	0.6	0.0	0.8	1.0
Cars Enter Leg	233	4	0	237	38	23	0	61	23	454	0	477	775
Heavy Enter Leg	23	1	0	24	0	0	0	0	1	17	0	18	42
Bus Enter Leg	3	1	0	4	0	0	0	0	1	3	0	4	8
Total Entering Leg	259	6	0	265	38	23	0	61	25	474	0	499	825
Cars Exiting Leg				492				27				256	775
Heavy Exiting Leg				17				2				23	42
Buses Exiting Leg				3				2				3	8
Total Exiting Leg				512				31				282	825

PDI File #: **175662 A**
 Location: **N: Chester Road (Route 102) S: Chester Road (Route 102)**
 Location: **E: Brown Road**
 City, State: **Raymond, NH**
 Client: **GPI/ J. DeBarros**
 Site Code: **MAX-2016179**
 Count Date: **Tuesday, May 16, 2017**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



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

Cars

	Chester Road (Route 102)				Brown Road				Chester Road (Route 102)				Total
	North				East				South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
7:00 AM	47	0	0	47	10	5	0	15	7	97	0	104	166
7:15 AM	51	1	0	52	9	9	0	18	5	133	0	138	208
7:30 AM	80	1	0	81	11	4	0	15	6	131	0	137	233
7:45 AM	55	2	0	57	8	5	0	13	5	93	0	98	168
Total	233	4	0	237	38	23	0	61	23	454	0	477	775
8:00 AM	51	3	0	54	5	4	0	9	5	92	0	97	160
8:15 AM	37	1	0	38	8	4	0	12	7	100	0	107	157
8:30 AM	51	2	0	53	3	6	0	9	6	101	0	107	169
8:45 AM	36	1	0	37	3	4	0	7	5	50	0	55	99
Total	175	7	0	182	19	18	0	37	23	343	0	366	585
Grand Total	408	11	0	419	57	41	0	98	46	797	0	843	1360
Approach %	97.4	2.6	0.0		58.2	41.8	0.0		5.5	94.5	0.0		
Total %	30.0	0.8	0.0	30.8	4.2	3.0	0.0	7.2	3.4	58.6	0.0	62.0	
Exiting Leg Total				854				57				449	1360

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

	Chester Road (Route 102)				Brown Road				Chester Road (Route 102)				Total
	North				East				South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
7:00 AM	47	0	0	47	10	5	0	15	7	97	0	104	166
7:15 AM	51	1	0	52	9	9	0	18	5	133	0	138	208
7:30 AM	80	1	0	81	11	4	0	15	6	131	0	137	233
7:45 AM	55	2	0	57	8	5	0	13	5	93	0	98	168
Total Volume	233	4	0	237	38	23	0	61	23	454	0	477	775
% Approach Total	98.3	1.7	0.0		62.3	37.7	0.0		4.8	95.2	0.0		
PHF	0.728	0.500	0.000	0.731	0.864	0.639	0.000	0.847	0.821	0.853	0.000	0.864	0.832
Entering Leg	233	4	0	237	38	23	0	61	23	454	0	477	775
Exiting Leg				492				27				256	775
Total				729				88				733	1550

PDI File #: **175662 A**
 Location: **N: Chester Road (Route 102) S: Chester Road (Route 102)**
 Location: **E: Brown Road**
 City, State: **Raymond, NH**
 Client: **GPI/ J. DeBarros**
 Site Code: **MAX-2016179**
 Count Date: **Tuesday, May 16, 2017**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



46 Morton Street, Framingham, MA 01702
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Heavy Vehicles

	Chester Road (Route 102)				Brown Road				Chester Road (Route 102)				Total
	North				East				South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
7:00 AM	11	1	0	12	0	0	0	0	0	3	0	3	15
7:15 AM	4	0	0	4	0	0	0	0	0	5	0	5	9
7:30 AM	3	0	0	3	0	0	0	0	1	3	0	4	7
7:45 AM	5	0	0	5	0	0	0	0	0	6	0	6	11
Total	23	1	0	24	0	0	0	0	1	17	0	18	42
8:00 AM	4	0	0	4	0	0	0	0	1	5	0	6	10
8:15 AM	5	0	0	5	0	0	0	0	0	3	0	3	8
8:30 AM	2	1	0	3	0	0	0	0	0	3	0	3	6
8:45 AM	3	0	0	3	0	0	0	0	1	4	0	5	8
Total	14	1	0	15	0	0	0	0	2	15	0	17	32
Grand Total	37	2	0	39	0	0	0	0	3	32	0	35	74
Approach %	94.9	5.1	0.0		0.0	0.0	0.0		8.6	91.4	0.0		
Total %	50.0	2.7	0.0	52.7	0.0	0.0	0.0	0.0	4.1	43.2	0.0	47.3	
Exiting Leg Total				32				5				37	74

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

	Chester Road (Route 102)				Brown Road				Chester Road (Route 102)				Total
	North				East				South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
7:00 AM	11	1	0	12	0	0	0	0	0	3	0	3	15
7:15 AM	4	0	0	4	0	0	0	0	0	5	0	5	9
7:30 AM	3	0	0	3	0	0	0	0	1	3	0	4	7
7:45 AM	5	0	0	5	0	0	0	0	0	6	0	6	11
Total Volume	23	1	0	24	0	0	0	0	1	17	0	18	42
% Approach Total	95.8	4.2	0.0		0.0	0.0	0.0		5.6	94.4	0.0		
PHF	0.523	0.250	0.000	0.500	0.000	0.000	0.000	0.000	0.250	0.708	0.000	0.750	0.700
Entering Leg	23	1	0	24	0	0	0	0	1	17	0	18	42
Exiting Leg				17				2				23	42
Total				41				2				41	84

PDI File #: **175662 A**
 Location: **N: Chester Road (Route 102) S: Chester Road (Route 102)**
 Location: **E: Brown Road**
 City, State: **Raymond, NH**
 Client: **GPI/ J. DeBarros**
 Site Code: **MAX-2016179**
 Count Date: **Tuesday, May 16, 2017**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



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Buses

	Chester Road (Route 102)				Brown Road				Chester Road (Route 102)				Total
	North				East				South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
7:00 AM	1	0	0	1	0	0	0	0	0	0	0	0	1
7:15 AM	1	1	0	2	0	0	0	0	1	1	0	2	4
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	1	0	0	1	0	0	0	0	0	2	0	2	3
Total	3	1	0	4	0	0	0	0	1	3	0	4	8
8:00 AM	2	1	0	3	0	1	0	1	0	0	0	0	4
8:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	1
8:30 AM	1	0	0	1	0	0	0	0	1	1	0	2	3
8:45 AM	0	0	0	0	1	0	0	1	0	0	0	0	1
Total	3	1	0	4	1	1	0	2	1	2	0	3	9
Grand Total	6	2	0	8	1	1	0	2	2	5	0	7	17
Approach %	75.0	25.0	0.0		50.0	50.0	0.0		28.6	71.4	0.0		
Total %	35.3	11.8	0.0	47.1	5.9	5.9	0.0	11.8	11.8	29.4	0.0	41.2	
Exiting Leg Total				6				4				7	17

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

	Chester Road (Route 102)				Brown Road				Chester Road (Route 102)				Total
	North				East				South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
7:15 AM	1	1	0	2	0	0	0	0	1	1	0	2	4
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	1	0	0	1	0	0	0	0	0	2	0	2	3
8:00 AM	2	1	0	3	0	1	0	1	0	0	0	0	4
Total Volume	4	2	0	6	0	1	0	1	1	3	0	4	11
% Approach Total	66.7	33.3	0.0		0.0	100.0	0.0		25.0	75.0	0.0		
PHF	0.500	0.500	0.000	0.500	0.000	0.250	0.000	0.250	0.250	0.375	0.000	0.500	0.688
Entering Leg	4	2	0	6	0	1	0	1	1	3	0	4	11
Exiting Leg				3				3				5	11
Total				9				4				9	22

PDI File #: **175662 A**
 Location: **N: Chester Road (Route 102) S: Chester Road (Route 102)**
 Location: **E: Brown Road**
 City, State: **Raymond, NH**
 Client: **GPI/ J. DeBarros**
 Site Code: **MAX-2016179**
 Count Date: **Tuesday, May 16, 2017**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



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Bicycles (on Roadway and Crosswalks)

	Chester Road (Route 102)						Brown Road						Chester Road (Route 102)						Total
	North						East						South						
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total	0						0						0						0

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

	Chester Road (Route 102)						Brown Road						Chester Road (Route 102)						Total
	North						East						South						
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg	0						0						0						0
Total	0						0						0						0

PDI File #: **175662 A**
 Location: **N: Chester Road (Route 102) S: Chester Road (Route 102)**
 Location: **E: Brown Road**
 City, State: **Raymond, NH**
 Client: **GPI/ J. DeBarros**
 Site Code: **MAX-2016179**
 Count Date: **Tuesday, May 16, 2017**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



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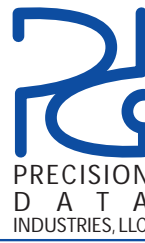
Pedestrians

	Chester Road (Route 102)						Brown Road						Chester Road (Route 102)						Total
	North						East						South						
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total	0						0						0						0

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

	Chester Road (Route 102)						Brown Road						Chester Road (Route 102)						Total
	North						East						South						
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0						0						0						0
Exiting Leg	0						0						0						0
Total	0						0						0						0

PDI File #: **175662 A**
 Location: **N: Chester Road (Route 102) S: Chester Road (Route 102)**
 Location: **E: Brown Road**
 City, State: **Raymond, NH**
 Client: **GPI/ J. DeBarros**
 Site Code: **MAX-2016179**
 Count Date: **Tuesday, May 16, 2017**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



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

Cars, Heavy Vehicles, and Buses (Combined)

	Chester Road (Route 102)				Brown Road				Chester Road (Route 102)				Total
	North				East				South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:00 PM	102	3	0	105	2	14	0	16	5	91	0	96	217
4:15 PM	123	3	0	126	4	10	0	14	10	80	0	90	230
4:30 PM	113	6	0	119	5	8	0	13	13	96	0	109	241
4:45 PM	127	4	0	131	4	8	0	12	7	113	0	120	263
Total	465	16	0	481	15	40	0	55	35	380	0	415	951
5:00 PM	125	1	0	126	2	5	0	7	12	97	0	109	242
5:15 PM	130	9	0	139	1	10	0	11	12	85	0	97	247
5:30 PM	124	7	0	131	4	10	0	14	9	82	0	91	236
5:45 PM	123	5	0	128	5	9	0	14	13	80	0	93	235
Total	502	22	0	524	12	34	0	46	46	344	0	390	960
Grand Total	967	38	0	1005	27	74	0	101	81	724	0	805	1911
Approach %	96.2	3.8	0.0		26.7	73.3	0.0		10.1	89.9	0.0		
Total %	50.6	2.0	0.0	52.6	1.4	3.9	0.0	5.3	4.2	37.9	0.0	42.1	
Exiting Leg Total				751				119				1041	1911
Cars	946	38	0	984	26	73	0	99	81	704	0	785	1868
% Cars	97.8	100.0	0.0	97.9	96.3	98.6	0.0	98.0	100.0	97.2	0.0	97.5	97.7
Exiting Leg Total				730				119				1019	1868
Heavy Vehicles	19	0	0	19	1	0	0	1	0	15	0	15	35
% Heavy Vehicles	2.0	0.0	0.0	1.9	3.7	0.0	0.0	1.0	0.0	2.1	0.0	1.9	1.8
Exiting Leg Total				16				0				19	35
Buses	2	0	0	2	0	1	0	1	0	5	0	5	8
% Buses	0.2	0.0	0.0	0.2	0.0	1.4	0.0	1.0	0.0	0.7	0.0	0.6	0.4
Exiting Leg Total				5				0				3	8

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

4:30 PM	Chester Road (Route 102)				Brown Road				Chester Road (Route 102)				Total
	North				East				South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:30 PM	113	6	0	119	5	8	0	13	13	96	0	109	241
4:45 PM	127	4	0	131	4	8	0	12	7	113	0	120	263
5:00 PM	125	1	0	126	2	5	0	7	12	97	0	109	242
5:15 PM	130	9	0	139	1	10	0	11	12	85	0	97	247
Total Volume	495	20	0	515	12	31	0	43	44	391	0	435	993
% Approach Total	96.1	3.9	0.0		27.9	72.1	0.0		10.1	89.9	0.0		
PHF	0.952	0.556	0.000	0.926	0.600	0.775	0.000	0.827	0.846	0.865	0.000	0.906	0.944
Cars	484	20	0	504	12	31	0	43	44	386	0	430	977
Cars %	97.8	100.0	0.0	97.9	100.0	100.0	0.0	100.0	100.0	98.7	0.0	98.9	98.4
Heavy Vehicles	10	0	0	10	0	0	0	0	0	4	0	4	14
Heavy Vehicles %	2.0	0.0	0.0	1.9	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.9	1.4
Buses	1	0	0	1	0	0	0	0	0	1	0	1	2
Buses %	0.2	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.2	0.2
Cars Enter Leg	484	20	0	504	12	31	0	43	44	386	0	430	977
Heavy Enter Leg	10	0	0	10	0	0	0	0	0	4	0	4	14
Bus Enter Leg	1	0	0	1	0	0	0	0	0	1	0	1	2
Total Entering Leg	495	20	0	515	12	31	0	43	44	391	0	435	993
Cars Exiting Leg				398				64				515	977
Heavy Exiting Leg				4				0				10	14
Buses Exiting Leg				1				0				1	2
Total Exiting Leg				403				64				526	993

PDI File #: **175662 A**
 Location: **N: Chester Road (Route 102) S: Chester Road (Route 102)**
 Location: **E: Brown Road**
 City, State: **Raymond, NH**
 Client: **GPI/ J. DeBarros**
 Site Code: **MAX-2016179**
 Count Date: **Tuesday, May 16, 2017**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



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

Cars

	Chester Road (Route 102)				Brown Road				Chester Road (Route 102)				Total
	North				East				South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:00 PM	97	3	0	100	2	13	0	15	5	88	0	93	208
4:15 PM	121	3	0	124	3	10	0	13	10	75	0	85	222
4:30 PM	108	6	0	114	5	8	0	13	13	95	0	108	235
4:45 PM	124	4	0	128	4	8	0	12	7	112	0	119	259
Total	450	16	0	466	14	39	0	53	35	370	0	405	924
5:00 PM	124	1	0	125	2	5	0	7	12	96	0	108	240
5:15 PM	128	9	0	137	1	10	0	11	12	83	0	95	243
5:30 PM	123	7	0	130	4	10	0	14	9	76	0	85	229
5:45 PM	121	5	0	126	5	9	0	14	13	79	0	92	232
Total	496	22	0	518	12	34	0	46	46	334	0	380	944
Grand Total	946	38	0	984	26	73	0	99	81	704	0	785	1868
Approach %	96.1	3.9	0.0		26.3	73.7	0.0		10.3	89.7	0.0		
Total %	50.6	2.0	0.0	52.7	1.4	3.9	0.0	5.3	4.3	37.7	0.0	42.0	
Exiting Leg Total				730				119				1019	1868

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

4:30 PM	Chester Road (Route 102)				Brown Road				Chester Road (Route 102)				Total
	North				East				South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:30 PM	108	6	0	114	5	8	0	13	13	95	0	108	235
4:45 PM	124	4	0	128	4	8	0	12	7	112	0	119	259
5:00 PM	124	1	0	125	2	5	0	7	12	96	0	108	240
5:15 PM	128	9	0	137	1	10	0	11	12	83	0	95	243
Total Volume	484	20	0	504	12	31	0	43	44	386	0	430	977
% Approach Total	96.0	4.0	0.0		27.9	72.1	0.0		10.2	89.8	0.0		
PHF	0.945	0.556	0.000	0.920	0.600	0.775	0.000	0.827	0.846	0.862	0.000	0.903	0.943
Entering Leg	484	20	0	504	12	31	0	43	44	386	0	430	977
Exiting Leg				398				64				515	977
Total				902				107				945	1954

PDI File #: **175662 A**
 Location: **N: Chester Road (Route 102) S: Chester Road (Route 102)**
 Location: **E: Brown Road**
 City, State: **Raymond, NH**
 Client: **GPI/ J. DeBarros**
 Site Code: **MAX-2016179**
 Count Date: **Tuesday, May 16, 2017**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



46 Morton Street, Framingham, MA 01702
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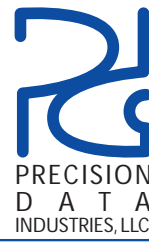
Heavy Vehicles

	Chester Road (Route 102)				Brown Road				Chester Road (Route 102)				Total	
	North				East				South					
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total		
4:00 PM	4	0	0	4	0	0	0	0	0	0	3	0	3	7
4:15 PM	2	0	0	2	1	0	0	1	0	4	0	4	7	
4:30 PM	4	0	0	4	0	0	0	0	0	0	0	0	4	
4:45 PM	3	0	0	3	0	0	0	0	0	1	0	1	4	
Total	13	0	0	13	1	0	0	1	0	8	0	8	22	
5:00 PM	1	0	0	1	0	0	0	0	0	1	0	1	2	
5:15 PM	2	0	0	2	0	0	0	0	0	2	0	2	4	
5:30 PM	1	0	0	1	0	0	0	0	0	3	0	3	4	
5:45 PM	2	0	0	2	0	0	0	0	0	1	0	1	3	
Total	6	0	0	6	0	0	0	0	0	7	0	7	13	
Grand Total	19	0	0	19	1	0	0	1	0	15	0	15	35	
Approach %	100.0	0.0	0.0		100.0	0.0	0.0		0.0	100.0	0.0			
Total %	54.3	0.0	0.0	54.3	2.9	0.0	0.0	2.9	0.0	42.9	0.0	42.9		
Exiting Leg Total	16				0				19				35	

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

4:00 PM	Chester Road (Route 102)				Brown Road				Chester Road (Route 102)				Total	
	North				East				South					
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total		
4:00 PM	4	0	0	4	0	0	0	0	0	3	0	3	7	
4:15 PM	2	0	0	2	1	0	0	1	0	4	0	4	7	
4:30 PM	4	0	0	4	0	0	0	0	0	0	0	0	4	
4:45 PM	3	0	0	3	0	0	0	0	0	1	0	1	4	
Total Volume	13	0	0	13	1	0	0	1	0	8	0	8	22	
% Approach Total	100.0	0.0	0.0		100.0	0.0	0.0		0.0	100.0	0.0			
PHF	0.813	0.000	0.000	0.813	0.250	0.000	0.000	0.250	0.000	0.500	0.000	0.500	0.786	
Entering Leg	13	0	0	13	1	0	0	1	0	8	0	8	22	
Exiting Leg													13	22
Total	22				1				21				44	

PDI File #: **175662 A**
 Location: **N: Chester Road (Route 102) S: Chester Road (Route 102)**
 Location: **E: Brown Road**
 City, State: **Raymond, NH**
 Client: **GPI/ J. DeBarros**
 Site Code: **MAX-2016179**
 Count Date: **Tuesday, May 16, 2017**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



46 Morton Street, Framingham, MA 01702
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Buses

	Chester Road (Route 102)				Brown Road				Chester Road (Route 102)				Total
	North				East				South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:00 PM	1	0	0	1	0	1	0	1	0	0	0	0	2
4:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
4:30 PM	1	0	0	1	0	0	0	0	0	1	0	1	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	0	0	2	0	1	0	1	0	2	0	2	5
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	3	0	3	3
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	3	0	3	3
Grand Total	2	0	0	2	0	1	0	1	0	5	0	5	8
Approach %	100.0	0.0	0.0		0.0	100.0	0.0		0.0	100.0	0.0		
Total %	25.0	0.0	0.0	25.0	0.0	12.5	0.0	12.5	0.0	62.5	0.0	62.5	
Exiting Leg Total	5				0				3				8

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

4:00 PM	Chester Road (Route 102)				Brown Road				Chester Road (Route 102)				Total
	North				East				South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:00 PM	1	0	0	1	0	1	0	1	0	0	0	0	2
4:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
4:30 PM	1	0	0	1	0	0	0	0	0	1	0	1	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	2	0	0	2	0	1	0	1	0	2	0	2	5
% Approach Total	100.0	0.0	0.0		0.0	100.0	0.0		0.0	100.0	0.0		
PHF	0.500	0.000	0.000	0.500	0.000	0.250	0.000	0.250	0.000	0.500	0.000	0.500	0.625
Entering Leg	2	0	0	2	0	1	0	1	0	2	0	2	5
Exiting Leg	2				0				3				5
Total	4				1				5				10

PDI File #: **175662 A**
 Location: **N: Chester Road (Route 102) S: Chester Road (Route 102)**
 Location: **E: Brown Road**
 City, State: **Raymond, NH**
 Client: **GPI/ J. DeBarros**
 Site Code: **MAX-2016179**
 Count Date: **Tuesday, May 16, 2017**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



46 Morton Street, Framingham, MA 01702
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Bicycles (on Roadway and Crosswalks)

	Chester Road (Route 102)						Brown Road						Chester Road (Route 102)						Total
	North						East						South						
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	1	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	2
Total	1	0	0	0	0	1	0	1	0	0	0	1	0	1	0	0	0	1	3
Grand Total	1	0	0	0	0	1	0	1	0	0	0	1	0	1	0	0	0	1	3
Approach %	100.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0		
Total %	33.3	0.0	0.0	0.0	0.0	33.3	0.0	33.3	0.0	0.0	0.0	33.3	0.0	33.3	0.0	0.0	0.0	33.3	
Exiting Leg Total	1						0						2						3

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

	Chester Road (Route 102)						Brown Road						Chester Road (Route 102)						Total
	North						East						South						
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	1	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	2
Total Volume	1	0	0	0	0	1	0	1	0	0	0	1	0	1	0	0	0	1	3
% Approach Total	100.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0		
PHF	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.250	0.375
Entering Leg	1	0	0	0	0	1	0	1	0	0	0	1	0	1	0	0	0	1	3
Exiting Leg	1						0						2						3
Total	2						1						3						6

PDI File #: **175662 A**
 Location: **N: Chester Road (Route 102) S: Chester Road (Route 102)**
 Location: **E: Brown Road**
 City, State: **Raymond, NH**
 Client: **GPI/ J. DeBarros**
 Site Code: **MAX-2016179**
 Count Date: **Tuesday, May 16, 2017**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



46 Morton Street, Framingham, MA 01702
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Pedestrians

	Chester Road (Route 102)						Brown Road						Chester Road (Route 102)						Total
	North						East						South						
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total	0						0						0						0

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

	Chester Road (Route 102)						Brown Road						Chester Road (Route 102)						Total
	North						East						South						
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0						0						0						0
Exiting Leg	0						0						0						0
Total	0						0						0						0

PDI File #: **175662 B**
 Location: **N: Chester Road (Route 102) S: Chester Road (Route 102)**
 Location: **W: Park Place**
 City, State: **Raymond, NH**
 Client: **GPI/ J. DeBarros**
 Site Code: **MAX-2016179**
 Count Date: **Saturday, May 13, 2017**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



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

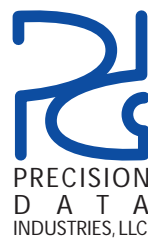
Cars, Heavy Vehicles, and Buses (Combined)

	Chester Road (Route 102)				Chester Road (Route 102)				Park Place				Total
	North				South				West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
11:00 AM	1	79	0	80	105	0	0	105	0	2	0	2	187
11:15 AM	0	89	0	89	70	0	0	70	0	1	0	1	160
11:30 AM	3	82	0	85	93	0	0	93	0	0	0	0	178
11:45 AM	2	68	0	70	100	0	0	100	0	2	0	2	172
Total	6	318	0	324	368	0	0	368	0	5	0	5	697
12:00 PM	3	85	0	88	97	0	0	97	0	2	0	2	187
12:15 PM	2	80	0	82	91	0	0	91	0	3	0	3	176
12:30 PM	0	91	0	91	94	0	0	94	0	2	0	2	187
12:45 PM	4	100	0	104	89	2	0	91	0	1	0	1	196
Total	9	356	0	365	371	2	0	373	0	8	0	8	746
1:00 PM	3	92	0	95	89	1	0	90	0	1	0	1	186
1:15 PM	0	89	0	89	78	0	0	78	0	1	0	1	168
1:30 PM	1	90	0	91	77	0	0	77	0	1	0	1	169
1:45 PM	1	87	0	88	91	0	0	91	1	2	0	3	182
Total	5	358	0	363	335	1	0	336	1	5	0	6	705
Grand Total	20	1032	0	1052	1074	3	0	1077	1	18	0	19	2148
Approach %	1.9	98.1	0.0	99.1	99.7	0.3	0.0	99.7	5.3	94.7	0.0	99.7	
Total %	0.9	48.0	0.0	49.0	50.0	0.1	0.0	50.1	0.0	0.8	0.0	0.9	
Exiting Leg Total				1092				1033				23	2148
Cars	20	1023	0	1043	1059	3	0	1062	1	18	0	19	2124
% Cars	100.0	99.1	0.0	99.1	98.6	100.0	0.0	98.6	100.0	100.0	0.0	100.0	98.9
Exiting Leg Total				1077				1024				23	2124
Heavy Vehicles	0	8	0	8	14	0	0	14	0	0	0	0	22
% Heavy Vehicles	0.0	0.8	0.0	0.8	1.3	0.0	0.0	1.3	0.0	0.0	0.0	0.0	1.0
Exiting Leg Total				14				8				0	22
Buses	0	1	0	1	1	0	0	1	0	0	0	0	2
% Buses	0.0	0.1	0.0	0.1	0.1	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.1
Exiting Leg Total				1				1				0	2

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

12:00 PM	Chester Road (Route 102)				Chester Road (Route 102)				Park Place				Total
	North				South				West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
12:00 PM	3	85	0	88	97	0	0	97	0	2	0	2	187
12:15 PM	2	80	0	82	91	0	0	91	0	3	0	3	176
12:30 PM	0	91	0	91	94	0	0	94	0	2	0	2	187
12:45 PM	4	100	0	104	89	2	0	91	0	1	0	1	196
Total Volume	9	356	0	365	371	2	0	373	0	8	0	8	746
% Approach Total	2.5	97.5	0.0	99.5	99.5	0.5	0.0	99.5	0.0	100.0	0.0	0.0	
PHF	0.563	0.890	0.000	0.877	0.956	0.250	0.000	0.961	0.000	0.667	0.000	0.667	0.952
Cars	9	352	0	361	364	2	0	366	0	8	0	8	735
Cars %	100.0	98.9	0.0	98.9	98.1	100.0	0.0	98.1	0.0	100.0	0.0	100.0	98.5
Heavy Vehicles	0	3	0	3	6	0	0	6	0	0	0	0	9
Heavy Vehicles %	0.0	0.8	0.0	0.8	1.6	0.0	0.0	1.6	0.0	0.0	0.0	0.0	1.2
Buses	0	1	0	1	1	0	0	1	0	0	0	0	2
Buses %	0.0	0.3	0.0	0.3	0.3	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.3
Cars Enter Leg	9	352	0	361	364	2	0	366	0	8	0	8	735
Heavy Enter Leg	0	3	0	3	6	0	0	6	0	0	0	0	9
Bus Enter Leg	0	1	0	1	1	0	0	1	0	0	0	0	2
Total Entering Leg	9	356	0	365	371	2	0	373	0	8	0	8	746
Cars Exiting Leg				372				352				11	735
Heavy Exiting Leg				6				3				0	9
Buses Exiting Leg				1				1				0	2

PDI File #: **175662 B**
 Location: **N: Chester Road (Route 102) S: Chester Road (Route 102)**
 Location: **W: Park Place**
 City, State: **Raymond, NH**
 Client: **GPI/ J. DeBarros**
 Site Code: **MAX-2016179**
 Count Date: **Saturday, May 13, 2017**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



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

Cars, Heavy Vehicles, and Buses (Combined)

	Chester Road (Route 102)				Chester Road (Route 102)				Park Place				Total	
	North				South				West					
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total		
Total Exiting Leg				379				356					11	746

PDI File #: **175662 B**
 Location: **N: Chester Road (Route 102) S: Chester Road (Route 102)**
 Location: **W: Park Place**
 City, State: **Raymond, NH**
 Client: **GPI/ J. DeBarros**
 Site Code: **MAX-2016179**
 Count Date: **Saturday, May 13, 2017**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



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

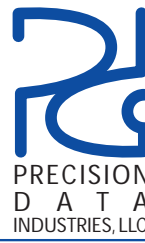
Cars

	Chester Road (Route 102)				Chester Road (Route 102)				Park Place				Total
	North				South				West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
11:00 AM	1	79	0	80	104	0	0	104	0	2	0	2	186
11:15 AM	0	87	0	87	69	0	0	69	0	1	0	1	157
11:30 AM	3	80	0	83	90	0	0	90	0	0	0	0	173
11:45 AM	2	68	0	70	100	0	0	100	0	2	0	2	172
Total	6	314	0	320	363	0	0	363	0	5	0	5	688
12:00 PM	3	85	0	88	94	0	0	94	0	2	0	2	184
12:15 PM	2	78	0	80	91	0	0	91	0	3	0	3	174
12:30 PM	0	91	0	91	91	0	0	91	0	2	0	2	184
12:45 PM	4	98	0	102	88	2	0	90	0	1	0	1	193
Total	9	352	0	361	364	2	0	366	0	8	0	8	735
1:00 PM	3	92	0	95	88	1	0	89	0	1	0	1	185
1:15 PM	0	88	0	88	77	0	0	77	0	1	0	1	166
1:30 PM	1	90	0	91	76	0	0	76	0	1	0	1	168
1:45 PM	1	87	0	88	91	0	0	91	1	2	0	3	182
Total	5	357	0	362	332	1	0	333	1	5	0	6	701
Grand Total	20	1023	0	1043	1059	3	0	1062	1	18	0	19	2124
Approach %	1.9	98.1	0.0		99.7	0.3	0.0		5.3	94.7	0.0		
Total %	0.9	48.2	0.0	49.1	49.9	0.1	0.0	50.0	0.0	0.8	0.0	0.9	
Exiting Leg Total				1077				1024				23	2124

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

	Chester Road (Route 102)				Chester Road (Route 102)				Park Place				Total
	North				South				West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
12:15 PM	2	78	0	80	91	0	0	91	0	3	0	3	174
12:30 PM	0	91	0	91	91	0	0	91	0	2	0	2	184
12:45 PM	4	98	0	102	88	2	0	90	0	1	0	1	193
1:00 PM	3	92	0	95	88	1	0	89	0	1	0	1	185
Total Volume	9	359	0	368	358	3	0	361	0	7	0	7	736
% Approach Total	2.4	97.6	0.0		99.2	0.8	0.0		0.0	100.0	0.0		
PHF	0.563	0.916	0.000	0.902	0.984	0.375	0.000	0.992	0.000	0.583	0.000	0.583	0.953
Entering Leg	9	359	0	368	358	3	0	361	0	7	0	7	736
Exiting Leg				365				359				12	736
Total				733				720				19	1472

PDI File #: **175662 B**
 Location: **N: Chester Road (Route 102) S: Chester Road (Route 102)**
 Location: **W: Park Place**
 City, State: **Raymond, NH**
 Client: **GPI/ J. DeBarros**
 Site Code: **MAX-2016179**
 Count Date: **Saturday, May 13, 2017**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



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

Heavy Vehicles

	Chester Road (Route 102)				Chester Road (Route 102)				Park Place				Total	
	North				South				West					
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total		
11:00 AM	0	0	0	0	1	0	0	1	0	0	0	0	1	
11:15 AM	0	2	0	2	1	0	0	1	0	0	0	0	3	
11:30 AM	0	2	0	2	3	0	0	3	0	0	0	0	5	
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	4	0	4	5	0	0	5	0	0	0	0	9	
12:00 PM	0	0	0	0	2	0	0	2	0	0	0	0	2	
12:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	1	
12:30 PM	0	0	0	0	3	0	0	3	0	0	0	0	3	
12:45 PM	0	2	0	2	1	0	0	1	0	0	0	0	3	
Total	0	3	0	3	6	0	0	6	0	0	0	0	9	
1:00 PM	0	0	0	0	1	0	0	1	0	0	0	0	1	
1:15 PM	0	1	0	1	1	0	0	1	0	0	0	0	2	
1:30 PM	0	0	0	0	1	0	0	1	0	0	0	0	1	
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	1	0	1	3	0	0	3	0	0	0	0	4	
Grand Total	0	8	0	8	14	0	0	14	0	0	0	0	22	
Approach %	0.0	100.0	0.0		100.0	0.0	0.0		0.0	0.0	0.0			
Total %	0.0	36.4	0.0	36.4	63.6	0.0	0.0	63.6	0.0	0.0	0.0	0.0		
Exiting Leg Total				14				8					0	22

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

11:15 AM	Chester Road (Route 102)				Chester Road (Route 102)				Park Place				Total
	North				South				West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
11:15 AM	0	2	0	2	1	0	0	1	0	0	0	0	3
11:30 AM	0	2	0	2	3	0	0	3	0	0	0	0	5
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	2	0	0	2	0	0	0	0	2
Total Volume	0	4	0	4	6	0	0	6	0	0	0	0	10
% Approach Total	0.0	100.0	0.0		100.0	0.0	0.0		0.0	0.0	0.0		
PHF	0.000	0.500	0.000	0.500	0.500	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.500
Entering Leg	0	4	0	4	6	0	0	6	0	0	0	0	10
Exiting Leg				6				4					10
Total				10				10					20

PDI File #: **175662 B**
 Location: **N: Chester Road (Route 102) S: Chester Road (Route 102)**
 Location: **W: Park Place**
 City, State: **Raymond, NH**
 Client: **GPI/ J. DeBarros**
 Site Code: **MAX-2016179**
 Count Date: **Saturday, May 13, 2017**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Buses

	Chester Road (Route 102)				Chester Road (Route 102)				Park Place				Total
	North				South				West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	1	0	0	1	0	0	0	0	1
12:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	1
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	1	0	0	1	0	0	0	0	2
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	1	0	1	1	0	0	1	0	0	0	0	2
Approach %	0.0	100.0	0.0		100.0	0.0	0.0		0.0	0.0	0.0		
Total %	0.0	50.0	0.0	50.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	1				1				0				2

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

11:30 AM	Chester Road (Route 102)				Chester Road (Route 102)				Park Place				Total
	North				South				West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	1	0	0	1	0	0	0	0	1
12:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	1
Total Volume	0	1	0	1	1	0	0	1	0	0	0	0	2
% Approach Total	0.0	100.0	0.0		100.0	0.0	0.0		0.0	0.0	0.0		
PHF	0.000	0.250	0.000	0.250	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.500
Entering Leg	0	1	0	1	1	0	0	1	0	0	0	0	2
Exiting Leg	1				1				0				2
Total	2				2				0				4

PDI File #: **175662 B**
 Location: **N: Chester Road (Route 102) S: Chester Road (Route 102)**
 Location: **W: Park Place**
 City, State: **Raymond, NH**
 Client: **GPI/ J. DeBarros**
 Site Code: **MAX-2016179**
 Count Date: **Saturday, May 13, 2017**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Bicycles (on Roadway and Crosswalks)

	Chester Road (Route 102)						Chester Road (Route 102)						Park Place						Total
	North						South						West						
	Right	Thru	U-Turn	CW-EB	CW-WB	Total	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Left	U-Turn	CW-NB	CW-SB	Total	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Approach %	0.0	100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
Total %	0.0	100.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	0						2						0						2

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

	Chester Road (Route 102)						Chester Road (Route 102)						Park Place						Total
	North						South						West						
	Right	Thru	U-Turn	CW-EB	CW-WB	Total	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Left	U-Turn	CW-NB	CW-SB	Total	
11:45 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
% Approach Total	0.0	100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.500	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500
Entering Leg	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Exiting Leg	0						2						0						2
Total	2						2						0						4

PDI File #: **175662 B**
 Location: **N: Chester Road (Route 102) S: Chester Road (Route 102)**
 Location: **W: Park Place**
 City, State: **Raymond, NH**
 Client: **GPI/ J. DeBarros**
 Site Code: **MAX-2016179**
 Count Date: **Saturday, May 13, 2017**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



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

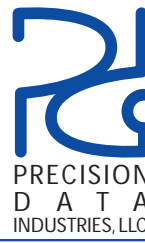
Pedestrians

	Chester Road (Route 102)						Chester Road (Route 102)						Park Place						Total
	North						South						West						
	Right	Thru	U-Turn	CW-EB	CW-WB	Total	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Left	U-Turn	CW-NB	CW-SB	Total	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total	0						0						0						0

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

11:00 AM	Chester Road (Route 102)						Chester Road (Route 102)						Park Place						Total
	North						South						West						
	Right	Thru	U-Turn	CW-EB	CW-WB	Total	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Left	U-Turn	CW-NB	CW-SB	Total	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0						0						0						0
Exiting Leg	0						0						0						0
Total	0						0						0						0

PDI File #: **175662 B**
 Location: **N: Chester Road (Route 102) S: Chester Road (Route 102)**
 Location: **W: Park Place**
 City, State: **Raymond, NH**
 Client: **GPI/ J. DeBarros**
 Site Code: **MAX-2016179**
 Count Date: **Tuesday, May 16, 2017**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



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

Cars, Heavy Vehicles, and Buses (Combined)

	Chester Road (Route 102)				Chester Road (Route 102)				Park Place				Total
	North				South				West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
7:00 AM	0	63	0	63	102	0	0	102	0	3	0	3	168
7:15 AM	0	60	0	60	149	0	0	149	0	3	0	3	212
7:30 AM	0	90	0	90	131	0	0	131	0	4	0	4	225
7:45 AM	3	62	0	65	106	0	0	106	1	0	0	1	172
Total	3	275	0	278	488	0	0	488	1	10	0	11	777
8:00 AM	1	62	0	63	95	0	0	95	0	2	0	2	160
8:15 AM	1	43	0	44	111	0	0	111	0	1	0	1	156
8:30 AM	0	61	0	61	111	0	0	111	0	2	0	2	174
8:45 AM	0	46	0	46	59	0	0	59	0	0	0	0	105
Total	2	212	0	214	376	0	0	376	0	5	0	5	595
Grand Total	5	487	0	492	864	0	0	864	1	15	0	16	1372
Approach %	1.0	99.0	0.0		100.0	0.0	0.0		6.3	93.8	0.0		
Total %	0.4	35.5	0.0	35.9	63.0	0.0	0.0	63.0	0.1	1.1	0.0	1.2	
Exiting Leg Total				879				488				5	1372
Cars	5	447	0	452	819	0	0	819	1	14	0	15	1286
% Cars	100.0	91.8	0.0	91.9	94.8	0.0	0.0	94.8	100.0	93.3	0.0	93.8	93.7
Exiting Leg Total				833				448				5	1286
Heavy Vehicles	0	34	0	34	38	0	0	38	0	1	0	1	73
% Heavy Vehicles	0.0	7.0	0.0	6.9	4.4	0.0	0.0	4.4	0.0	6.7	0.0	6.3	5.3
Exiting Leg Total				39				34				0	73
Buses	0	6	0	6	7	0	0	7	0	0	0	0	13
% Buses	0.0	1.2	0.0	1.2	0.8	0.0	0.0	0.8	0.0	0.0	0.0	0.0	0.9
Exiting Leg Total				7				6				0	13

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

	Chester Road (Route 102)				Chester Road (Route 102)				Park Place				Total
	North				South				West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
7:00 AM	0	63	0	63	102	0	0	102	0	3	0	3	168
7:15 AM	0	60	0	60	149	0	0	149	0	3	0	3	212
7:30 AM	0	90	0	90	131	0	0	131	0	4	0	4	225
7:45 AM	3	62	0	65	106	0	0	106	1	0	0	1	172
Total Volume	3	275	0	278	488	0	0	488	1	10	0	11	777
% Approach Total	1.1	98.9	0.0		100.0	0.0	0.0		9.1	90.9	0.0		
PHF	0.250	0.764	0.000	0.772	0.819	0.000	0.000	0.819	0.250	0.625	0.000	0.688	0.863
Cars	3	250	0	253	466	0	0	466	1	10	0	11	730
Cars %	100.0	90.9	0.0	91.0	95.5	0.0	0.0	95.5	100.0	100.0	0.0	100.0	94.0
Heavy Vehicles	0	22	0	22	18	0	0	18	0	0	0	0	40
Heavy Vehicles %	0.0	8.0	0.0	7.9	3.7	0.0	0.0	3.7	0.0	0.0	0.0	0.0	5.1
Buses	0	3	0	3	4	0	0	4	0	0	0	0	7
Buses %	0.0	1.1	0.0	1.1	0.8	0.0	0.0	0.8	0.0	0.0	0.0	0.0	0.9
Cars Enter Leg	3	250	0	253	466	0	0	466	1	10	0	11	730
Heavy Enter Leg	0	22	0	22	18	0	0	18	0	0	0	0	40
Bus Enter Leg	0	3	0	3	4	0	0	4	0	0	0	0	7
Total Entering Leg	3	275	0	278	488	0	0	488	1	10	0	11	777
Cars Exiting Leg				476				251				3	730
Heavy Exiting Leg				18				22				0	40
Buses Exiting Leg				4				3				0	7
Total Exiting Leg				498				276				3	777

PDI File #: **175662 B**
 Location: **N: Chester Road (Route 102) S: Chester Road (Route 102)**
 Location: **W: Park Place**
 City, State: **Raymond, NH**
 Client: **GPI/ J. DeBarros**
 Site Code: **MAX-2016179**
 Count Date: **Tuesday, May 16, 2017**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Cars

	Chester Road (Route 102)				Chester Road (Route 102)				Park Place				Total
	North				South				West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
7:00 AM	0	51	0	51	99	0	0	99	0	3	0	3	153
7:15 AM	0	56	0	56	142	0	0	142	0	3	0	3	201
7:30 AM	0	87	0	87	127	0	0	127	0	4	0	4	218
7:45 AM	3	56	0	59	98	0	0	98	1	0	0	1	158
Total	3	250	0	253	466	0	0	466	1	10	0	11	730
8:00 AM	1	57	0	58	90	0	0	90	0	1	0	1	149
8:15 AM	1	39	0	40	105	0	0	105	0	1	0	1	146
8:30 AM	0	58	0	58	105	0	0	105	0	2	0	2	165
8:45 AM	0	43	0	43	53	0	0	53	0	0	0	0	96
Total	2	197	0	199	353	0	0	353	0	4	0	4	556
Grand Total	5	447	0	452	819	0	0	819	1	14	0	15	1286
Approach %	1.1	98.9	0.0		100.0	0.0	0.0		6.7	93.3	0.0		
Total %	0.4	34.8	0.0	35.1	63.7	0.0	0.0	63.7	0.1	1.1	0.0	1.2	
Exiting Leg Total				833				448				5	1286

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

	Chester Road (Route 102)				Chester Road (Route 102)				Park Place				Total
	North				South				West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
7:00 AM	0	51	0	51	99	0	0	99	0	3	0	3	153
7:15 AM	0	56	0	56	142	0	0	142	0	3	0	3	201
7:30 AM	0	87	0	87	127	0	0	127	0	4	0	4	218
7:45 AM	3	56	0	59	98	0	0	98	1	0	0	1	158
Total Volume	3	250	0	253	466	0	0	466	1	10	0	11	730
% Approach Total	1.2	98.8	0.0		100.0	0.0	0.0		9.1	90.9	0.0		
PHF	0.250	0.718	0.000	0.727	0.820	0.000	0.000	0.820	0.250	0.625	0.000	0.688	0.837
Entering Leg	3	250	0	253	466	0	0	466	1	10	0	11	730
Exiting Leg				476				251				3	730
Total				729				717				14	1460

PDI File #: **175662 B**
 Location: **N: Chester Road (Route 102) S: Chester Road (Route 102)**
 Location: **W: Park Place**
 City, State: **Raymond, NH**
 Client: **GPI/ J. DeBarros**
 Site Code: **MAX-2016179**
 Count Date: **Tuesday, May 16, 2017**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



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

Heavy Vehicles

	Chester Road (Route 102)				Chester Road (Route 102)				Park Place				Total
	North				South				West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
7:00 AM	0	11	0	11	3	0	0	3	0	0	0	0	14
7:15 AM	0	3	0	3	5	0	0	5	0	0	0	0	8
7:30 AM	0	3	0	3	4	0	0	4	0	0	0	0	7
7:45 AM	0	5	0	5	6	0	0	6	0	0	0	0	11
Total	0	22	0	22	18	0	0	18	0	0	0	0	40
8:00 AM	0	3	0	3	5	0	0	5	0	1	0	1	9
8:15 AM	0	4	0	4	5	0	0	5	0	0	0	0	9
8:30 AM	0	2	0	2	4	0	0	4	0	0	0	0	6
8:45 AM	0	3	0	3	6	0	0	6	0	0	0	0	9
Total	0	12	0	12	20	0	0	20	0	1	0	1	33
Grand Total	0	34	0	34	38	0	0	38	0	1	0	1	73
Approach %	0.0	100.0	0.0		100.0	0.0	0.0		0.0	100.0	0.0		
Total %	0.0	46.6	0.0	46.6	52.1	0.0	0.0	52.1	0.0	1.4	0.0	1.4	
Exiting Leg Total				39				34					73

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

	Chester Road (Route 102)				Chester Road (Route 102)				Park Place				Total
	North				South				West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
7:00 AM	0	11	0	11	3	0	0	3	0	0	0	0	14
7:15 AM	0	3	0	3	5	0	0	5	0	0	0	0	8
7:30 AM	0	3	0	3	4	0	0	4	0	0	0	0	7
7:45 AM	0	5	0	5	6	0	0	6	0	0	0	0	11
Total Volume	0	22	0	22	18	0	0	18	0	0	0	0	40
% Approach Total	0.0	100.0	0.0		100.0	0.0	0.0		0.0	0.0	0.0		
PHF	0.000	0.500	0.000	0.500	0.750	0.000	0.000	0.750	0.000	0.000	0.000	0.000	0.714
Entering Leg	0	22	0	22	18	0	0	18	0	0	0	0	40
Exiting Leg				18				22					40
Total				40				40					80

PDI File #: **175662 B**
 Location: **N: Chester Road (Route 102) S: Chester Road (Route 102)**
 Location: **W: Park Place**
 City, State: **Raymond, NH**
 Client: **GPI/ J. DeBarros**
 Site Code: **MAX-2016179**
 Count Date: **Tuesday, May 16, 2017**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



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

Buses

	Chester Road (Route 102)				Chester Road (Route 102)				Park Place				Total	
	North				South				West					
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total		
7:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	1	0	1	2	0	0	2	0	0	0	0	0	3
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	1	0	1	2	0	0	2	0	0	0	0	0	3
Total	0	3	0	3	4	0	0	4	0	0	0	0	0	7
8:00 AM	0	2	0	2	0	0	0	0	0	0	0	0	0	2
8:15 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	1
8:30 AM	0	1	0	1	2	0	0	2	0	0	0	0	0	3
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	3	0	3	3	0	0	3	0	0	0	0	0	6
Grand Total	0	6	0	6	7	0	0	7	0	0	0	0	0	13
Approach %	0.0	100.0	0.0		100.0	0.0	0.0		0.0	0.0	0.0			
Total %	0.0	46.2	0.0	46.2	53.8	0.0	0.0	53.8	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total				7				6						13

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

	Chester Road (Route 102)				Chester Road (Route 102)				Park Place				Total	
	North				South				West					
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total		
7:45 AM	0	1	0	1	2	0	0	2	0	0	0	0	0	3
8:00 AM	0	2	0	2	0	0	0	0	0	0	0	0	0	2
8:15 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	1
8:30 AM	0	1	0	1	2	0	0	2	0	0	0	0	0	3
Total Volume	0	4	0	4	5	0	0	5	0	0	0	0	0	9
% Approach Total	0.0	100.0	0.0		100.0	0.0	0.0		0.0	0.0	0.0			
PHF	0.000	0.500	0.000	0.500	0.625	0.000	0.000	0.625	0.000	0.000	0.000	0.000	0.000	0.750
Entering Leg	0	4	0	4	5	0	0	5	0	0	0	0	0	9
Exiting Leg				5				4						9
Total				9				9					0	18

PDI File #: **175662 B**
 Location: **N: Chester Road (Route 102) S: Chester Road (Route 102)**
 Location: **W: Park Place**
 City, State: **Raymond, NH**
 Client: **GPI/ J. DeBarros**
 Site Code: **MAX-2016179**
 Count Date: **Tuesday, May 16, 2017**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



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

Bicycles (on Roadway and Crosswalks)

	Chester Road (Route 102)						Chester Road (Route 102)						Park Place						Total
	North						South						West						
	Right	Thru	U-Turn	CW-EB	CW-WB	Total	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Left	U-Turn	CW-NB	CW-SB	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total	0						0						0						0

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

	Chester Road (Route 102)						Chester Road (Route 102)						Park Place						Total
	North						South						West						
	Right	Thru	U-Turn	CW-EB	CW-WB	Total	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Left	U-Turn	CW-NB	CW-SB	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg	0						0						0						0
Total	0						0						0						0

PDI File #: **175662 B**
 Location: **N: Chester Road (Route 102) S: Chester Road (Route 102)**
 Location: **W: Park Place**
 City, State: **Raymond, NH**
 Client: **GPI/ J. DeBarros**
 Site Code: **MAX-2016179**
 Count Date: **Tuesday, May 16, 2017**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



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

Pedestrians

	Chester Road (Route 102)						Chester Road (Route 102)						Park Place						Total
	North						South						West						
	Right	Thru	U-Turn	CW-EB	CW-WB	Total	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Left	U-Turn	CW-NB	CW-SB	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total	0						0						0						0

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

	Chester Road (Route 102)						Chester Road (Route 102)						Park Place						Total
	North						South						West						
	Right	Thru	U-Turn	CW-EB	CW-WB	Total	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Left	U-Turn	CW-NB	CW-SB	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg	0						0						0						0
Total	0						0						0						0

PDI File #: **175662 B**
 Location: **N: Chester Road (Route 102) S: Chester Road (Route 102)**
 Location: **W: Park Place**
 City, State: **Raymond, NH**
 Client: **GPI/ J. DeBarros**
 Site Code: **MAX-2016179**
 Count Date: **Tuesday, May 16, 2017**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



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

Cars, Heavy Vehicles, and Buses (Combined)

	Chester Road (Route 102)				Chester Road (Route 102)				Park Place				Total
	North				South				West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
4:00 PM	1	114	0	115	89	0	0	89	0	1	0	1	205
4:15 PM	2	134	0	136	99	0	0	99	0	1	0	1	236
4:30 PM	1	118	0	119	102	0	0	102	0	4	0	4	225
4:45 PM	2	137	0	139	120	2	0	122	0	4	0	4	265
Total	6	503	0	509	410	2	0	412	0	10	0	10	931
5:00 PM	5	123	1	129	96	1	0	97	0	2	0	2	228
5:15 PM	2	134	0	136	95	0	0	95	0	1	0	1	232
5:30 PM	8	127	0	135	94	0	0	94	0	1	0	1	230
5:45 PM	1	123	0	124	84	1	0	85	0	3	0	3	212
Total	16	507	1	524	369	2	0	371	0	7	0	7	902
Grand Total	22	1010	1	1033	779	4	0	783	0	17	0	17	1833
Approach %	2.1	97.8	0.1		99.5	0.5	0.0		0.0	100.0	0.0		
Total %	1.2	55.1	0.1	56.4	42.5	0.2	0.0	42.7	0.0	0.9	0.0	0.9	
Exiting Leg Total				797				1010				26	1833
Cars	22	986	1	1009	759	4	0	763	0	17	0	17	1789
% Cars	100.0	97.6	100.0	97.7	97.4	100.0	0.0	97.4	0.0	100.0	0.0	100.0	97.6
Exiting Leg Total				777				986				26	1789
Heavy Vehicles	0	20	0	20	15	0	0	15	0	0	0	0	35
% Heavy Vehicles	0.0	2.0	0.0	1.9	1.9	0.0	0.0	1.9	0.0	0.0	0.0	0.0	1.9
Exiting Leg Total				15				20				0	35
Buses	0	4	0	4	5	0	0	5	0	0	0	0	9
% Buses	0.0	0.4	0.0	0.4	0.6	0.0	0.0	0.6	0.0	0.0	0.0	0.0	0.5
Exiting Leg Total				5				4				0	9

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

	Chester Road (Route 102)				Chester Road (Route 102)				Park Place				Total
	North				South				West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
4:45 PM	2	137	0	139	120	2	0	122	0	4	0	4	265
5:00 PM	5	123	1	129	96	1	0	97	0	2	0	2	228
5:15 PM	2	134	0	136	95	0	0	95	0	1	0	1	232
5:30 PM	8	127	0	135	94	0	0	94	0	1	0	1	230
Total Volume	17	521	1	539	405	3	0	408	0	8	0	8	955
% Approach Total	3.2	96.7	0.2		99.3	0.7	0.0		0.0	100.0	0.0		
PHF	0.531	0.951	0.250	0.969	0.844	0.375	0.000	0.836	0.000	0.500	0.000	0.500	0.901
Cars	17	514	1	532	394	3	0	397	0	8	0	8	937
Cars %	100.0	98.7	100.0	98.7	97.3	100.0	0.0	97.3	0.0	100.0	0.0	100.0	98.1
Heavy Vehicles	0	7	0	7	8	0	0	8	0	0	0	0	15
Heavy Vehicles %	0.0	1.3	0.0	1.3	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	1.6
Buses	0	0	0	0	3	0	0	3	0	0	0	0	3
Buses %	0.0	0.0	0.0	0.0	0.7	0.0	0.0	0.7	0.0	0.0	0.0	0.0	0.3
Cars Enter Leg	17	514	1	532	394	3	0	397	0	8	0	8	937
Heavy Enter Leg	0	7	0	7	8	0	0	8	0	0	0	0	15
Bus Enter Leg	0	0	0	0	3	0	0	3	0	0	0	0	3
Total Entering Leg	17	521	1	539	405	3	0	408	0	8	0	8	955
Cars Exiting Leg				403				514				20	937
Heavy Exiting Leg				8				7				0	15
Buses Exiting Leg				3				0				0	3
Total Exiting Leg				414				521				20	955

PDI File #: **175662 B**
 Location: **N: Chester Road (Route 102) S: Chester Road (Route 102)**
 Location: **W: Park Place**
 City, State: **Raymond, NH**
 Client: **GPI/ J. DeBarros**
 Site Code: **MAX-2016179**
 Count Date: **Tuesday, May 16, 2017**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



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

Cars

	Chester Road (Route 102)				Chester Road (Route 102)				Park Place				Total
	North				South				West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
4:00 PM	1	109	0	110	86	0	0	86	0	1	0	1	197
4:15 PM	2	130	0	132	95	0	0	95	0	1	0	1	228
4:30 PM	1	112	0	113	101	0	0	101	0	4	0	4	218
4:45 PM	2	135	0	137	119	2	0	121	0	4	0	4	262
Total	6	486	0	492	401	2	0	403	0	10	0	10	905
5:00 PM	5	122	1	128	95	1	0	96	0	2	0	2	226
5:15 PM	2	131	0	133	93	0	0	93	0	1	0	1	227
5:30 PM	8	126	0	134	87	0	0	87	0	1	0	1	222
5:45 PM	1	121	0	122	83	1	0	84	0	3	0	3	209
Total	16	500	1	517	358	2	0	360	0	7	0	7	884
Grand Total	22	986	1	1009	759	4	0	763	0	17	0	17	1789
Approach %	2.2	97.7	0.1		99.5	0.5	0.0		0.0	100.0	0.0		
Total %	1.2	55.1	0.1	56.4	42.4	0.2	0.0	42.6	0.0	1.0	0.0	1.0	
Exiting Leg Total				777				986				26	1789

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

	Chester Road (Route 102)				Chester Road (Route 102)				Park Place				Total
	North				South				West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
4:45 PM	2	135	0	137	119	2	0	121	0	4	0	4	262
5:00 PM	5	122	1	128	95	1	0	96	0	2	0	2	226
5:15 PM	2	131	0	133	93	0	0	93	0	1	0	1	227
5:30 PM	8	126	0	134	87	0	0	87	0	1	0	1	222
Total Volume	17	514	1	532	394	3	0	397	0	8	0	8	937
% Approach Total	3.2	96.6	0.2		99.2	0.8	0.0		0.0	100.0	0.0		
PHF	0.531	0.952	0.250	0.971	0.828	0.375	0.000	0.820	0.000	0.500	0.000	0.500	0.894
Entering Leg	17	514	1	532	394	3	0	397	0	8	0	8	937
Exiting Leg				403				514				20	937
Total				935				911				28	1874

PDI File #: **175662 B**
 Location: **N: Chester Road (Route 102) S: Chester Road (Route 102)**
 Location: **W: Park Place**
 City, State: **Raymond, NH**
 Client: **GPI/ J. DeBarros**
 Site Code: **MAX-2016179**
 Count Date: **Tuesday, May 16, 2017**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



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

Heavy Vehicles

	Chester Road (Route 102)				Chester Road (Route 102)				Park Place				Total
	North				South				West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
4:00 PM	0	3	0	3	3	0	0	3	0	0	0	0	6
4:15 PM	0	4	0	4	3	0	0	3	0	0	0	0	7
4:30 PM	0	4	0	4	0	0	0	0	0	0	0	0	4
4:45 PM	0	2	0	2	1	0	0	1	0	0	0	0	3
Total	0	13	0	13	7	0	0	7	0	0	0	0	20
5:00 PM	0	1	0	1	1	0	0	1	0	0	0	0	2
5:15 PM	0	3	0	3	2	0	0	2	0	0	0	0	5
5:30 PM	0	1	0	1	4	0	0	4	0	0	0	0	5
5:45 PM	0	2	0	2	1	0	0	1	0	0	0	0	3
Total	0	7	0	7	8	0	0	8	0	0	0	0	15
Grand Total	0	20	0	20	15	0	0	15	0	0	0	0	35
Approach %	0.0	100.0	0.0		100.0	0.0	0.0		0.0	0.0	0.0		
Total %	0.0	57.1	0.0	57.1	42.9	0.0	0.0	42.9	0.0	0.0	0.0	0.0	
Exiting Leg Total				15				20					35

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

4:00 PM	Chester Road (Route 102)				Chester Road (Route 102)				Park Place				Total
	North				South				West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
4:00 PM	0	3	0	3	3	0	0	3	0	0	0	0	6
4:15 PM	0	4	0	4	3	0	0	3	0	0	0	0	7
4:30 PM	0	4	0	4	0	0	0	0	0	0	0	0	4
4:45 PM	0	2	0	2	1	0	0	1	0	0	0	0	3
Total Volume	0	13	0	13	7	0	0	7	0	0	0	0	20
% Approach Total	0.0	100.0	0.0		100.0	0.0	0.0		0.0	0.0	0.0		
PHF	0.000	0.813	0.000	0.813	0.583	0.000	0.000	0.583	0.000	0.000	0.000	0.000	0.714
Entering Leg	0	13	0	13	7	0	0	7	0	0	0	0	20
Exiting Leg				7				13					20
Total				20				20					40

PDI File #: **175662 B**
 Location: **N: Chester Road (Route 102) S: Chester Road (Route 102)**
 Location: **W: Park Place**
 City, State: **Raymond, NH**
 Client: **GPI/ J. DeBarros**
 Site Code: **MAX-2016179**
 Count Date: **Tuesday, May 16, 2017**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



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

Buses

	Chester Road (Route 102)				Chester Road (Route 102)				Park Place				Total	
	North				South				West					
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total		
4:00 PM	0	2	0	2	0	0	0	0	0	0	0	0	0	2
4:15 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	1
4:30 PM	0	2	0	2	1	0	0	1	0	0	0	0	0	3
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	4	0	4	2	0	0	2	0	0	0	0	0	6
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	3	0	0	3	0	0	0	0	0	3
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	3	0	0	3	0	0	0	0	0	3
Grand Total	0	4	0	4	5	0	0	5	0	0	0	0	0	9
Approach %	0.0	100.0	0.0		100.0	0.0	0.0		0.0	0.0	0.0			
Total %	0.0	44.4	0.0	44.4	55.6	0.0	0.0	55.6	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total				5				4						9

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

	Chester Road (Route 102)				Chester Road (Route 102)				Park Place				Total	
	North				South				West					
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total		
4:00 PM	0	2	0	2	0	0	0	0	0	0	0	0	0	2
4:15 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	1
4:30 PM	0	2	0	2	1	0	0	1	0	0	0	0	0	3
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	4	0	4	2	0	0	2	0	0	0	0	0	6
% Approach Total	0.0	100.0	0.0		100.0	0.0	0.0		0.0	0.0	0.0			
PHF	0.000	0.500	0.000	0.500	0.500	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.500
Entering Leg	0	4	0	4	2	0	0	2	0	0	0	0	0	6
Exiting Leg				2				4						6
Total				6				6					0	12

PDI File #: **175662 B**
 Location: **N: Chester Road (Route 102) S: Chester Road (Route 102)**
 Location: **W: Park Place**
 City, State: **Raymond, NH**
 Client: **GPI/ J. DeBarros**
 Site Code: **MAX-2016179**
 Count Date: **Tuesday, May 16, 2017**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



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 Email: datarequests@pdillc.com

Bicycles (on Roadway and Crosswalks)

	Chester Road (Route 102)						Chester Road (Route 102)						Park Place						Total
	North						South						West						
	Right	Thru	U-Turn	CW-EB	CW-WB	Total	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Left	U-Turn	CW-NB	CW-SB	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	1	0	0	0	1	1	0	0	0	0	1	0	0	0	0	0	0	2
Total	0	2	0	0	0	2	1	0	0	0	0	1	0	0	0	0	0	0	3
Grand Total	0	2	0	0	0	2	1	0	0	0	0	1	0	0	0	0	0	0	3
Approach %	0.0	100.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
Total %	0.0	66.7	0.0	0.0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	1						2						0						3

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

	Chester Road (Route 102)						Chester Road (Route 102)						Park Place						Total
	North						South						West						
	Right	Thru	U-Turn	CW-EB	CW-WB	Total	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Left	U-Turn	CW-NB	CW-SB	Total	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	1	0	0	0	1	1	0	0	0	0	1	0	0	0	0	0	0	2
Total Volume	0	2	0	0	0	2	1	0	0	0	0	1	0	0	0	0	0	0	3
% Approach Total	0.0	100.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.500	0.000	0.000	0.000	0.500	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.375
Entering Leg	0						1						0						3
Exiting Leg	1						2						0						3
Total	3						3						0						6

PDI File #: **175662 B**
 Location: **N: Chester Road (Route 102) S: Chester Road (Route 102)**
 Location: **W: Park Place**
 City, State: **Raymond, NH**
 Client: **GPI/ J. DeBarros**
 Site Code: **MAX-2016179**
 Count Date: **Tuesday, May 16, 2017**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



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

Pedestrians

	Chester Road (Route 102)						Chester Road (Route 102)						Park Place						Total
	North						South						West						
	Right	Thru	U-Turn	CW-EB	CW-WB	Total	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Left	U-Turn	CW-NB	CW-SB	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total	0						0						0						0

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

	Chester Road (Route 102)						Chester Road (Route 102)						Park Place						Total
	North						South						West						
	Right	Thru	U-Turn	CW-EB	CW-WB	Total	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Left	U-Turn	CW-NB	CW-SB	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg	0						0						0						0
Total	0						0						0						0

PDI File #: **175662 C**
 Location: **N: Freetown Road (Route 102/107) S: Freemont Road (Route 102/1**
 Location: **E: Pine Acres Driveway W: Old Freemont Road**
 City, State: **Raymond, NH**
 Client: **GPI/ J. DeBarros**
 Site Code: **MAX-2016179**
 Count Date: **Saturday, May 13, 2017**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



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

Cars, Heavy Vehicles, and Buses (Combined)

	Freetown Road (Route 102/107)					Pine Acres Driveway					Freemont Road (Route 102/107)					Old Freemont Road					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:00 AM	5	150	9	0	164	6	0	2	2	10	8	149	8	0	165	11	1	5	0	17	356
11:15 AM	2	147	4	0	153	7	1	2	0	10	0	147	4	0	151	14	0	3	0	17	331
11:30 AM	8	145	7	0	160	9	0	4	0	13	3	165	10	0	178	11	0	3	0	14	365
11:45 AM	7	114	10	0	131	10	0	3	0	13	1	158	12	0	171	7	1	5	0	13	328
Total	22	556	30	0	608	32	1	11	2	46	12	619	34	0	665	43	2	16	0	61	1380
12:00 PM	10	138	7	0	155	8	0	4	0	12	1	166	10	0	177	3	0	2	0	5	349
12:15 PM	4	157	12	0	173	10	0	0	0	10	1	182	7	0	190	11	1	2	0	14	387
12:30 PM	3	162	9	0	174	4	0	1	0	5	1	159	8	0	168	6	1	4	0	11	358
12:45 PM	5	169	8	0	182	4	0	1	0	5	1	143	5	0	149	8	0	4	0	12	348
Total	22	626	36	0	684	26	0	6	0	32	4	650	30	0	684	28	2	12	0	42	1442
1:00 PM	4	149	8	0	161	10	0	1	0	11	2	143	7	0	152	6	0	4	0	10	334
1:15 PM	11	167	8	0	186	14	0	0	0	14	2	121	4	0	127	9	0	4	0	13	340
1:30 PM	4	133	11	0	148	8	0	1	0	9	1	167	7	0	175	10	0	4	0	14	346
1:45 PM	5	164	6	0	175	6	1	3	0	10	5	148	10	0	163	11	0	3	0	14	362
Total	24	613	33	0	670	38	1	5	0	44	10	579	28	0	617	36	0	15	0	51	1382
Grand Total	68	1795	99	0	1962	96	2	22	2	122	26	1848	92	0	1966	107	4	43	0	154	4204
Approach %	3.5	91.5	5.0	0.0		78.7	1.6	18.0	1.6		1.3	94.0	4.7	0.0		69.5	2.6	27.9	0.0		
Total %	1.6	42.7	2.4	0.0	46.7	2.3	0.0	0.5	0.0	2.9	0.6	44.0	2.2	0.0	46.8	2.5	0.1	1.0	0.0	3.7	
Exiting Leg Total	1987					131					1924					162					4204
Cars	68	1779	99	0	1946	96	2	21	2	121	26	1823	90	0	1939	104	3	43	0	150	4156
% Cars	100.0	99.1	100.0	0.0	99.2	100.0	100.0	95.5	100.0	99.2	100.0	98.6	97.8	0.0	98.6	97.2	75.0	100.0	0.0	97.4	98.9
Exiting Leg Total	1962					130					1904					160					4156
Heavy Vehicles	0	15	0	0	15	0	0	1	0	1	0	22	2	0	24	3	1	0	0	4	44
% Heavy Vehicles	0.0	0.8	0.0	0.0	0.8	0.0	0.0	4.5	0.0	0.8	0.0	1.2	2.2	0.0	1.2	2.8	25.0	0.0	0.0	2.6	1.0
Exiting Leg Total	22					1					19					2					44
Buses	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4
% Buses	0.0	0.1	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.1
Exiting Leg Total	3					0					1					0					4

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

12:00 PM	Freetown Road (Route 102/107)					Pine Acres Driveway					Freemont Road (Route 102/107)					Old Freemont Road					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
12:00 PM	10	138	7	0	155	8	0	4	0	12	1	166	10	0	177	3	0	2	0	5	349
12:15 PM	4	157	12	0	173	10	0	0	0	10	1	182	7	0	190	11	1	2	0	14	387
12:30 PM	3	162	9	0	174	4	0	1	0	5	1	159	8	0	168	6	1	4	0	11	358
12:45 PM	5	169	8	0	182	4	0	1	0	5	1	143	5	0	149	8	0	4	0	12	348
Total Volume	22	626	36	0	684	26	0	6	0	32	4	650	30	0	684	28	2	12	0	42	1442
% Approach Total	3.2	91.5	5.3	0.0		81.3	0.0	18.8	0.0		0.6	95.0	4.4	0.0		66.7	4.8	28.6	0.0		
PHF	0.550	0.926	0.750	0.000	0.940	0.650	0.000	0.375	0.000	0.667	1.000	0.893	0.750	0.000	0.900	0.636	0.500	0.750	0.000	0.750	0.932
Cars	22	621	36	0	679	26	0	6	0	32	4	641	29	0	674	27	2	12	0	41	1426
Cars %	100.0	99.2	100.0	0.0	99.3	100.0	0.0	100.0	0.0	100.0	100.0	98.6	96.7	0.0	98.5	96.4	100.0	100.0	0.0	97.6	98.9
Heavy Vehicles	0	4	0	0	4	0	0	0	0	0	0	8	1	0	9	1	0	0	0	1	14
Heavy Vehicles %	0.0	0.6	0.0	0.0	0.6	0.0	0.0	0.0	0.0	0.0	0.0	1.2	3.3	0.0	1.3	3.6	0.0	0.0	0.0	2.4	1.0
Buses	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Buses %	0.0	0.2	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.1
Cars Enter Leg	22	621	36	0	679	26	0	6	0	32	4	641	29	0	674	27	2	12	0	41	1426
Heavy Enter Leg	0	4	0	0	4	0	0	0	0	0	0	8	1	0	9	1	0	0	0	1	14
Bus Enter Leg	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Total Entering Leg	22	626	36	0	684	26	0	6	0	32	4	650	30	0	684	28	2	12	0	42	1442
Cars Exiting Leg	679					42					654					51					1426
Heavy Exiting Leg	8					0					5					1					14
Buses Exiting Leg	1					0					1					0					2

PDI File #: **175662 C**
 Location: **N: Freetown Road (Route 102/107) S: Freemont Road (Route 102/1**
 Location: **E: Pine Acres Driveway W: Old Freemont Road**
 City, State: **Raymond, NH**
 Client: **GPI/ J. DeBarros**
 Site Code: **MAX-2016179**
 Count Date: **Saturday, May 13, 2017**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



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

Cars, Heavy Vehicles, and Buses (Combined)

	Freetown Road (Route 102/107)					Pine Acres Driveway					Freemont Road (Route 102/107)					Old Freemont Road					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
Total Exiting Leg	688					42					660					52					1442

PDI File #: **175662 C**
 Location: **N: Freetown Road (Route 102/107) S: Freemont Road (Route 102/1**
 Location: **E: Pine Acres Driveway W: Old Freemont Road**
 City, State: **Raymond, NH**
 Client: **GPI/ J. DeBarros**
 Site Code: **MAX-2016179**
 Count Date: **Saturday, May 13, 2017**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



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

Cars

	Freetown Road (Route 102/107)					Pine Acres Driveway					Freemont Road (Route 102/107)					Old Freemont Road					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:00 AM	5	148	9	0	162	6	0	1	2	9	8	146	8	0	162	11	0	5	0	16	349
11:15 AM	2	144	4	0	150	7	1	2	0	10	0	142	4	0	146	14	0	3	0	17	323
11:30 AM	8	140	7	0	155	9	0	4	0	13	3	161	10	0	174	10	0	3	0	13	355
11:45 AM	7	114	10	0	131	10	0	3	0	13	1	157	12	0	170	7	1	5	0	13	327
Total	22	546	30	0	598	32	1	10	2	45	12	606	34	0	652	42	1	16	0	59	1354
12:00 PM	10	137	7	0	154	8	0	4	0	12	1	160	9	0	170	3	0	2	0	5	341
12:15 PM	4	155	12	0	171	10	0	0	0	10	1	182	7	0	190	11	1	2	0	14	385
12:30 PM	3	162	9	0	174	4	0	1	0	5	1	158	8	0	167	6	1	4	0	11	357
12:45 PM	5	167	8	0	180	4	0	1	0	5	1	141	5	0	147	7	0	4	0	11	343
Total	22	621	36	0	679	26	0	6	0	32	4	641	29	0	674	27	2	12	0	41	1426
1:00 PM	4	149	8	0	161	10	0	1	0	11	2	141	7	0	150	6	0	4	0	10	332
1:15 PM	11	166	8	0	185	14	0	0	0	14	2	121	4	0	127	8	0	4	0	12	338
1:30 PM	4	133	11	0	148	8	0	1	0	9	1	166	7	0	174	10	0	4	0	14	345
1:45 PM	5	164	6	0	175	6	1	3	0	10	5	148	9	0	162	11	0	3	0	14	361
Total	24	612	33	0	669	38	1	5	0	44	10	576	27	0	613	35	0	15	0	50	1376
Grand Total	68	1779	99	0	1946	96	2	21	2	121	26	1823	90	0	1939	104	3	43	0	150	4156
Approach %	3.5	91.4	5.1	0.0		79.3	1.7	17.4	1.7		1.3	94.0	4.6	0.0		69.3	2.0	28.7	0.0		
Total %	1.6	42.8	2.4	0.0	46.8	2.3	0.0	0.5	0.0	2.9	0.6	43.9	2.2	0.0	46.7	2.5	0.1	1.0	0.0	3.6	
Exiting Leg Total	1962					130					1904					160					4156

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

	Freetown Road (Route 102/107)					Pine Acres Driveway					Freemont Road (Route 102/107)					Old Freemont Road					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
12:00 PM	10	137	7	0	154	8	0	4	0	12	1	160	9	0	170	3	0	2	0	5	341
12:15 PM	4	155	12	0	171	10	0	0	0	10	1	182	7	0	190	11	1	2	0	14	385
12:30 PM	3	162	9	0	174	4	0	1	0	5	1	158	8	0	167	6	1	4	0	11	357
12:45 PM	5	167	8	0	180	4	0	1	0	5	1	141	5	0	147	7	0	4	0	11	343
Total Volume	22	621	36	0	679	26	0	6	0	32	4	641	29	0	674	27	2	12	0	41	1426
% Approach Total	3.2	91.5	5.3	0.0		81.3	0.0	18.8	0.0		0.6	95.1	4.3	0.0		65.9	4.9	29.3	0.0		
PHF	0.550	0.930	0.750	0.000	0.943	0.650	0.000	0.375	0.000	0.667	1.000	0.880	0.806	0.000	0.887	0.614	0.500	0.750	0.000	0.732	0.926
Entering Leg	22	621	36	0	679	26	0	6	0	32	4	641	29	0	674	27	2	12	0	41	1426
Exiting Leg	679					42					654					51					1426
Total	1358					74					1328					92					2852

PDI File #: **175662 C**
 Location: **N: Freetown Road (Route 102/107) S: Freemont Road (Route 102/1**
 Location: **E: Pine Acres Driveway W: Old Freemont Road**
 City, State: **Raymond, NH**
 Client: **GPI/ J. DeBarros**
 Site Code: **MAX-2016179**
 Count Date: **Saturday, May 13, 2017**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



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

Heavy Vehicles

	Freetown Road (Route 102/107)					Pine Acres Driveway					Freemont Road (Route 102/107)					Old Freemont Road					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:00 AM	0	2	0	0	2	0	0	1	0	1	0	3	0	0	3	0	1	0	0	1	7
11:15 AM	0	3	0	0	3	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	8
11:30 AM	0	5	0	0	5	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	9
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	0	10	0	0	10	0	0	1	0	1	0	12	0	0	12	1	1	0	0	2	25
12:00 PM	0	1	0	0	1	0	0	0	0	0	0	5	1	0	6	0	0	0	0	0	7
12:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
12:45 PM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	5
Total	0	4	0	0	4	0	0	0	0	0	0	8	1	0	9	1	0	0	0	1	14
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
1:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
Total	0	1	0	0	1	0	0	0	0	0	0	2	1	0	3	1	0	0	0	1	5
Grand Total	0	15	0	0	15	0	0	1	0	1	0	22	2	0	24	3	1	0	0	4	44
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	100.0	0.0		0.0	91.7	8.3	0.0		75.0	25.0	0.0	0.0		
Total %	0.0	34.1	0.0	0.0	34.1	0.0	0.0	2.3	0.0	2.3	0.0	50.0	4.5	0.0	54.5	6.8	2.3	0.0	0.0	9.1	
Exiting Leg Total	22					1					19					2					44

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

	Freetown Road (Route 102/107)					Pine Acres Driveway					Freemont Road (Route 102/107)					Old Freemont Road					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:00 AM	0	2	0	0	2	0	0	1	0	1	0	3	0	0	3	0	1	0	0	1	7
11:15 AM	0	3	0	0	3	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	8
11:30 AM	0	5	0	0	5	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	9
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total Volume	0	10	0	0	10	0	0	1	0	1	0	12	0	0	12	1	1	0	0	2	25
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	100.0	0.0		0.0	100.0	0.0	0.0		50.0	50.0	0.0	0.0		
PHF	0.000	0.500	0.000	0.000	0.500	0.000	0.000	0.250	0.000	0.250	0.000	0.600	0.000	0.000	0.600	0.250	0.250	0.000	0.000	0.500	0.694
Entering Leg	0	10	0	0	10	0	0	1	0	1	0	12	0	0	12	1	1	0	0	2	25
Exiting Leg	12					1					12					0					25
Total	22					2					24					2					50

PDI File #: **175662 C**
 Location: **N: Freetown Road (Route 102/107) S: Freemont Road (Route 102/1**
 Location: **E: Pine Acres Driveway W: Old Freemont Road**
 City, State: **Raymond, NH**
 Client: **GPI/ J. DeBarros**
 Site Code: **MAX-2016179**
 Count Date: **Saturday, May 13, 2017**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



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

Buses

	Freetown Road (Route 102/107)					Pine Acres Driveway					Freemont Road (Route 102/107)					Old Freemont Road					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
12:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Grand Total	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	25.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	75.0	0.0	0.0	75.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	3					0					1					0					4

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

	Freetown Road (Route 102/107)					Pine Acres Driveway					Freemont Road (Route 102/107)					Old Freemont Road					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
12:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.750
Entering Leg	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
Exiting Leg	2					0					1					0					3
Total	3					0					3					0					6

PDI File #: 175662 C

Location: N: Freetown Road (Route 102/107) S: Freemont Road (Route 102/

Location: E: Pine Acres Driveway W: Old Freemont Road

City, State: Raymond, NH

Client: GPI/ J. DeBarros

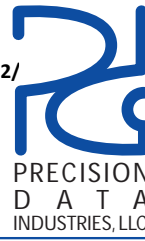
Site Code: MAX-2016179

Count Date: Saturday, May 13, 2017

Start Time: 11:00 AM

End Time: 2:00 PM

Class:



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

Bicycles (on Roadway and Crosswalks)

Table with columns for Roadway (Freetown Road, Pine Acres Driveway, Freemont Road, Old Freemont Road) and sub-columns for directions (North, East, South, West) and movement types (Right, Thru, Left, U-Turn, CW-SB, CW-WB, Total). Rows show counts for various times from 11:00 AM to 1:45 PM, Grand Total, and Approach/Total percentages.

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

Table showing peak hour analysis starting at 11:30 AM. Columns include Roadway, Direction, and Movement Type. Rows show counts for 11:30 AM, 11:45 AM, 12:00 PM, 12:15 PM, Total Volume, PHF, and Entering/Exiting Leg counts.

PDI File #: **175662 C**
 Location: **N: Freetown Road (Route 102/107) S: Freemont Road (Route 102/107)**
 Location: **E: Pine Acres Driveway W: Old Freemont Road**
 City, State: **Raymond, NH**
 Client: **GPI/ J. DeBarros**
 Site Code: **MAX-2016179**
 Count Date: **Saturday, May 13, 2017**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Pedestrians

	Freetown Road (Route 102/107)								Pine Acres Driveway								Freemont Road (Route 102/107)								Old Freemont Road								Total					
	North								East								South								West													
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total							
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	
Approach %	0.0	0.0	0.0	0.0	0.0	0.0					100.0	0.0																						100.0	0.0			
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0				50.0	0.0	50.0																				50.0	0.0	50.0			
Exiting Leg Total	0								1								0								1								2					

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

	Freetown Road (Route 102/107)								Pine Acres Driveway								Freemont Road (Route 102/107)								Old Freemont Road								Total					
	North								East								South								West													
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total							
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0						100.0	0.0																						0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000					0.250	0.000	0.250																							0.250	
Entering Leg	0								1								0								0								1					
Exiting Leg	0								1								0								0								1					
Total	0								2								0								0								2					

PDI File #: **175662 C**
 Location: **N: Freetown Road (Route 102/107) S: Freemont Road (Route 102/1**
 Location: **E: Pine Acres Driveway W: Old Freemont Road**
 City, State: **Raymond, NH**
 Client: **GPI/ J. DeBarros**
 Site Code: **MAX-2016179**
 Count Date: **Tuesday, May 16, 2017**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



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

Cars, Heavy Vehicles, and Buses (Combined)

	Freetown Road (Route 102/107)					Pine Acres Driveway					Freemont Road (Route 102/107)					Old Freemont Road					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	6	99	2	0	107	1	0	5	0	6	0	188	5	0	193	14	0	4	0	18	324
7:15 AM	1	75	0	0	76	2	0	0	0	2	0	224	12	0	236	11	0	3	0	14	328
7:30 AM	4	114	2	0	120	1	0	1	0	2	1	223	6	0	230	14	0	2	0	16	368
7:45 AM	3	106	2	0	111	3	0	0	0	3	0	167	10	0	177	6	0	3	0	9	300
Total	14	394	6	0	414	7	0	6	0	13	1	802	33	0	836	45	0	12	0	57	1320
8:00 AM	4	97	2	0	103	3	0	1	0	4	0	158	8	0	166	23	0	2	0	25	298
8:15 AM	2	85	0	0	87	1	0	0	0	1	0	177	12	0	189	8	0	3	0	11	288
8:30 AM	3	93	0	0	96	2	0	2	0	4	0	169	4	0	173	8	0	1	0	9	282
8:45 AM	4	72	0	0	76	3	0	0	0	3	0	102	7	0	109	10	0	2	0	12	200
Total	13	347	2	0	362	9	0	3	0	12	0	606	31	0	637	49	0	8	0	57	1068
Grand Total	27	741	8	0	776	16	0	9	0	25	1	1408	64	0	1473	94	0	20	0	114	2388
Approach %	3.5	95.5	1.0	0.0		64.0	0.0	36.0	0.0		0.1	95.6	4.3	0.0		82.5	0.0	17.5	0.0		
Total %	1.1	31.0	0.3	0.0	32.5	0.7	0.0	0.4	0.0	1.0	0.0	59.0	2.7	0.0	61.7	3.9	0.0	0.8	0.0	4.8	
Exiting Leg Total	1444					9					844					91					2388
Cars	25	670	7	0	702	15	0	9	0	24	1	1350	59	0	1410	90	0	20	0	110	2246
% Cars	92.6	90.4	87.5	0.0	90.5	93.8	0.0	100.0	0.0	96.0	100.0	95.9	92.2	0.0	95.7	95.7	0.0	100.0	0.0	96.5	94.1
Exiting Leg Total	1385					8					769					84					2246
Heavy Vehicles	1	60	1	0	62	1	0	0	0	1	0	48	3	0	51	1	0	0	0	1	115
% Heavy Vehicles	3.7	8.1	12.5	0.0	8.0	6.3	0.0	0.0	0.0	4.0	0.0	3.4	4.7	0.0	3.5	1.1	0.0	0.0	0.0	0.9	4.8
Exiting Leg Total	49					1					61					4					115
Buses	1	11	0	0	12	0	0	0	0	0	0	10	2	0	12	3	0	0	0	3	27
% Buses	3.7	1.5	0.0	0.0	1.5	0.0	0.0	0.0	0.0	0.0	0.0	0.7	3.1	0.0	0.8	3.2	0.0	0.0	0.0	2.6	1.1
Exiting Leg Total	10					0					14					3					27

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

	Freetown Road (Route 102/107)					Pine Acres Driveway					Freemont Road (Route 102/107)					Old Freemont Road					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	6	99	2	0	107	1	0	5	0	6	0	188	5	0	193	14	0	4	0	18	324
7:15 AM	1	75	0	0	76	2	0	0	0	2	0	224	12	0	236	11	0	3	0	14	328
7:30 AM	4	114	2	0	120	1	0	1	0	2	1	223	6	0	230	14	0	2	0	16	368
7:45 AM	3	106	2	0	111	3	0	0	0	3	0	167	10	0	177	6	0	3	0	9	300
Total Volume	14	394	6	0	414	7	0	6	0	13	1	802	33	0	836	45	0	12	0	57	1320
% Approach Total	3.4	95.2	1.4	0.0		53.8	0.0	46.2	0.0		0.1	95.9	3.9	0.0		78.9	0.0	21.1	0.0		
PHF	0.583	0.864	0.750	0.000	0.863	0.583	0.000	0.300	0.000	0.542	0.250	0.895	0.688	0.000	0.886	0.804	0.000	0.750	0.000	0.792	0.897
Cars	13	362	6	0	381	7	0	6	0	13	1	771	31	0	803	44	0	12	0	56	1253
Cars %	92.9	91.9	100.0	0.0	92.0	100.0	0.0	100.0	0.0	100.0	100.0	96.1	93.9	0.0	96.1	97.8	0.0	100.0	0.0	98.2	94.9
Heavy Vehicles	0	26	0	0	26	0	0	0	0	0	0	27	1	0	28	0	0	0	0	0	54
Heavy Vehicles %	0.0	6.6	0.0	0.0	6.3	0.0	0.0	0.0	0.0	0.0	0.0	3.4	3.0	0.0	3.3	0.0	0.0	0.0	0.0	0.0	4.1
Buses	1	6	0	0	7	0	0	0	0	0	0	4	1	0	5	1	0	0	0	1	13
Buses %	7.1	1.5	0.0	0.0	1.7	0.0	0.0	0.0	0.0	0.0	0.0	0.5	3.0	0.0	0.6	2.2	0.0	0.0	0.0	1.8	1.0
Cars Enter Leg	13	362	6	0	381	7	0	6	0	13	1	771	31	0	803	44	0	12	0	56	1253
Heavy Enter Leg	0	26	0	0	26	0	0	0	0	0	0	27	1	0	28	0	0	0	0	0	54
Bus Enter Leg	1	6	0	0	7	0	0	0	0	0	0	4	1	0	5	1	0	0	0	1	13
Total Entering Leg	14	394	6	0	414	7	0	6	0	13	1	802	33	0	836	45	0	12	0	57	1320
Cars Exiting Leg	790					7					412					44					1253
Heavy Exiting Leg	27					0					26					1					54
Buses Exiting Leg	4					0					7					2					13
Total Exiting Leg	821					7					445					47					1320

PDI File #: **175662 C**
 Location: **N: Freetown Road (Route 102/107) S: Freemont Road (Route 102/1**
 Location: **E: Pine Acres Driveway W: Old Freemont Road**
 City, State: **Raymond, NH**
 Client: **GPI/ J. DeBarros**
 Site Code: **MAX-2016179**
 Count Date: **Tuesday, May 16, 2017**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Cars

	Freetown Road (Route 102/107)					Pine Acres Driveway					Freemont Road (Route 102/107)					Old Freemont Road					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	6	87	2	0	95	1	0	5	0	6	0	181	5	0	186	13	0	4	0	17	304
7:15 AM	1	69	0	0	70	2	0	0	0	2	0	214	11	0	225	11	0	3	0	14	311
7:30 AM	4	110	2	0	116	1	0	1	0	2	1	215	6	0	222	14	0	2	0	16	356
7:45 AM	2	96	2	0	100	3	0	0	0	3	0	161	9	0	170	6	0	3	0	9	282
Total	13	362	6	0	381	7	0	6	0	13	1	771	31	0	803	44	0	12	0	56	1253
8:00 AM	4	86	1	0	91	3	0	1	0	4	0	153	5	0	158	22	0	2	0	24	277
8:15 AM	1	74	0	0	75	1	0	0	0	1	0	169	12	0	181	8	0	3	0	11	268
8:30 AM	3	86	0	0	89	2	0	2	0	4	0	162	4	0	166	7	0	1	0	8	267
8:45 AM	4	62	0	0	66	2	0	0	0	2	0	95	7	0	102	9	0	2	0	11	181
Total	12	308	1	0	321	8	0	3	0	11	0	579	28	0	607	46	0	8	0	54	993
Grand Total	25	670	7	0	702	15	0	9	0	24	1	1350	59	0	1410	90	0	20	0	110	2246
Approach %	3.6	95.4	1.0	0.0		62.5	0.0	37.5	0.0		0.1	95.7	4.2	0.0		81.8	0.0	18.2	0.0		
Total %	1.1	29.8	0.3	0.0	31.3	0.7	0.0	0.4	0.0	1.1	0.0	60.1	2.6	0.0	62.8	4.0	0.0	0.9	0.0	4.9	
Exiting Leg Total	1385					8					769					84					2246

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

	Freetown Road (Route 102/107)					Pine Acres Driveway					Freemont Road (Route 102/107)					Old Freemont Road					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	6	87	2	0	95	1	0	5	0	6	0	181	5	0	186	13	0	4	0	17	304
7:15 AM	1	69	0	0	70	2	0	0	0	2	0	214	11	0	225	11	0	3	0	14	311
7:30 AM	4	110	2	0	116	1	0	1	0	2	1	215	6	0	222	14	0	2	0	16	356
7:45 AM	2	96	2	0	100	3	0	0	0	3	0	161	9	0	170	6	0	3	0	9	282
Total Volume	13	362	6	0	381	7	0	6	0	13	1	771	31	0	803	44	0	12	0	56	1253
% Approach Total	3.4	95.0	1.6	0.0		53.8	0.0	46.2	0.0		0.1	96.0	3.9	0.0		78.6	0.0	21.4	0.0		
PHF	0.542	0.823	0.750	0.000	0.821	0.583	0.000	0.300	0.000	0.542	0.250	0.897	0.705	0.000	0.892	0.786	0.000	0.750	0.000	0.824	0.880
Entering Leg	13	362	6	0	381	7	0	6	0	13	1	771	31	0	803	44	0	12	0	56	1253
Exiting Leg	790					7					412					44					1253
Total	1171					20					1215					100					2506

PDI File #: **175662 C**
 Location: **N: Freetown Road (Route 102/107) S: Freemont Road (Route 102/1**
 Location: **E: Pine Acres Driveway W: Old Freemont Road**
 City, State: **Raymond, NH**
 Client: **GPI/ J. DeBarros**
 Site Code: **MAX-2016179**
 Count Date: **Tuesday, May 16, 2017**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Heavy Vehicles

	Freetown Road (Route 102/107)					Pine Acres Driveway					Freemont Road (Route 102/107)					Old Freemont Road					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	9	0	0	9	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	15
7:15 AM	0	4	0	0	4	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	12
7:30 AM	0	4	0	0	4	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	12
7:45 AM	0	9	0	0	9	0	0	0	0	0	0	5	1	0	6	0	0	0	0	0	15
Total	0	26	0	0	26	0	0	0	0	0	0	27	1	0	28	0	0	0	0	0	54
8:00 AM	0	8	1	0	9	0	0	0	0	0	0	3	2	0	5	1	0	0	0	1	15
8:15 AM	1	10	0	0	11	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	18
8:30 AM	0	6	0	0	6	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	11
8:45 AM	0	10	0	0	10	1	0	0	0	1	0	6	0	0	6	0	0	0	0	0	17
Total	1	34	1	0	36	1	0	0	0	1	0	21	2	0	23	1	0	0	0	1	61
Grand Total	1	60	1	0	62	1	0	0	0	1	0	48	3	0	51	1	0	0	0	1	115
Approach %	1.6	96.8	1.6	0.0		100.0	0.0	0.0	0.0		0.0	94.1	5.9	0.0		100.0	0.0	0.0	0.0		
Total %	0.9	52.2	0.9	0.0	53.9	0.9	0.0	0.0	0.0	0.9	0.0	41.7	2.6	0.0	44.3	0.9	0.0	0.0	0.0	0.9	
Exiting Leg Total	49					1					61					4					115

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

8:00 AM	Freetown Road (Route 102/107)					Pine Acres Driveway					Freemont Road (Route 102/107)					Old Freemont Road					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
8:00 AM	0	8	1	0	9	0	0	0	0	0	0	3	2	0	5	1	0	0	0	1	15
8:15 AM	1	10	0	0	11	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	18
8:30 AM	0	6	0	0	6	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	11
8:45 AM	0	10	0	0	10	1	0	0	0	1	0	6	0	0	6	0	0	0	0	0	17
Total Volume	1	34	1	0	36	1	0	0	0	1	0	21	2	0	23	1	0	0	0	1	61
% Approach Total	2.8	94.4	2.8	0.0		100.0	0.0	0.0	0.0		0.0	91.3	8.7	0.0		100.0	0.0	0.0	0.0		
PHF	0.250	0.850	0.250	0.000	0.818	0.250	0.000	0.000	0.000	0.250	0.000	0.750	0.250	0.000	0.821	0.250	0.000	0.000	0.000	0.250	0.847
Entering Leg	1	34	1	0	36	1	0	0	0	1	0	21	2	0	23	1	0	0	0	1	61
Exiting Leg						1					35					3					61
Total	58					2					58					4					122

PDI File #: **175662 C**
 Location: **N: Freetown Road (Route 102/107) S: Freemont Road (Route 102/1**
 Location: **E: Pine Acres Driveway W: Old Freemont Road**
 City, State: **Raymond, NH**
 Client: **GPI/ J. DeBarros**
 Site Code: **MAX-2016179**
 Count Date: **Tuesday, May 16, 2017**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



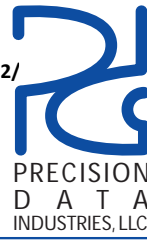
Buses

	Freetown Road (Route 102/107)					Pine Acres Driveway					Freemont Road (Route 102/107)					Old Freemont Road					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	5
7:15 AM	0	2	0	0	2	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	5
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	1	1	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
Total	1	6	0	0	7	0	0	0	0	0	0	4	1	0	5	1	0	0	0	1	13
8:00 AM	0	3	0	0	3	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	6
8:15 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
8:30 AM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	4
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	2
Total	0	5	0	0	5	0	0	0	0	0	0	6	1	0	7	2	0	0	0	2	14
Grand Total	1	11	0	0	12	0	0	0	0	0	0	10	2	0	12	3	0	0	0	3	27
Approach %	8.3	91.7	0.0	0.0		0.0	0.0	0.0	0.0		0.0	83.3	16.7	0.0		100.0	0.0	0.0	0.0		
Total %	3.7	40.7	0.0	0.0	44.4	0.0	0.0	0.0	0.0	0.0	0.0	37.0	7.4	0.0	44.4	11.1	0.0	0.0	0.0	11.1	
Exiting Leg Total	10					0					14					3					27

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

	Freetown Road (Route 102/107)					Pine Acres Driveway					Freemont Road (Route 102/107)					Old Freemont Road					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:45 AM	1	1	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
8:00 AM	0	3	0	0	3	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	6
8:15 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
8:30 AM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	4
Total Volume	1	6	0	0	7	0	0	0	0	0	0	6	1	0	7	1	0	0	0	1	15
% Approach Total	14.3	85.7	0.0	0.0		0.0	0.0	0.0	0.0		0.0	85.7	14.3	0.0		100.0	0.0	0.0	0.0		
PHF	0.250	0.500	0.000	0.000	0.583	0.000	0.000	0.000	0.000	0.000	0.000	0.750	0.250	0.000	0.583	0.250	0.000	0.000	0.000	0.250	0.625
Entering Leg	1	6	0	0	7	0	0	0	0	0	0	6	1	0	7	1	0	0	0	1	15
Exiting Leg	6					0					7					2					15
Total	13					0					14					3					30

PDI File #: **175662 C**
 Location: **N: Freetown Road (Route 102/107) S: Freemont Road (Route 102/**
 Location: **E: Pine Acres Driveway W: Old Freemont Road**
 City, State: **Raymond, NH**
 Client: **GPI/ J. DeBarros**
 Site Code: **MAX-2016179**
 Count Date: **Tuesday, May 16, 2017**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



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

Pedestrians

	Freetown Road (Route 102/107)								Pine Acres Driveway								Freemont Road (Route 102/107)								Old Freemont Road								Total
	North								East								South								West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	1	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	1	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1		
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1		
Grand Total	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	2		
Approach %	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	100.0	0.0					
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	50.0				
Exiting Leg Total	0								1								0								1								2

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

	Freetown Road (Route 102/107)								Pine Acres Driveway								Freemont Road (Route 102/107)								Old Freemont Road								Total
	North								East								South								West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	1	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1		
Total Volume	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	2		
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	100.0	0.0					
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.500			
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	2		
Exiting Leg	0								1								0								1								2
Total	0								2								0								2								4

PDI File #: **175662 C**
 Location: **N: Freetown Road (Route 102/107) S: Freemont Road (Route 102/1**
 Location: **E: Pine Acres Driveway W: Old Freemont Road**
 City, State: **Raymond, NH**
 Client: **GPI/ J. DeBarros**
 Site Code: **MAX-2016179**
 Count Date: **Tuesday, May 16, 2017**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



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

Cars, Heavy Vehicles, and Buses (Combined)

	Freetown Road (Route 102/107)					Pine Acres Driveway					Freemont Road (Route 102/107)					Old Freemont Road					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	9	188	1	0	198	4	0	0	0	4	3	148	16	0	167	24	0	5	0	29	398
4:15 PM	9	232	4	0	245	2	0	0	0	2	1	150	5	0	156	20	0	3	0	23	426
4:30 PM	7	193	1	0	201	3	0	0	0	3	1	155	14	0	170	25	0	1	0	26	400
4:45 PM	3	203	2	0	208	2	0	1	0	3	3	182	13	0	198	20	0	3	0	23	432
Total	28	816	8	0	852	11	0	1	0	12	8	635	48	0	691	89	0	12	0	101	1656
5:00 PM	4	224	2	0	230	3	0	3	0	6	3	169	14	0	186	14	0	5	0	19	441
5:15 PM	6	241	3	0	250	1	0	0	0	1	2	149	20	0	171	22	0	2	0	24	446
5:30 PM	10	214	5	0	229	1	0	4	0	5	2	150	9	0	161	14	0	1	0	15	410
5:45 PM	4	208	4	0	216	2	0	2	0	4	2	141	13	0	156	9	0	2	0	11	387
Total	24	887	14	0	925	7	0	9	0	16	9	609	56	0	674	59	0	10	0	69	1684
Grand Total	52	1703	22	0	1777	18	0	10	0	28	17	1244	104	0	1365	148	0	22	0	170	3340
Approach %	2.9	95.8	1.2	0.0		64.3	0.0	35.7	0.0		1.2	91.1	7.6	0.0		87.1	0.0	12.9	0.0		
Total %	1.6	51.0	0.7	0.0	53.2	0.5	0.0	0.3	0.0	0.8	0.5	37.2	3.1	0.0	40.9	4.4	0.0	0.7	0.0	5.1	
Exiting Leg Total	1284					39					1861					156					3340
Cars	51	1671	21	0	1743	18	0	10	0	28	17	1204	100	0	1321	143	0	21	0	164	3256
% Cars	98.1	98.1	95.5	0.0	98.1	100.0	0.0	100.0	0.0	100.0	100.0	96.8	96.2	0.0	96.8	96.6	0.0	95.5	0.0	96.5	97.5
Exiting Leg Total	1243					38					1824					151					3256
Heavy Vehicles	1	25	0	0	26	0	0	0	0	0	0	31	3	0	34	4	0	1	0	5	65
% Heavy Vehicles	1.9	1.5	0.0	0.0	1.5	0.0	0.0	0.0	0.0	0.0	0.0	2.5	2.9	0.0	2.5	2.7	0.0	4.5	0.0	2.9	1.9
Exiting Leg Total	32					0					29					4					65
Buses	0	7	1	0	8	0	0	0	0	0	0	9	1	0	10	1	0	0	0	1	19
% Buses	0.0	0.4	4.5	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.7	1.0	0.0	0.7	0.7	0.0	0.0	0.0	0.6	0.6
Exiting Leg Total	9					1					8					1					19

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

	Freetown Road (Route 102/107)					Pine Acres Driveway					Freemont Road (Route 102/107)					Old Freemont Road					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:45 PM	3	203	2	0	208	2	0	1	0	3	3	182	13	0	198	20	0	3	0	23	432
5:00 PM	4	224	2	0	230	3	0	3	0	6	3	169	14	0	186	14	0	5	0	19	441
5:15 PM	6	241	3	0	250	1	0	0	0	1	2	149	20	0	171	22	0	2	0	24	446
5:30 PM	10	214	5	0	229	1	0	4	0	5	2	150	9	0	161	14	0	1	0	15	410
Total Volume	23	882	12	0	917	7	0	8	0	15	10	650	56	0	716	70	0	11	0	81	1729
% Approach Total	2.5	96.2	1.3	0.0		46.7	0.0	53.3	0.0		1.4	90.8	7.8	0.0		86.4	0.0	13.6	0.0		
PHF	0.575	0.915	0.600	0.000	0.917	0.583	0.000	0.500	0.000	0.625	0.833	0.893	0.700	0.000	0.904	0.795	0.000	0.550	0.000	0.844	0.969
Cars	22	873	11	0	906	7	0	8	0	15	10	627	56	0	693	68	0	11	0	79	1693
Cars %	95.7	99.0	91.7	0.0	98.8	100.0	0.0	100.0	0.0	100.0	100.0	96.5	100.0	0.0	96.8	97.1	0.0	100.0	0.0	97.5	97.9
Heavy Vehicles	1	9	0	0	10	0	0	0	0	0	0	17	0	0	17	2	0	0	0	2	29
Heavy Vehicles %	4.3	1.0	0.0	0.0	1.1	0.0	0.0	0.0	0.0	0.0	0.0	2.6	0.0	0.0	2.4	2.9	0.0	0.0	0.0	2.5	1.7
Buses	0	0	1	0	1	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	7
Buses %	0.0	0.0	8.3	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.9	0.0	0.0	0.8	0.0	0.0	0.0	0.0	0.0	0.4
Cars Enter Leg	22	873	11	0	906	7	0	8	0	15	10	627	56	0	693	68	0	11	0	79	1693
Heavy Enter Leg	1	9	0	0	10	0	0	0	0	0	0	17	0	0	17	2	0	0	0	2	29
Bus Enter Leg	0	0	1	0	1	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	7
Total Entering Leg	23	882	12	0	917	7	0	8	0	15	10	650	56	0	716	70	0	11	0	81	1729
Cars Exiting Leg	645					21					949					78					1693
Heavy Exiting Leg	17					0					11					1					29
Buses Exiting Leg	6					1					0					0					7
Total Exiting Leg	668					22					960					79					1729

PDI File #: **175662 C**
 Location: **N: Freetown Road (Route 102/107) S: Freemont Road (Route 102/1**
 Location: **E: Pine Acres Driveway W: Old Freemont Road**
 City, State: **Raymond, NH**
 Client: **GPI/ J. DeBarros**
 Site Code: **MAX-2016179**
 Count Date: **Tuesday, May 16, 2017**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Cars

	Freetown Road (Route 102/107)					Pine Acres Driveway					Freemont Road (Route 102/107)					Old Freemont Road					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	9	183	1	0	193	4	0	0	0	4	3	142	16	0	161	23	0	5	0	28	386
4:15 PM	9	224	4	0	237	2	0	0	0	2	1	143	5	0	149	19	0	3	0	22	410
4:30 PM	7	184	1	0	192	3	0	0	0	3	1	151	10	0	162	24	0	1	0	25	382
4:45 PM	3	200	1	0	204	2	0	1	0	3	3	175	13	0	191	20	0	3	0	23	421
Total	28	791	7	0	826	11	0	1	0	12	8	611	44	0	663	86	0	12	0	98	1599
5:00 PM	4	221	2	0	227	3	0	3	0	6	3	166	14	0	183	13	0	5	0	18	434
5:15 PM	5	240	3	0	248	1	0	0	0	1	2	143	20	0	165	21	0	2	0	23	437
5:30 PM	10	212	5	0	227	1	0	4	0	5	2	143	9	0	154	14	0	1	0	15	401
5:45 PM	4	207	4	0	215	2	0	2	0	4	2	141	13	0	156	9	0	1	0	10	385
Total	23	880	14	0	917	7	0	9	0	16	9	593	56	0	658	57	0	9	0	66	1657
Grand Total	51	1671	21	0	1743	18	0	10	0	28	17	1204	100	0	1321	143	0	21	0	164	3256
Approach %	2.9	95.9	1.2	0.0		64.3	0.0	35.7	0.0		1.3	91.1	7.6	0.0		87.2	0.0	12.8	0.0		
Total %	1.6	51.3	0.6	0.0	53.5	0.6	0.0	0.3	0.0	0.9	0.5	37.0	3.1	0.0	40.6	4.4	0.0	0.6	0.0	5.0	
Exiting Leg Total	1243					38					1824					151					3256

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

4:45 PM	Freetown Road (Route 102/107)					Pine Acres Driveway					Freemont Road (Route 102/107)					Old Freemont Road					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:45 PM	3	200	1	0	204	2	0	1	0	3	3	175	13	0	191	20	0	3	0	23	421
5:00 PM	4	221	2	0	227	3	0	3	0	6	3	166	14	0	183	13	0	5	0	18	434
5:15 PM	5	240	3	0	248	1	0	0	0	1	2	143	20	0	165	21	0	2	0	23	437
5:30 PM	10	212	5	0	227	1	0	4	0	5	2	143	9	0	154	14	0	1	0	15	401
Total Volume	22	873	11	0	906	7	0	8	0	15	10	627	56	0	693	68	0	11	0	79	1693
% Approach Total	2.4	96.4	1.2	0.0		46.7	0.0	53.3	0.0		1.4	90.5	8.1	0.0		86.1	0.0	13.9	0.0		
PHF	0.550	0.909	0.550	0.000	0.913	0.583	0.000	0.500	0.000	0.625	0.833	0.896	0.700	0.000	0.907	0.810	0.000	0.550	0.000	0.859	0.969
Entering Leg	22	873	11	0	906	7	0	8	0	15	10	627	56	0	693	68	0	11	0	79	1693
Exiting Leg	645					21					949					78					1693
Total	1551					36					1642					157					3386

PDI File #: **175662 C**
 Location: **N: Freetown Road (Route 102/107) S: Freemont Road (Route 102/1**
 Location: **E: Pine Acres Driveway W: Old Freemont Road**
 City, State: **Raymond, NH**
 Client: **GPI/ J. DeBarros**
 Site Code: **MAX-2016179**
 Count Date: **Tuesday, May 16, 2017**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class: **Heavy Vehicles**



	Freetown Road (Route 102/107)					Pine Acres Driveway					Freemont Road (Route 102/107)					Old Freemont Road					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	4	0	0	4	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	8
4:15 PM	0	6	0	0	6	0	0	0	0	0	0	6	0	0	6	1	0	0	0	1	13
4:30 PM	0	5	0	0	5	0	0	0	0	0	0	4	3	0	7	1	0	0	0	1	13
4:45 PM	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	7
Total	0	18	0	0	18	0	0	0	0	0	0	18	3	0	21	2	0	0	0	2	41
5:00 PM	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	7
5:15 PM	1	1	0	0	2	0	0	0	0	0	0	6	0	0	6	1	0	0	0	1	9
5:30 PM	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	6
5:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
Total	1	7	0	0	8	0	0	0	0	0	0	13	0	0	13	2	0	1	0	3	24
Grand Total	1	25	0	0	26	0	0	0	0	0	0	31	3	0	34	4	0	1	0	5	65
Approach %	3.8	96.2	0.0	0.0		0.0	0.0	0.0	0.0		0.0	91.2	8.8	0.0		80.0	0.0	20.0	0.0		
Total %	1.5	38.5	0.0	0.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	47.7	4.6	0.0	52.3	6.2	0.0	1.5	0.0	7.7	
Exiting Leg Total	32					0					29					4					65

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

	Freetown Road (Route 102/107)					Pine Acres Driveway					Freemont Road (Route 102/107)					Old Freemont Road					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	4	0	0	4	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	8
4:15 PM	0	6	0	0	6	0	0	0	0	0	0	6	0	0	6	1	0	0	0	1	13
4:30 PM	0	5	0	0	5	0	0	0	0	0	0	4	3	0	7	1	0	0	0	1	13
4:45 PM	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	7
Total Volume	0	18	0	0	18	0	0	0	0	0	0	18	3	0	21	2	0	0	0	2	41
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	85.7	14.3	0.0		100.0	0.0	0.0	0.0		
PHF	0.000	0.750	0.000	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.000	0.750	0.250	0.000	0.750	0.500	0.000	0.000	0.000	0.500	0.788
Entering Leg	0	18	0	0	18	0	0	0	0	0	0	18	3	0	21	2	0	0	0	2	41
Exiting Leg	18					0					20					3					41
Total	36					0					41					5					82

PDI File #: **175662 C**
 Location: **N: Freetown Road (Route 102/107) S: Freemont Road (Route 102/1**
 Location: **E: Pine Acres Driveway W: Old Freemont Road**
 City, State: **Raymond, NH**
 Client: **GPI/ J. DeBarros**
 Site Code: **MAX-2016179**
 Count Date: **Tuesday, May 16, 2017**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



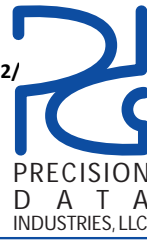
Buses

	Freetown Road (Route 102/107)					Pine Acres Driveway					Freemont Road (Route 102/107)					Old Freemont Road					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	4
4:15 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
4:30 PM	0	4	0	0	4	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	5
4:45 PM	0	0	1	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4
Total	0	7	1	0	8	0	0	0	0	0	0	6	1	0	7	1	0	0	0	1	16
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
Grand Total	0	7	1	0	8	0	0	0	0	0	0	9	1	0	10	1	0	0	0	1	19
Approach %	0.0	87.5	12.5	0.0		0.0	0.0	0.0	0.0		0.0	90.0	10.0	0.0		100.0	0.0	0.0	0.0		
Total %	0.0	36.8	5.3	0.0	42.1	0.0	0.0	0.0	0.0	0.0	0.0	47.4	5.3	0.0	52.6	5.3	0.0	0.0	0.0	5.3	
Exiting Leg Total	9					1					8					1					19

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

	Freetown Road (Route 102/107)					Pine Acres Driveway					Freemont Road (Route 102/107)					Old Freemont Road					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	4
4:15 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
4:30 PM	0	4	0	0	4	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	5
4:45 PM	0	0	1	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4
Total Volume	0	7	1	0	8	0	0	0	0	0	0	6	1	0	7	1	0	0	0	1	16
% Approach Total	0.0	87.5	12.5	0.0		0.0	0.0	0.0	0.0		0.0	85.7	14.3	0.0		100.0	0.0	0.0	0.0		
PHF	0.000	0.438	0.250	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.250	0.000	0.583	0.250	0.000	0.000	0.000	0.250	0.800
Entering Leg	0	7	1	0	8	0	0	0	0	0	0	6	1	0	7	1	0	0	0	1	16
Exiting Leg	6					1					8					1					16
Total	14					1					15					2					32

PDI File #: **175662 C**
 Location: **N: Freetown Road (Route 102/107) S: Freemont Road (Route 102/107)**
 Location: **E: Pine Acres Driveway W: Old Freemont Road**
 City, State: **Raymond, NH**
 Client: **GPI/ J. DeBarros**
 Site Code: **MAX-2016179**
 Count Date: **Tuesday, May 16, 2017**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



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

Bicycles (on Roadway and Crosswalks)

	Freetown Road (Route 102/107)								Pine Acres Driveway								Freemont Road (Route 102/107)								Old Freemont Road								Total						
	North								East								South								West														
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total								
4:00 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1
Grand Total	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	3	0	0	0	0	0	0	3	3
Approach %	0.0	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0	0.0	0.0	0.0		33.3	0.0	0.0	0.0	0.0	0.0	0.0	33.3	
Total %	0.0	66.7	0.0	0.0	0.0	0.0	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	33.3									
Exiting Leg Total	0							0							3							0							3										

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

	Freetown Road (Route 102/107)								Pine Acres Driveway								Freemont Road (Route 102/107)								Old Freemont Road								Total						
	North								East								South								West														
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total								
4:00 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2
% Approach Total	0.0	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.500	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.500	
Entering Leg	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Exiting Leg	0							0							2							0							2										
Total	2							0							2							0							4										

PDI File #: **175662 C**
 Location: **N: Freetown Road (Route 102/107) S: Freemont Road (Route 102/107)**
 Location: **E: Pine Acres Driveway W: Old Freemont Road**
 City, State: **Raymond, NH**
 Client: **GPI/ J. DeBarros**
 Site Code: **MAX-2016179**
 Count Date: **Tuesday, May 16, 2017**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



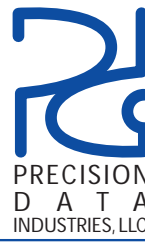
Pedestrians

	Freetown Road (Route 102/107)								Pine Acres Driveway								Freemont Road (Route 102/107)								Old Freemont Road								Total
	North								East								South								West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	0							0							0							0							0				

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

4:00 PM	Freetown Road (Route 102/107)								Pine Acres Driveway								Freemont Road (Route 102/107)								Old Freemont Road								Total
	North								East								South								West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Exiting Leg	0							0							0							0							0				
Total	0							0							0							0							0				

PDI File #: **175662 D**
 Location: **N: Chester Road (Route 102) S: Chester Road (Route 102)**
 Location: **E: Blueberry Hill Road**
 City, State: **Raymond, NH**
 Client: **GPI/ J. DeBarros**
 Site Code: **MAX-2016179**
 Count Date: **Saturday, May 13, 2017**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



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

Cars, Heavy Vehicles, and Buses (Combined)

	Chester Road (Route 102)				Blueberry Hill Road				Chester Road (Route 102)				Total
	North				East				South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
11:00 AM	67	11	0	78	8	1	0	9	0	100	0	100	187
11:15 AM	86	4	0	90	6	0	0	6	0	60	0	60	156
11:30 AM	70	8	0	78	8	0	0	8	0	85	0	85	171
11:45 AM	63	5	0	68	5	2	0	7	3	95	0	98	173
Total	286	28	0	314	27	3	0	30	3	340	0	343	687
12:00 PM	72	9	0	81	9	0	0	9	2	93	0	95	185
12:15 PM	72	11	0	83	8	1	0	9	2	76	1	79	171
12:30 PM	79	12	0	91	10	0	0	10	1	84	0	85	186
12:45 PM	90	9	0	99	5	1	0	6	1	87	0	88	193
Total	313	41	0	354	32	2	0	34	6	340	1	347	735
1:00 PM	84	6	0	90	7	0	0	7	2	82	0	84	181
1:15 PM	81	10	0	91	4	0	0	4	1	70	0	71	166
1:30 PM	84	8	0	92	11	0	0	11	1	64	0	65	168
1:45 PM	76	9	0	85	6	0	0	6	1	82	0	83	174
Total	325	33	0	358	28	0	0	28	5	298	0	303	689
Grand Total	924	102	0	1026	87	5	0	92	14	978	1	993	2111
Approach %	90.1	9.9	0.0		94.6	5.4	0.0		1.4	98.5	0.1		
Total %	43.8	4.8	0.0	48.6	4.1	0.2	0.0	4.4	0.7	46.3	0.0	47.0	
Exiting Leg Total				1065				116				930	2111
Cars	914	102	0	1016	87	5	0	92	14	965	1	980	2088
% Cars	98.9	100.0	0.0	99.0	100.0	100.0	0.0	100.0	100.0	98.7	100.0	98.7	98.9
Exiting Leg Total				1052				116				920	2088
Heavy Vehicles	9	0	0	9	0	0	0	0	0	11	0	11	20
% Heavy Vehicles	1.0	0.0	0.0	0.9	0.0	0.0	0.0	0.0	0.0	1.1	0.0	1.1	0.9
Exiting Leg Total				11				0				9	20
Buses	1	0	0	1	0	0	0	0	0	2	0	2	3
% Buses	0.1	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.2	0.1
Exiting Leg Total				2				0				1	3

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

12:00 PM	Chester Road (Route 102)				Blueberry Hill Road				Chester Road (Route 102)				Total
	North				East				South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
12:00 PM	72	9	0	81	9	0	0	9	2	93	0	95	185
12:15 PM	72	11	0	83	8	1	0	9	2	76	1	79	171
12:30 PM	79	12	0	91	10	0	0	10	1	84	0	85	186
12:45 PM	90	9	0	99	5	1	0	6	1	87	0	88	193
Total Volume	313	41	0	354	32	2	0	34	6	340	1	347	735
% Approach Total	88.4	11.6	0.0		94.1	5.9	0.0		1.7	98.0	0.3		
PHF	0.869	0.854	0.000	0.894	0.800	0.500	0.000	0.850	0.750	0.914	0.250	0.913	0.952
Cars	309	41	0	350	32	2	0	34	6	333	1	340	724
Cars %	98.7	100.0	0.0	98.9	100.0	100.0	0.0	100.0	100.0	97.9	100.0	98.0	98.5
Heavy Vehicles	3	0	0	3	0	0	0	0	0	6	0	6	9
Heavy Vehicles %	1.0	0.0	0.0	0.8	0.0	0.0	0.0	0.0	0.0	1.8	0.0	1.7	1.2
Buses	1	0	0	1	0	0	0	0	0	1	0	1	2
Buses %	0.3	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.3	0.3
Cars Enter Leg	309	41	0	350	32	2	0	34	6	333	1	340	724
Heavy Enter Leg	3	0	0	3	0	0	0	0	0	6	0	6	9
Bus Enter Leg	1	0	0	1	0	0	0	0	0	1	0	1	2
Total Entering Leg	313	41	0	354	32	2	0	34	6	340	1	347	735
Cars Exiting Leg				365				47				312	724
Heavy Exiting Leg				6				0				3	9
Buses Exiting Leg				1				0				1	2

PDI File #: **175662 D**
 Location: **N: Chester Road (Route 102) S: Chester Road (Route 102)**
 Location: **E: Blueberry Hill Road**
 City, State: **Raymond, NH**
 Client: **GPI/ J. DeBarros**
 Site Code: **MAX-2016179**
 Count Date: **Saturday, May 13, 2017**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



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

Cars, Heavy Vehicles, and Buses (Combined)

	Chester Road (Route 102)				Blueberry Hill Road				Chester Road (Route 102)				Total	
	North				East				South					
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total		
Total Exiting Leg				372				47					316	735

PDI File #: **175662 D**
 Location: **N: Chester Road (Route 102) S: Chester Road (Route 102)**
 Location: **E: Blueberry Hill Road**
 City, State: **Raymond, NH**
 Client: **GPI/ J. DeBarros**
 Site Code: **MAX-2016179**
 Count Date: **Saturday, May 13, 2017**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



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

Cars

	Chester Road (Route 102)				Blueberry Hill Road				Chester Road (Route 102)				Total
	North				East				South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
11:00 AM	67	11	0	78	8	1	0	9	0	98	0	98	185
11:15 AM	84	4	0	88	6	0	0	6	0	60	0	60	154
11:30 AM	68	8	0	76	8	0	0	8	0	83	0	83	167
11:45 AM	63	5	0	68	5	2	0	7	3	95	0	98	173
Total	282	28	0	310	27	3	0	30	3	336	0	339	679
12:00 PM	72	9	0	81	9	0	0	9	2	90	0	92	182
12:15 PM	70	11	0	81	8	1	0	9	2	76	1	79	169
12:30 PM	79	12	0	91	10	0	0	10	1	81	0	82	183
12:45 PM	88	9	0	97	5	1	0	6	1	86	0	87	190
Total	309	41	0	350	32	2	0	34	6	333	1	340	724
1:00 PM	84	6	0	90	7	0	0	7	2	81	0	83	180
1:15 PM	79	10	0	89	4	0	0	4	1	70	0	71	164
1:30 PM	84	8	0	92	11	0	0	11	1	63	0	64	167
1:45 PM	76	9	0	85	6	0	0	6	1	82	0	83	174
Total	323	33	0	356	28	0	0	28	5	296	0	301	685
Grand Total	914	102	0	1016	87	5	0	92	14	965	1	980	2088
Approach %	90.0	10.0	0.0		94.6	5.4	0.0		1.4	98.5	0.1		
Total %	43.8	4.9	0.0	48.7	4.2	0.2	0.0	4.4	0.7	46.2	0.0	46.9	
Exiting Leg Total	1052				116				920				2088

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

12:00 PM	Chester Road (Route 102)				Blueberry Hill Road				Chester Road (Route 102)				Total
	North				East				South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
12:00 PM	72	9	0	81	9	0	0	9	2	90	0	92	182
12:15 PM	70	11	0	81	8	1	0	9	2	76	1	79	169
12:30 PM	79	12	0	91	10	0	0	10	1	81	0	82	183
12:45 PM	88	9	0	97	5	1	0	6	1	86	0	87	190
Total Volume	309	41	0	350	32	2	0	34	6	333	1	340	724
% Approach Total	88.3	11.7	0.0		94.1	5.9	0.0		1.8	97.9	0.3		
PHF	0.878	0.854	0.000	0.902	0.800	0.500	0.000	0.850	0.750	0.925	0.250	0.924	0.953
Entering Leg	309	41	0	350	32	2	0	34	6	333	1	340	724
Exiting Leg	365				47				312				724
Total	715				81				652				1448

PDI File #: **175662 D**
 Location: **N: Chester Road (Route 102) S: Chester Road (Route 102)**
 Location: **E: Blueberry Hill Road**
 City, State: **Raymond, NH**
 Client: **GPI/ J. DeBarros**
 Site Code: **MAX-2016179**
 Count Date: **Saturday, May 13, 2017**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



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

Heavy Vehicles

	Chester Road (Route 102)				Blueberry Hill Road				Chester Road (Route 102)				Total		
	North				East				South						
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total			
11:00 AM	0	0	0	0	0	0	0	0	0	0	2	0	2	2	
11:15 AM	2	0	0	2	0	0	0	0	0	0	0	0	0	2	
11:30 AM	2	0	0	2	0	0	0	0	0	0	1	0	1	3	
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	4	0	0	4	0	0	0	0	0	0	3	0	3	7	
12:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	2	2	
12:15 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	1	
12:30 PM	0	0	0	0	0	0	0	0	0	0	3	0	3	3	
12:45 PM	2	0	0	2	0	0	0	0	0	0	1	0	1	3	
Total	3	0	0	3	0	0	0	0	0	0	6	0	6	9	
1:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	1	
1:15 PM	2	0	0	2	0	0	0	0	0	0	0	0	0	2	
1:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	1	
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	2	0	0	2	0	0	0	0	0	0	2	0	2	4	
Grand Total	9	0	0	9	0	0	0	0	0	0	11	0	11	20	
Approach %	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0				
Total %	45.0	0.0	0.0	45.0	0.0	0.0	0.0	0.0	0.0	55.0	0.0	55.0			
Exiting Leg Total				11				0				9			20

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

12:00 PM	Chester Road (Route 102)				Blueberry Hill Road				Chester Road (Route 102)				Total		
	North				East				South						
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total			
12:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	2	2	
12:15 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	1	
12:30 PM	0	0	0	0	0	0	0	0	0	0	3	0	3	3	
12:45 PM	2	0	0	2	0	0	0	0	0	0	1	0	1	3	
Total Volume	3	0	0	3	0	0	0	0	0	0	6	0	6	9	
% Approach Total	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0				
PHF	0.375	0.000	0.000	0.375	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.500	0.750		
Entering Leg	3	0	0	3	0	0	0	0	0	6	0	6	9		
Exiting Leg				6				0				3			9
Total				9				0				9			18

PDI File #: **175662 D**
 Location: **N: Chester Road (Route 102) S: Chester Road (Route 102)**
 Location: **E: Blueberry Hill Road**
 City, State: **Raymond, NH**
 Client: **GPI/ J. DeBarros**
 Site Code: **MAX-2016179**
 Count Date: **Saturday, May 13, 2017**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



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

Buses

	Chester Road (Route 102)				Blueberry Hill Road				Chester Road (Route 102)				Total
	North				East				South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	1
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	1	0	1	1
12:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
12:15 PM	1	0	0	1	0	0	0	0	0	0	0	0	1
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	1	0	0	0	0	0	1	0	1	2
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	1	0	0	1	0	0	0	0	0	2	0	2	3
Approach %	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
Total %	33.3	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	66.7	0.0	66.7	
Exiting Leg Total				2				0				1	3

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

11:30 AM	Chester Road (Route 102)				Blueberry Hill Road				Chester Road (Route 102)				Total
	North				East				South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
11:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	1
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
12:15 PM	1	0	0	1	0	0	0	0	0	0	0	0	1
Total Volume	1	0	0	1	0	0	0	0	0	2	0	2	3
% Approach Total	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
PHF	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.500	0.750
Entering Leg	1	0	0	1	0	0	0	0	0	2	0	2	3
Exiting Leg				2				0				1	3
Total				3				0				3	6

PDI File #: **175662 D**
 Location: **N: Chester Road (Route 102) S: Chester Road (Route 102)**
 Location: **E: Blueberry Hill Road**
 City, State: **Raymond, NH**
 Client: **GPI/ J. DeBarros**
 Site Code: **MAX-2016179**
 Count Date: **Saturday, May 13, 2017**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Bicycles (on Roadway and Crosswalks)

	Chester Road (Route 102)						Blueberry Hill Road						Chester Road (Route 102)						Total
	North						East						South						
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Approach %	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
Total %	100.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	0						0						1						1

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

11:45 AM	Chester Road (Route 102)						Blueberry Hill Road						Chester Road (Route 102)						Total
	North						East						South						
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total	
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
% Approach Total	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
PHF	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250
Entering Leg	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Exiting Leg	0						0						1						1
Total	1						0						1						2

PDI File #: **175662 D**
 Location: **N: Chester Road (Route 102) S: Chester Road (Route 102)**
 Location: **E: Blueberry Hill Road**
 City, State: **Raymond, NH**
 Client: **GPI/ J. DeBarros**
 Site Code: **MAX-2016179**
 Count Date: **Saturday, May 13, 2017**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



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

Pedestrians

	Chester Road (Route 102)						Blueberry Hill Road						Chester Road (Route 102)						Total
	North						East						South						
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total	0						0						0						0

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

11:00 AM	Chester Road (Route 102)						Blueberry Hill Road						Chester Road (Route 102)						Total
	North						East						South						
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0						0						0						0
Exiting Leg	0						0						0						0
Total	0						0						0						0

PDI File #: **175662 D**
 Location: **N: Chester Road (Route 102) S: Chester Road (Route 102)**
 Location: **E: Blueberry Hill Road**
 City, State: **Raymond, NH**
 Client: **GPI/ J. DeBarros**
 Site Code: **MAX-2016179**
 Count Date: **Tuesday, May 16, 2017**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



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

Cars, Heavy Vehicles, and Buses (Combined)

	Chester Road (Route 102)				Blueberry Hill Road				Chester Road (Route 102)				Total
	North				East				South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
7:00 AM	56	2	0	58	19	3	0	22	2	82	0	84	164
7:15 AM	56	3	0	59	14	2	0	16	2	130	0	132	207
7:30 AM	88	2	0	90	18	3	0	21	1	106	0	107	218
7:45 AM	54	9	0	63	9	2	0	11	2	90	0	92	166
Total	254	16	0	270	60	10	0	70	7	408	0	415	755
8:00 AM	57	3	0	60	13	0	0	13	0	82	0	82	155
8:15 AM	39	2	0	41	11	0	0	11	2	99	0	101	153
8:30 AM	55	8	0	63	13	1	0	14	2	98	0	100	177
8:45 AM	43	3	0	46	4	0	0	4	0	54	0	54	104
Total	194	16	0	210	41	1	0	42	4	333	0	337	589
Grand Total	448	32	0	480	101	11	0	112	11	741	0	752	1344
Approach %	93.3	6.7	0.0		90.2	9.8	0.0		1.5	98.5	0.0		
Total %	33.3	2.4	0.0	35.7	7.5	0.8	0.0	8.3	0.8	55.1	0.0	56.0	
Exiting Leg Total				842				43				459	1344
Cars	409	28	0	437	95	11	0	106	6	704	0	710	1253
% Cars	91.3	87.5	0.0	91.0	94.1	100.0	0.0	94.6	54.5	95.0	0.0	94.4	93.2
Exiting Leg Total				799				34				420	1253
Heavy Vehicles	34	3	0	37	3	0	0	3	3	33	0	36	76
% Heavy Vehicles	7.6	9.4	0.0	7.7	3.0	0.0	0.0	2.7	27.3	4.5	0.0	4.8	5.7
Exiting Leg Total				36				6				34	76
Buses	5	1	0	6	3	0	0	3	2	4	0	6	15
% Buses	1.1	3.1	0.0	1.3	3.0	0.0	0.0	2.7	18.2	0.5	0.0	0.8	1.1
Exiting Leg Total				7				3				5	15

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

	Chester Road (Route 102)				Blueberry Hill Road				Chester Road (Route 102)				Total
	North				East				South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
7:00 AM	56	2	0	58	19	3	0	22	2	82	0	84	164
7:15 AM	56	3	0	59	14	2	0	16	2	130	0	132	207
7:30 AM	88	2	0	90	18	3	0	21	1	106	0	107	218
7:45 AM	54	9	0	63	9	2	0	11	2	90	0	92	166
Total Volume	254	16	0	270	60	10	0	70	7	408	0	415	755
% Approach Total	94.1	5.9	0.0		85.7	14.3	0.0		1.7	98.3	0.0		
PHF	0.722	0.444	0.000	0.750	0.789	0.833	0.000	0.795	0.875	0.785	0.000	0.786	0.866
Cars	232	13	0	245	58	10	0	68	5	387	0	392	705
Cars %	91.3	81.3	0.0	90.7	96.7	100.0	0.0	97.1	71.4	94.9	0.0	94.5	93.4
Heavy Vehicles	19	3	0	22	1	0	0	1	1	18	0	19	42
Heavy Vehicles %	7.5	18.8	0.0	8.1	1.7	0.0	0.0	1.4	14.3	4.4	0.0	4.6	5.6
Buses	3	0	0	3	1	0	0	1	1	3	0	4	8
Buses %	1.2	0.0	0.0	1.1	1.7	0.0	0.0	1.4	14.3	0.7	0.0	1.0	1.1
Cars Enter Leg	232	13	0	245	58	10	0	68	5	387	0	392	705
Heavy Enter Leg	19	3	0	22	1	0	0	1	1	18	0	19	42
Bus Enter Leg	3	0	0	3	1	0	0	1	1	3	0	4	8
Total Entering Leg	254	16	0	270	60	10	0	70	7	408	0	415	755
Cars Exiting Leg				445				18				242	705
Heavy Exiting Leg				19				4				19	42
Buses Exiting Leg				4				1				3	8
Total Exiting Leg				468				23				264	755

PDI File #: **175662 D**
 Location: **N: Chester Road (Route 102) S: Chester Road (Route 102)**
 Location: **E: Blueberry Hill Road**
 City, State: **Raymond, NH**
 Client: **GPI/ J. DeBarros**
 Site Code: **MAX-2016179**
 Count Date: **Tuesday, May 16, 2017**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



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

Cars

	Chester Road (Route 102)				Blueberry Hill Road				Chester Road (Route 102)				Total
	North				East				South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
7:00 AM	46	0	0	46	19	3	0	22	1	78	0	79	147
7:15 AM	53	3	0	56	13	2	0	15	1	124	0	125	196
7:30 AM	84	2	0	86	17	3	0	20	1	103	0	104	210
7:45 AM	49	8	0	57	9	2	0	11	2	82	0	84	152
Total	232	13	0	245	58	10	0	68	5	387	0	392	705
8:00 AM	50	3	0	53	12	0	0	12	0	77	0	77	142
8:15 AM	35	2	0	37	10	0	0	10	0	97	0	97	144
8:30 AM	51	7	0	58	11	1	0	12	1	95	0	96	166
8:45 AM	41	3	0	44	4	0	0	4	0	48	0	48	96
Total	177	15	0	192	37	1	0	38	1	317	0	318	548
Grand Total	409	28	0	437	95	11	0	106	6	704	0	710	1253
Approach %	93.6	6.4	0.0		89.6	10.4	0.0		0.8	99.2	0.0		
Total %	32.6	2.2	0.0	34.9	7.6	0.9	0.0	8.5	0.5	56.2	0.0	56.7	
Exiting Leg Total	799				34				420				1253

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

	Chester Road (Route 102)				Blueberry Hill Road				Chester Road (Route 102)				Total
	North				East				South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
7:00 AM	46	0	0	46	19	3	0	22	1	78	0	79	147
7:15 AM	53	3	0	56	13	2	0	15	1	124	0	125	196
7:30 AM	84	2	0	86	17	3	0	20	1	103	0	104	210
7:45 AM	49	8	0	57	9	2	0	11	2	82	0	84	152
Total Volume	232	13	0	245	58	10	0	68	5	387	0	392	705
% Approach Total	94.7	5.3	0.0		85.3	14.7	0.0		1.3	98.7	0.0		
PHF	0.690	0.406	0.000	0.712	0.763	0.833	0.000	0.773	0.625	0.780	0.000	0.784	0.839
Entering Leg	232	13	0	245	58	10	0	68	5	387	0	392	705
Exiting Leg	445				18				242				705
Total	690				86				634				1410

PDI File #: **175662 D**
 Location: **N: Chester Road (Route 102) S: Chester Road (Route 102)**
 Location: **E: Blueberry Hill Road**
 City, State: **Raymond, NH**
 Client: **GPI/ J. DeBarros**
 Site Code: **MAX-2016179**
 Count Date: **Tuesday, May 16, 2017**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



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

Heavy Vehicles

	Chester Road (Route 102)				Blueberry Hill Road				Chester Road (Route 102)				Total
	North				East				South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
7:00 AM	9	2	0	11	0	0	0	0	0	4	0	4	15
7:15 AM	2	0	0	2	0	0	0	0	1	5	0	6	8
7:30 AM	4	0	0	4	1	0	0	1	0	3	0	3	8
7:45 AM	4	1	0	5	0	0	0	0	0	6	0	6	11
Total	19	3	0	22	1	0	0	1	1	18	0	19	42
8:00 AM	5	0	0	5	1	0	0	1	0	5	0	5	11
8:15 AM	4	0	0	4	0	0	0	0	1	2	0	3	7
8:30 AM	4	0	0	4	1	0	0	1	1	2	0	3	8
8:45 AM	2	0	0	2	0	0	0	0	0	6	0	6	8
Total	15	0	0	15	2	0	0	2	2	15	0	17	34
Grand Total	34	3	0	37	3	0	0	3	3	33	0	36	76
Approach %	91.9	8.1	0.0		100.0	0.0	0.0		8.3	91.7	0.0		
Total %	44.7	3.9	0.0	48.7	3.9	0.0	0.0	3.9	3.9	43.4	0.0	47.4	
Exiting Leg Total				36				6				34	76

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

	Chester Road (Route 102)				Blueberry Hill Road				Chester Road (Route 102)				Total
	North				East				South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
7:00 AM	9	2	0	11	0	0	0	0	0	4	0	4	15
7:15 AM	2	0	0	2	0	0	0	0	1	5	0	6	8
7:30 AM	4	0	0	4	1	0	0	1	0	3	0	3	8
7:45 AM	4	1	0	5	0	0	0	0	0	6	0	6	11
Total Volume	19	3	0	22	1	0	0	1	1	18	0	19	42
% Approach Total	86.4	13.6	0.0		100.0	0.0	0.0		5.3	94.7	0.0		
PHF	0.528	0.375	0.000	0.500	0.250	0.000	0.000	0.250	0.250	0.750	0.000	0.792	0.700
Entering Leg	19	3	0	22	1	0	0	1	1	18	0	19	42
Exiting Leg				19				4				19	42
Total				41				5				38	84

PDI File #: **175662 D**
 Location: **N: Chester Road (Route 102) S: Chester Road (Route 102)**
 Location: **E: Blueberry Hill Road**
 City, State: **Raymond, NH**
 Client: **GPI/ J. DeBarros**
 Site Code: **MAX-2016179**
 Count Date: **Tuesday, May 16, 2017**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



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

Buses

	Chester Road (Route 102)				Blueberry Hill Road				Chester Road (Route 102)				Total	
	North				East				South					
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total		
7:00 AM	1	0	0	1	0	0	0	0	0	1	0	0	1	2
7:15 AM	1	0	0	1	1	0	0	1	0	1	0	1	1	3
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	1	0	0	1	0	0	0	0	0	0	2	0	2	3
Total	3	0	0	3	1	0	0	1	1	3	0	4	8	
8:00 AM	2	0	0	2	0	0	0	0	0	0	0	0	0	2
8:15 AM	0	0	0	0	1	0	0	1	1	0	0	1	2	
8:30 AM	0	1	0	1	1	0	0	1	0	1	0	1	3	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	2	1	0	3	2	0	0	2	1	1	0	2	7	
Grand Total	5	1	0	6	3	0	0	3	2	4	0	6	15	
Approach %	83.3	16.7	0.0		100.0	0.0	0.0		33.3	66.7	0.0			
Total %	33.3	6.7	0.0	40.0	20.0	0.0	0.0	20.0	13.3	26.7	0.0	40.0		
Exiting Leg Total				7				3				5	15	

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

	Chester Road (Route 102)				Blueberry Hill Road				Chester Road (Route 102)				Total
	North				East				South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
7:45 AM	1	0	0	1	0	0	0	0	0	2	0	2	3
8:00 AM	2	0	0	2	0	0	0	0	0	0	0	0	2
8:15 AM	0	0	0	0	1	0	0	1	1	0	0	1	2
8:30 AM	0	1	0	1	1	0	0	1	0	1	0	1	3
Total Volume	3	1	0	4	2	0	0	2	1	3	0	4	10
% Approach Total	75.0	25.0	0.0		100.0	0.0	0.0		25.0	75.0	0.0		
PHF	0.375	0.250	0.000	0.500	0.500	0.000	0.000	0.500	0.250	0.375	0.000	0.500	0.833
Entering Leg	3	1	0	4	2	0	0	2	1	3	0	4	10
Exiting Leg				5				2				3	10
Total				9				4				7	20

PDI File #: **175662 D**
 Location: **N: Chester Road (Route 102) S: Chester Road (Route 102)**
 Location: **E: Blueberry Hill Road**
 City, State: **Raymond, NH**
 Client: **GPI/ J. DeBarros**
 Site Code: **MAX-2016179**
 Count Date: **Tuesday, May 16, 2017**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



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

Bicycles (on Roadway and Crosswalks)

	Chester Road (Route 102)						Blueberry Hill Road						Chester Road (Route 102)						Total
	North						East						South						
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total	0						0						0						0

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

	Chester Road (Route 102)						Blueberry Hill Road						Chester Road (Route 102)						Total
	North						East						South						
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg	0						0						0						0
Total	0						0						0						0

PDI File #: **175662 D**
 Location: **N: Chester Road (Route 102) S: Chester Road (Route 102)**
 Location: **E: Blueberry Hill Road**
 City, State: **Raymond, NH**
 Client: **GPI/ J. DeBarros**
 Site Code: **MAX-2016179**
 Count Date: **Tuesday, May 16, 2017**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



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

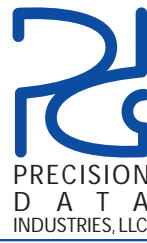
Pedestrians

	Chester Road (Route 102)						Blueberry Hill Road						Chester Road (Route 102)						Total
	North						East						South						
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total	0						0						0						0

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

	Chester Road (Route 102)						Blueberry Hill Road						Chester Road (Route 102)						Total
	North						East						South						
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg	0						0						0						0
Total	0						0						0						0

PDI File #: **175662 D**
 Location: **N: Chester Road (Route 102) S: Chester Road (Route 102)**
 Location: **E: Blueberry Hill Road**
 City, State: **Raymond, NH**
 Client: **GPI/ J. DeBarros**
 Site Code: **MAX-2016179**
 Count Date: **Tuesday, May 16, 2017**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



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

Cars, Heavy Vehicles, and Buses (Combined)

	Chester Road (Route 102)				Blueberry Hill Road				Chester Road (Route 102)				Total
	North				East				South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:00 PM	97	14	0	111	7	2	0	9	1	80	0	81	201
4:15 PM	120	13	0	133	4	0	0	4	3	92	0	95	232
4:30 PM	110	8	0	118	4	0	0	4	1	95	0	96	218
4:45 PM	119	11	0	130	5	2	0	7	0	118	0	118	255
Total	446	46	0	492	20	4	0	24	5	385	0	390	906
5:00 PM	113	8	0	121	10	1	0	11	0	84	0	84	216
5:15 PM	108	14	0	122	4	0	0	4	3	85	0	88	214
5:30 PM	117	13	0	130	7	0	0	7	2	84	0	86	223
5:45 PM	106	16	0	122	5	1	0	6	4	80	0	84	212
Total	444	51	0	495	26	2	0	28	9	333	0	342	865
Grand Total	890	97	0	987	46	6	0	52	14	718	0	732	1771
Approach %	90.2	9.8	0.0		88.5	11.5	0.0		1.9	98.1	0.0		
Total %	50.3	5.5	0.0	55.7	2.6	0.3	0.0	2.9	0.8	40.5	0.0	41.3	
Exiting Leg Total				764				111				896	1771
Cars	873	94	0	967	46	5	0	51	14	699	0	713	1731
% Cars	98.1	96.9	0.0	98.0	100.0	83.3	0.0	98.1	100.0	97.4	0.0	97.4	97.7
Exiting Leg Total				745				108				878	1731
Heavy Vehicles	14	2	0	16	0	1	0	1	0	14	0	14	31
% Heavy Vehicles	1.6	2.1	0.0	1.6	0.0	16.7	0.0	1.9	0.0	1.9	0.0	1.9	1.8
Exiting Leg Total				14				2				15	31
Buses	3	1	0	4	0	0	0	0	0	5	0	5	9
% Buses	0.3	1.0	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.7	0.0	0.7	0.5
Exiting Leg Total				5				1				3	9

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

	Chester Road (Route 102)				Blueberry Hill Road				Chester Road (Route 102)				Total
	North				East				South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:15 PM	120	13	0	133	4	0	0	4	3	92	0	95	232
4:30 PM	110	8	0	118	4	0	0	4	1	95	0	96	218
4:45 PM	119	11	0	130	5	2	0	7	0	118	0	118	255
5:00 PM	113	8	0	121	10	1	0	11	0	84	0	84	216
Total Volume	462	40	0	502	23	3	0	26	4	389	0	393	921
% Approach Total	92.0	8.0	0.0		88.5	11.5	0.0		1.0	99.0	0.0		
PHF	0.963	0.769	0.000	0.944	0.575	0.375	0.000	0.591	0.333	0.824	0.000	0.833	0.903
Cars	451	40	0	491	23	3	0	26	4	382	0	386	903
Cars %	97.6	100.0	0.0	97.8	100.0	100.0	0.0	100.0	100.0	98.2	0.0	98.2	98.0
Heavy Vehicles	9	0	0	9	0	0	0	0	0	5	0	5	14
Heavy Vehicles %	1.9	0.0	0.0	1.8	0.0	0.0	0.0	0.0	0.0	1.3	0.0	1.3	1.5
Buses	2	0	0	2	0	0	0	0	0	2	0	2	4
Buses %	0.4	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.5	0.0	0.5	0.4
Cars Enter Leg	451	40	0	491	23	3	0	26	4	382	0	386	903
Heavy Enter Leg	9	0	0	9	0	0	0	0	0	5	0	5	14
Bus Enter Leg	2	0	0	2	0	0	0	0	0	2	0	2	4
Total Entering Leg	462	40	0	502	23	3	0	26	4	389	0	393	921
Cars Exiting Leg				405				44				454	903
Heavy Exiting Leg				5				0				9	14
Buses Exiting Leg				2				0				2	4
Total Exiting Leg				412				44				465	921

PDI File #: **175662 D**
 Location: **N: Chester Road (Route 102) S: Chester Road (Route 102)**
 Location: **E: Blueberry Hill Road**
 City, State: **Raymond, NH**
 Client: **GPI/ J. DeBarros**
 Site Code: **MAX-2016179**
 Count Date: **Tuesday, May 16, 2017**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



46 Morton Street, Framingham, MA 01702
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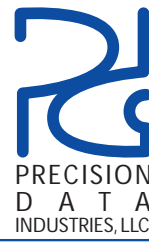
Cars

	Chester Road (Route 102)				Blueberry Hill Road				Chester Road (Route 102)				Total
	North				East				South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:00 PM	94	12	0	106	7	1	0	8	1	78	0	79	193
4:15 PM	117	13	0	130	4	0	0	4	3	88	0	91	225
4:30 PM	105	8	0	113	4	0	0	4	1	94	0	95	212
4:45 PM	117	11	0	128	5	2	0	7	0	117	0	117	252
Total	433	44	0	477	20	3	0	23	5	377	0	382	882
5:00 PM	112	8	0	120	10	1	0	11	0	83	0	83	214
5:15 PM	107	14	0	121	4	0	0	4	3	83	0	86	211
5:30 PM	116	12	0	128	7	0	0	7	2	77	0	79	214
5:45 PM	105	16	0	121	5	1	0	6	4	79	0	83	210
Total	440	50	0	490	26	2	0	28	9	322	0	331	849
Grand Total	873	94	0	967	46	5	0	51	14	699	0	713	1731
Approach %	90.3	9.7	0.0		90.2	9.8	0.0		2.0	98.0	0.0		
Total %	50.4	5.4	0.0	55.9	2.7	0.3	0.0	2.9	0.8	40.4	0.0	41.2	
Exiting Leg Total				745				108				878	1731

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

	Chester Road (Route 102)				Blueberry Hill Road				Chester Road (Route 102)				Total
	North				East				South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:15 PM	117	13	0	130	4	0	0	4	3	88	0	91	225
4:30 PM	105	8	0	113	4	0	0	4	1	94	0	95	212
4:45 PM	117	11	0	128	5	2	0	7	0	117	0	117	252
5:00 PM	112	8	0	120	10	1	0	11	0	83	0	83	214
Total Volume	451	40	0	491	23	3	0	26	4	382	0	386	903
% Approach Total	91.9	8.1	0.0		88.5	11.5	0.0		1.0	99.0	0.0		
PHF	0.964	0.769	0.000	0.944	0.575	0.375	0.000	0.591	0.333	0.816	0.000	0.825	0.896
Entering Leg	451	40	0	491	23	3	0	26	4	382	0	386	903
Exiting Leg				405				44				454	903
Total				896				70				840	1806

PDI File #: **175662 D**
 Location: **N: Chester Road (Route 102) S: Chester Road (Route 102)**
 Location: **E: Blueberry Hill Road**
 City, State: **Raymond, NH**
 Client: **GPI/ J. DeBarros**
 Site Code: **MAX-2016179**
 Count Date: **Tuesday, May 16, 2017**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



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

Heavy Vehicles

	Chester Road (Route 102)				Blueberry Hill Road				Chester Road (Route 102)				Total
	North				East				South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:00 PM	2	1	0	3	0	1	0	1	0	2	0	2	6
4:15 PM	3	0	0	3	0	0	0	0	0	3	0	3	6
4:30 PM	3	0	0	3	0	0	0	0	0	0	0	0	3
4:45 PM	2	0	0	2	0	0	0	0	0	1	0	1	3
Total	10	1	0	11	0	1	0	1	0	6	0	6	18
5:00 PM	1	0	0	1	0	0	0	0	0	1	0	1	2
5:15 PM	1	0	0	1	0	0	0	0	0	2	0	2	3
5:30 PM	1	1	0	2	0	0	0	0	0	4	0	4	6
5:45 PM	1	0	0	1	0	0	0	0	0	1	0	1	2
Total	4	1	0	5	0	0	0	0	0	8	0	8	13
Grand Total	14	2	0	16	0	1	0	1	0	14	0	14	31
Approach %	87.5	12.5	0.0		0.0	100.0	0.0		0.0	100.0	0.0		
Total %	45.2	6.5	0.0	51.6	0.0	3.2	0.0	3.2	0.0	45.2	0.0	45.2	
Exiting Leg Total	14				2				15				31

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

	Chester Road (Route 102)				Blueberry Hill Road				Chester Road (Route 102)				Total
	North				East				South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:00 PM	2	1	0	3	0	1	0	1	0	2	0	2	6
4:15 PM	3	0	0	3	0	0	0	0	0	3	0	3	6
4:30 PM	3	0	0	3	0	0	0	0	0	0	0	0	3
4:45 PM	2	0	0	2	0	0	0	0	0	1	0	1	3
Total Volume	10	1	0	11	0	1	0	1	0	6	0	6	18
% Approach Total	90.9	9.1	0.0		0.0	100.0	0.0		0.0	100.0	0.0		
PHF	0.833	0.250	0.000	0.917	0.000	0.250	0.000	0.250	0.000	0.500	0.000	0.500	0.750
Entering Leg	10	1	0	11	0	1	0	1	0	6	0	6	18
Exiting Leg	6				1				11				18
Total	17				2				17				36

PDI File #: **175662 D**
 Location: **N: Chester Road (Route 102) S: Chester Road (Route 102)**
 Location: **E: Blueberry Hill Road**
 City, State: **Raymond, NH**
 Client: **GPI/ J. DeBarros**
 Site Code: **MAX-2016179**
 Count Date: **Tuesday, May 16, 2017**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



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

Buses

	Chester Road (Route 102)				Blueberry Hill Road				Chester Road (Route 102)				Total
	North				East				South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:00 PM	1	1	0	2	0	0	0	0	0	0	0	0	2
4:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
4:30 PM	2	0	0	2	0	0	0	0	0	1	0	1	3
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	3	1	0	4	0	0	0	0	0	2	0	2	6
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	3	0	3	3
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	3	0	3	3
Grand Total	3	1	0	4	0	0	0	0	0	5	0	5	9
Approach %	75.0	25.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
Total %	33.3	11.1	0.0	44.4	0.0	0.0	0.0	0.0	0.0	55.6	0.0	55.6	
Exiting Leg Total	5				1				3				9

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

4:00 PM	Chester Road (Route 102)				Blueberry Hill Road				Chester Road (Route 102)				Total
	North				East				South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:00 PM	1	1	0	2	0	0	0	0	0	0	0	0	2
4:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
4:30 PM	2	0	0	2	0	0	0	0	0	1	0	1	3
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	3	1	0	4	0	0	0	0	0	2	0	2	6
% Approach Total	75.0	25.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
PHF	0.375	0.250	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.500	0.500
Entering Leg	3	1	0	4	0	0	0	0	0	2	0	2	6
Exiting Leg	2				1				3				6
Total	6				1				5				12

PDI File #: **175662 D**
 Location: **N: Chester Road (Route 102) S: Chester Road (Route 102)**
 Location: **E: Blueberry Hill Road**
 City, State: **Raymond, NH**
 Client: **GPI/ J. DeBarros**
 Site Code: **MAX-2016179**
 Count Date: **Tuesday, May 16, 2017**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Bicycles (on Roadway and Crosswalks)

	Chester Road (Route 102)						Blueberry Hill Road						Chester Road (Route 102)						Total
	North						East						South						
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
Total	1	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	2
Grand Total	1	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	2
Approach %	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0		
Total %	50.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	50.0	
Exiting Leg Total	1						0						1						2

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

	Chester Road (Route 102)						Blueberry Hill Road						Chester Road (Route 102)						Total
	North						East						South						
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
Total Volume	1	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	2
% Approach Total	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0		
PHF	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.500
Entering Leg	1						0						1						2
Exiting Leg	1						0						1						2
Total	2						0						2						4

PDI File #: **175662 D**
 Location: **N: Chester Road (Route 102) S: Chester Road (Route 102)**
 Location: **E: Blueberry Hill Road**
 City, State: **Raymond, NH**
 Client: **GPI/ J. DeBarros**
 Site Code: **MAX-2016179**
 Count Date: **Tuesday, May 16, 2017**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



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

Pedestrians

	Chester Road (Route 102)						Blueberry Hill Road						Chester Road (Route 102)						Total
	North						East						South						
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total	0						0						0						0

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

	Chester Road (Route 102)						Blueberry Hill Road						Chester Road (Route 102)						Total
	North						East						South						
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0						0						0						0
Exiting Leg	0						0						0						0
Total	0						0						0						0

PDI File #: **175662 E**
 Location: **N: Freemont Road (Route 107) S: Freemont Road (Route 107)**
 Location: **W: Brown Road**
 City, State: **Raymond, NH**
 Client: **GPI/ J. DeBarros**
 Site Code: **MAX-2016179**
 Count Date: **Saturday, May 13, 2017**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Cars, Heavy Vehicles, and Buses (Combined)

	Freemont Road (Route 107)				Freemont Road (Route 107)				Brown Road				Total
	North				South				West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
11:00 AM	0	59	0	59	50	3	0	53	9	0	0	9	121
11:15 AM	0	73	0	73	59	4	0	63	5	0	0	5	141
11:30 AM	0	54	0	54	70	9	0	79	6	0	0	6	139
11:45 AM	0	61	0	61	67	11	0	78	5	0	0	5	144
Total	0	247	0	247	246	27	0	273	25	0	0	25	545
12:00 PM	0	45	0	45	50	8	0	58	12	0	0	12	115
12:15 PM	0	66	0	66	64	10	0	74	8	1	0	9	149
12:30 PM	1	59	0	60	66	8	0	74	8	0	0	8	142
12:45 PM	0	52	0	52	49	3	0	52	12	0	0	12	116
Total	1	222	0	223	229	29	0	258	40	1	0	41	522
1:00 PM	0	56	0	56	58	7	0	65	6	1	0	7	128
1:15 PM	0	46	0	46	57	5	0	62	4	0	0	4	112
1:30 PM	0	38	0	38	61	9	0	70	8	0	0	8	116
1:45 PM	1	66	0	67	61	3	0	64	10	0	0	10	141
Total	1	206	0	207	237	24	0	261	28	1	0	29	497
Grand Total	2	675	0	677	712	80	0	792	93	2	0	95	1564
Approach %	0.3	99.7	0.0		89.9	10.1	0.0		97.9	2.1	0.0		
Total %	0.1	43.2	0.0	43.3	45.5	5.1	0.0	50.6	5.9	0.1	0.0	6.1	
Exiting Leg Total				714				768				82	1564
Cars	2	667	0	669	706	80	0	786	93	2	0	95	1550
% Cars	100.0	98.8	0.0	98.8	99.2	100.0	0.0	99.2	100.0	100.0	0.0	100.0	99.1
Exiting Leg Total				708				760				82	1550
Heavy Vehicles	0	7	0	7	5	0	0	5	0	0	0	0	12
% Heavy Vehicles	0.0	1.0	0.0	1.0	0.7	0.0	0.0	0.6	0.0	0.0	0.0	0.0	0.8
Exiting Leg Total				5				7				0	12
Buses	0	1	0	1	1	0	0	1	0	0	0	0	2
% Buses	0.0	0.1	0.0	0.1	0.1	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.1
Exiting Leg Total				1				1				0	2

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

	Freemont Road (Route 107)				Freemont Road (Route 107)				Brown Road				Total
	North				South				West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
11:45 AM	0	61	0	61	67	11	0	78	5	0	0	5	144
12:00 PM	0	45	0	45	50	8	0	58	12	0	0	12	115
12:15 PM	0	66	0	66	64	10	0	74	8	1	0	9	149
12:30 PM	1	59	0	60	66	8	0	74	8	0	0	8	142
Total Volume	1	231	0	232	247	37	0	284	33	1	0	34	550
% Approach Total	0.4	99.6	0.0		87.0	13.0	0.0		97.1	2.9	0.0		
PHF	0.250	0.875	0.000	0.879	0.922	0.841	0.000	0.910	0.688	0.250	0.000	0.708	0.923
Cars	1	229	0	230	245	37	0	282	33	1	0	34	546
Cars %	100.0	99.1	0.0	99.1	99.2	100.0	0.0	99.3	100.0	100.0	0.0	100.0	99.3
Heavy Vehicles	0	2	0	2	2	0	0	2	0	0	0	0	4
Heavy Vehicles %	0.0	0.9	0.0	0.9	0.8	0.0	0.0	0.7	0.0	0.0	0.0	0.0	0.7
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Buses %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cars Enter Leg	1	229	0	230	245	37	0	282	33	1	0	34	546
Heavy Enter Leg	0	2	0	2	2	0	0	2	0	0	0	0	4
Bus Enter Leg	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Entering Leg	1	231	0	232	247	37	0	284	33	1	0	34	550
Cars Exiting Leg				246				262				38	546
Heavy Exiting Leg				2				2				0	4
Buses Exiting Leg				0				0				0	0

PDI File #: **175662 E**
 Location: **N: Freemont Road (Route 107) S: Freemont Road (Route 107)**
 Location: **W: Brown Road**
 City, State: **Raymond, NH**
 Client: **GPI/ J. DeBarros**
 Site Code: **MAX-2016179**
 Count Date: **Saturday, May 13, 2017**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



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

Cars, Heavy Vehicles, and Buses (Combined)

	Freemont Road (Route 107)				Freemont Road (Route 107)				Brown Road				Total
	North				South				West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
Total Exiting Leg				248				264				38	550

PDI File #: **175662 E**
 Location: **N: Freemont Road (Route 107) S: Freemont Road (Route 107)**
 Location: **W: Brown Road**
 City, State: **Raymond, NH**
 Client: **GPI/ J. DeBarros**
 Site Code: **MAX-2016179**
 Count Date: **Saturday, May 13, 2017**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Cars

	Freemont Road (Route 107)				Freemont Road (Route 107)				Brown Road				Total
	North				South				West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
11:00 AM	0	58	0	58	50	3	0	53	9	0	0	9	120
11:15 AM	0	70	0	70	57	4	0	61	5	0	0	5	136
11:30 AM	0	53	0	53	69	9	0	78	6	0	0	6	137
11:45 AM	0	61	0	61	66	11	0	77	5	0	0	5	143
Total	0	242	0	242	242	27	0	269	25	0	0	25	536
12:00 PM	0	44	0	44	49	8	0	57	12	0	0	12	113
12:15 PM	0	66	0	66	64	10	0	74	8	1	0	9	149
12:30 PM	1	58	0	59	66	8	0	74	8	0	0	8	141
12:45 PM	0	52	0	52	49	3	0	52	12	0	0	12	116
Total	1	220	0	221	228	29	0	257	40	1	0	41	519
1:00 PM	0	56	0	56	57	7	0	64	6	1	0	7	127
1:15 PM	0	45	0	45	57	5	0	62	4	0	0	4	111
1:30 PM	0	38	0	38	61	9	0	70	8	0	0	8	116
1:45 PM	1	66	0	67	61	3	0	64	10	0	0	10	141
Total	1	205	0	206	236	24	0	260	28	1	0	29	495
Grand Total	2	667	0	669	706	80	0	786	93	2	0	95	1550
Approach %	0.3	99.7	0.0		89.8	10.2	0.0		97.9	2.1	0.0		
Total %	0.1	43.0	0.0	43.2	45.5	5.2	0.0	50.7	6.0	0.1	0.0	6.1	
Exiting Leg Total				708				760				82	1550

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

	Freemont Road (Route 107)				Freemont Road (Route 107)				Brown Road				Total
	North				South				West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
11:45 AM	0	61	0	61	66	11	0	77	5	0	0	5	143
11:45 AM	0	44	0	44	49	8	0	57	12	0	0	12	113
12:00 PM	0	66	0	66	64	10	0	74	8	1	0	9	149
12:15 PM	0	66	0	66	64	10	0	74	8	1	0	9	149
12:30 PM	1	58	0	59	66	8	0	74	8	0	0	8	141
Total Volume	1	229	0	230	245	37	0	282	33	1	0	34	546
% Approach Total	0.4	99.6	0.0		86.9	13.1	0.0		97.1	2.9	0.0		
PHF	0.250	0.867	0.000	0.871	0.928	0.841	0.000	0.916	0.688	0.250	0.000	0.708	0.916
Entering Leg	1	229	0	230	245	37	0	282	33	1	0	34	546
Exiting Leg				246				262				38	546
Total				476				544				72	1092

PDI File #: **175662 E**
 Location: **N: Freemont Road (Route 107) S: Freemont Road (Route 107)**
 Location: **W: Brown Road**
 City, State: **Raymond, NH**
 Client: **GPI/ J. DeBarros**
 Site Code: **MAX-2016179**
 Count Date: **Saturday, May 13, 2017**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Heavy Vehicles

	Freemont Road (Route 107)				Freemont Road (Route 107)				Brown Road				Total	
	North				South				West					
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total		
11:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	1
11:15 AM	0	3	0	3	2	0	0	2	0	0	0	0	0	5
11:30 AM	0	1	0	1	1	0	0	1	0	0	0	0	0	2
11:45 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	0	5	0	5	4	0	0	4	0	0	0	0	0	9
12:00 PM	0	1	0	1	1	0	0	1	0	0	0	0	0	2
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	1
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	0	2	1	0	0	1	0	0	0	0	0	3
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	7	0	7	5	0	0	5	0	0	0	0	0	12
Approach %	0.0	100.0	0.0		100.0	0.0	0.0		0.0	0.0	0.0			
Total %	0.0	58.3	0.0	58.3	41.7	0.0	0.0	41.7	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total				5				7						12

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

	Freemont Road (Route 107)				Freemont Road (Route 107)				Brown Road				Total
	North				South				West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
11:15 AM	0	3	0	3	2	0	0	2	0	0	0	0	5
11:30 AM	0	1	0	1	1	0	0	1	0	0	0	0	2
11:45 AM	0	0	0	0	1	0	0	1	0	0	0	0	1
12:00 PM	0	1	0	1	1	0	0	1	0	0	0	0	2
Total Volume	0	5	0	5	5	0	0	5	0	0	0	0	10
% Approach Total	0.0	100.0	0.0		100.0	0.0	0.0		0.0	0.0	0.0		
PHF	0.000	0.417	0.000	0.417	0.625	0.000	0.000	0.625	0.000	0.000	0.000	0.000	0.500
Entering Leg	0	5	0	5	5	0	0	5	0	0	0	0	10
Exiting Leg				5				5					10
Total				10				10					20

PDI File #: **175662 E**
 Location: **N: Freemont Road (Route 107) S: Freemont Road (Route 107)**
 Location: **W: Brown Road**
 City, State: **Raymond, NH**
 Client: **GPI/ J. DeBarros**
 Site Code: **MAX-2016179**
 Count Date: **Saturday, May 13, 2017**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Buses

	Freemont Road (Route 107)				Freemont Road (Route 107)				Brown Road				Total
	North				South				West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	1	0	0	1	0	0	0	0	1
1:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	1
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	1	0	0	1	0	0	0	0	2
Grand Total	0	1	0	1	1	0	0	1	0	0	0	0	2
Approach %	0.0	100.0	0.0		100.0	0.0	0.0		0.0	0.0	0.0		
Total %	0.0	50.0	0.0	50.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	1				1				0				2

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

12:30 PM	Freemont Road (Route 107)				Freemont Road (Route 107)				Brown Road				Total
	North				South				West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	1	0	0	1	0	0	0	0	1
1:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	1
Total Volume	0	1	0	1	1	0	0	1	0	0	0	0	2
% Approach Total	0.0	100.0	0.0		100.0	0.0	0.0		0.0	0.0	0.0		
PHF	0.000	0.250	0.000	0.250	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.500
Entering Leg	0	1	0	1	1	0	0	1	0	0	0	0	2
Exiting Leg	1				1				0				2
Total	2				2				0				4

PDI File #: **175662 E**
 Location: **N: Freemont Road (Route 107) S: Freemont Road (Route 107)**
 Location: **W: Brown Road**
 City, State: **Raymond, NH**
 Client: **GPI/ J. DeBarros**
 Site Code: **MAX-2016179**
 Count Date: **Saturday, May 13, 2017**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



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

Bicycles (on Roadway and Crosswalks)

	Freemont Road (Route 107)						Freemont Road (Route 107)						Brown Road						Total
	North						South						West						
	Right	Thru	U-Turn	CW-EB	CW-WB	Total	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Left	U-Turn	CW-NB	CW-SB	Total	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total	0						0						0						0

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

11:00 AM	Freemont Road (Route 107)						Freemont Road (Route 107)						Brown Road						Total
	North						South						West						
	Right	Thru	U-Turn	CW-EB	CW-WB	Total	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Left	U-Turn	CW-NB	CW-SB	Total	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0						0						0						0
Exiting Leg	0						0						0						0
Total	0						0						0						0

PDI File #: **175662 E**
 Location: **N: Freemont Road (Route 107) S: Freemont Road (Route 107)**
 Location: **W: Brown Road**
 City, State: **Raymond, NH**
 Client: **GPI/ J. DeBarros**
 Site Code: **MAX-2016179**
 Count Date: **Saturday, May 13, 2017**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



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

Pedestrians

	Freemont Road (Route 107)						Freemont Road (Route 107)						Brown Road						Total
	North						South						West						
	Right	Thru	U-Turn	CW-EB	CW-WB	Total	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Left	U-Turn	CW-NB	CW-SB	Total	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total	0						0						0						0

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

11:00 AM	Freemont Road (Route 107)						Freemont Road (Route 107)						Brown Road						Total
	North						South						West						
	Right	Thru	U-Turn	CW-EB	CW-WB	Total	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Left	U-Turn	CW-NB	CW-SB	Total	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0						0						0						0
Exiting Leg	0						0						0						0
Total	0						0						0						0

PDI File #: **175662 E**
 Location: **N: Freemont Road (Route 107) S: Freemont Road (Route 107)**
 Location: **W: Brown Road**
 City, State: **Raymond, NH**
 Client: **GPI/ J. DeBarros**
 Site Code: **MAX-2016179**
 Count Date: **Tuesday, May 16, 2017**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Cars, Heavy Vehicles, and Buses (Combined)

	Freemont Road (Route 107)				Freemont Road (Route 107)				Brown Road				Total
	North				South				West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
7:00 AM	0	42	0	42	56	3	0	59	10	0	0	10	111
7:15 AM	0	40	0	40	71	3	0	74	7	0	0	7	121
7:30 AM	0	43	0	43	60	3	0	63	14	0	0	14	120
7:45 AM	0	38	0	38	58	4	0	62	8	0	0	8	108
Total	0	163	0	163	245	13	0	258	39	0	0	39	460
8:00 AM	0	55	0	55	42	4	0	46	7	0	0	7	108
8:15 AM	0	46	0	46	54	3	0	57	11	0	0	11	114
8:30 AM	0	34	0	34	49	5	0	54	8	0	0	8	96
8:45 AM	0	29	0	29	38	1	0	39	8	1	0	9	77
Total	0	164	0	164	183	13	0	196	34	1	0	35	395
Grand Total	0	327	0	327	428	26	0	454	73	1	0	74	855
Approach %	0.0	100.0	0.0		94.3	5.7	0.0		98.6	1.4	0.0		
Total %	0.0	38.2	0.0	38.2	50.1	3.0	0.0	53.1	8.5	0.1	0.0	8.7	
Exiting Leg Total				429				400				26	855
Cars	0	305	0	305	405	26	0	431	69	1	0	70	806
% Cars	0.0	93.3	0.0	93.3	94.6	100.0	0.0	94.9	94.5	100.0	0.0	94.6	94.3
Exiting Leg Total				406				374				26	806
Heavy Vehicles	0	18	0	18	15	0	0	15	2	0	0	2	35
% Heavy Vehicles	0.0	5.5	0.0	5.5	3.5	0.0	0.0	3.3	2.7	0.0	0.0	2.7	4.1
Exiting Leg Total				15				20				0	35
Buses	0	4	0	4	8	0	0	8	2	0	0	2	14
% Buses	0.0	1.2	0.0	1.2	1.9	0.0	0.0	1.8	2.7	0.0	0.0	2.7	1.6
Exiting Leg Total				8				6				0	14

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

	Freemont Road (Route 107)				Freemont Road (Route 107)				Brown Road				Total
	North				South				West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
7:00 AM	0	42	0	42	56	3	0	59	10	0	0	10	111
7:15 AM	0	40	0	40	71	3	0	74	7	0	0	7	121
7:30 AM	0	43	0	43	60	3	0	63	14	0	0	14	120
7:45 AM	0	38	0	38	58	4	0	62	8	0	0	8	108
Total Volume	0	163	0	163	245	13	0	258	39	0	0	39	460
% Approach Total	0.0	100.0	0.0		95.0	5.0	0.0		100.0	0.0	0.0		
PHF	0.000	0.948	0.000	0.948	0.863	0.813	0.000	0.872	0.696	0.000	0.000	0.696	0.950
Cars	0	157	0	157	231	13	0	244	38	0	0	38	439
Cars %	0.0	96.3	0.0	96.3	94.3	100.0	0.0	94.6	97.4	0.0	0.0	97.4	95.4
Heavy Vehicles	0	5	0	5	11	0	0	11	0	0	0	0	16
Heavy Vehicles %	0.0	3.1	0.0	3.1	4.5	0.0	0.0	4.3	0.0	0.0	0.0	0.0	3.5
Buses	0	1	0	1	3	0	0	3	1	0	0	1	5
Buses %	0.0	0.6	0.0	0.6	1.2	0.0	0.0	1.2	2.6	0.0	0.0	2.6	1.1
Cars Enter Leg	0	157	0	157	231	13	0	244	38	0	0	38	439
Heavy Enter Leg	0	5	0	5	11	0	0	11	0	0	0	0	16
Bus Enter Leg	0	1	0	1	3	0	0	3	1	0	0	1	5
Total Entering Leg	0	163	0	163	245	13	0	258	39	0	0	39	460
Cars Exiting Leg				231				195				13	439
Heavy Exiting Leg				11				5				0	16
Buses Exiting Leg				3				2				0	5
Total Exiting Leg				245				202				13	460

PDI File #: **175662 E**
 Location: **N: Freemont Road (Route 107) S: Freemont Road (Route 107)**
 Location: **W: Brown Road**
 City, State: **Raymond, NH**
 Client: **GPI/ J. DeBarros**
 Site Code: **MAX-2016179**
 Count Date: **Tuesday, May 16, 2017**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Cars

	Freemont Road (Route 107)				Freemont Road (Route 107)				Brown Road				Total
	North				South				West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
7:00 AM	0	42	0	42	51	3	0	54	10	0	0	10	106
7:15 AM	0	36	0	36	67	3	0	70	6	0	0	6	112
7:30 AM	0	43	0	43	58	3	0	61	14	0	0	14	118
7:45 AM	0	36	0	36	55	4	0	59	8	0	0	8	103
Total	0	157	0	157	231	13	0	244	38	0	0	38	439
8:00 AM	0	48	0	48	39	4	0	43	6	0	0	6	97
8:15 AM	0	41	0	41	51	3	0	54	11	0	0	11	106
8:30 AM	0	34	0	34	48	5	0	53	6	0	0	6	93
8:45 AM	0	25	0	25	36	1	0	37	8	1	0	9	71
Total	0	148	0	148	174	13	0	187	31	1	0	32	367
Grand Total	0	305	0	305	405	26	0	431	69	1	0	70	806
Approach %	0.0	100.0	0.0		94.0	6.0	0.0		98.6	1.4	0.0		
Total %	0.0	37.8	0.0	37.8	50.2	3.2	0.0	53.5	8.6	0.1	0.0	8.7	
Exiting Leg Total				406				374				26	806

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

	Freemont Road (Route 107)				Freemont Road (Route 107)				Brown Road				Total
	North				South				West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
7:00 AM	0	42	0	42	51	3	0	54	10	0	0	10	106
7:15 AM	0	36	0	36	67	3	0	70	6	0	0	6	112
7:30 AM	0	43	0	43	58	3	0	61	14	0	0	14	118
7:45 AM	0	36	0	36	55	4	0	59	8	0	0	8	103
Total Volume	0	157	0	157	231	13	0	244	38	0	0	38	439
% Approach Total	0.0	100.0	0.0		94.7	5.3	0.0		100.0	0.0	0.0		
PHF	0.000	0.913	0.000	0.913	0.862	0.813	0.000	0.871	0.679	0.000	0.000	0.679	0.930
Entering Leg	0	157	0	157	231	13	0	244	38	0	0	38	439
Exiting Leg				231				195				13	439
Total				388				439				51	878

PDI File #: **175662 E**
 Location: **N: Freemont Road (Route 107) S: Freemont Road (Route 107)**
 Location: **W: Brown Road**
 City, State: **Raymond, NH**
 Client: **GPI/ J. DeBarros**
 Site Code: **MAX-2016179**
 Count Date: **Tuesday, May 16, 2017**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Heavy Vehicles

	Freemont Road (Route 107)				Freemont Road (Route 107)				Brown Road				Total
	North				South				West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
7:00 AM	0	0	0	0	5	0	0	5	0	0	0	0	5
7:15 AM	0	3	0	3	3	0	0	3	0	0	0	0	6
7:30 AM	0	0	0	0	2	0	0	2	0	0	0	0	2
7:45 AM	0	2	0	2	1	0	0	1	0	0	0	0	3
Total	0	5	0	5	11	0	0	11	0	0	0	0	16
8:00 AM	0	5	0	5	1	0	0	1	1	0	0	1	7
8:15 AM	0	4	0	4	3	0	0	3	0	0	0	0	7
8:30 AM	0	0	0	0	0	0	0	0	1	0	0	1	1
8:45 AM	0	4	0	4	0	0	0	0	0	0	0	0	4
Total	0	13	0	13	4	0	0	4	2	0	0	2	19
Grand Total	0	18	0	18	15	0	0	15	2	0	0	2	35
Approach %	0.0	100.0	0.0		100.0	0.0	0.0		100.0	0.0	0.0		
Total %	0.0	51.4	0.0	51.4	42.9	0.0	0.0	42.9	5.7	0.0	0.0	5.7	
Exiting Leg Total				15				20					35

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

	Freemont Road (Route 107)				Freemont Road (Route 107)				Brown Road				Total
	North				South				West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
7:30 AM	0	0	0	0	2	0	0	2	0	0	0	0	2
7:45 AM	0	2	0	2	1	0	0	1	0	0	0	0	3
8:00 AM	0	5	0	5	1	0	0	1	1	0	0	1	7
8:15 AM	0	4	0	4	3	0	0	3	0	0	0	0	7
Total Volume	0	11	0	11	7	0	0	7	1	0	0	1	19
% Approach Total	0.0	100.0	0.0		100.0	0.0	0.0		100.0	0.0	0.0		
PHF	0.000	0.550	0.000	0.550	0.583	0.000	0.000	0.583	0.250	0.000	0.000	0.250	0.679
Entering Leg	0	11	0	11	7	0	0	7	1	0	0	1	19
Exiting Leg				7				12				0	19
Total				18				19				1	38

PDI File #: **175662 E**
 Location: **N: Freemont Road (Route 107) S: Freemont Road (Route 107)**
 Location: **W: Brown Road**
 City, State: **Raymond, NH**
 Client: **GPI/ J. DeBarros**
 Site Code: **MAX-2016179**
 Count Date: **Tuesday, May 16, 2017**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Buses

	Freemont Road (Route 107)				Freemont Road (Route 107)				Brown Road				Total	
	North				South				West					
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	1	0	1	1	0	0	1	1	0	0	1	3	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM	0	0	0	0	2	0	0	2	0	0	0	0	2	
Total	0	1	0	1	3	0	0	3	1	0	0	1	5	
8:00 AM	0	2	0	2	2	0	0	2	0	0	0	0	4	
8:15 AM	0	1	0	1	0	0	0	0	0	0	0	0	1	
8:30 AM	0	0	0	0	1	0	0	1	1	0	0	1	2	
8:45 AM	0	0	0	0	2	0	0	2	0	0	0	0	2	
Total	0	3	0	3	5	0	0	5	1	0	0	1	9	
Grand Total	0	4	0	4	8	0	0	8	2	0	0	2	14	
Approach %	0.0	100.0	0.0		100.0	0.0	0.0		100.0	0.0	0.0			
Total %	0.0	28.6	0.0	28.6	57.1	0.0	0.0	57.1	14.3	0.0	0.0	14.3		
Exiting Leg Total				8				6					0	14

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

7:15 AM	Freemont Road (Route 107)				Freemont Road (Route 107)				Brown Road				Total
	North				South				West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
7:15 AM	0	1	0	1	1	0	0	1	1	0	0	1	3
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	2	0	0	2	0	0	0	0	2
8:00 AM	0	2	0	2	2	0	0	2	0	0	0	0	4
Total Volume	0	3	0	3	5	0	0	5	1	0	0	1	9
% Approach Total	0.0	100.0	0.0		100.0	0.0	0.0		100.0	0.0	0.0		
PHF	0.000	0.375	0.000	0.375	0.625	0.000	0.000	0.625	0.250	0.000	0.000	0.250	0.563
Entering Leg	0	3	0	3	5	0	0	5	1	0	0	1	9
Exiting Leg				5				4				0	9
Total				8				9				1	18

PDI File #: **175662 E**
 Location: **N: Freemont Road (Route 107) S: Freemont Road (Route 107)**
 Location: **W: Brown Road**
 City, State: **Raymond, NH**
 Client: **GPI/ J. DeBarros**
 Site Code: **MAX-2016179**
 Count Date: **Tuesday, May 16, 2017**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



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

Bicycles (on Roadway and Crosswalks)

	Freemont Road (Route 107)						Freemont Road (Route 107)						Brown Road						Total
	North						South						West						
	Right	Thru	U-Turn	CW-EB	CW-WB	Total	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Left	U-Turn	CW-NB	CW-SB	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Approach %	0.0	100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
Total %	0.0	100.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total							0						1						0

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

	Freemont Road (Route 107)						Freemont Road (Route 107)						Brown Road						Total
	North						South						West						
	Right	Thru	U-Turn	CW-EB	CW-WB	Total	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Left	U-Turn	CW-NB	CW-SB	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
% Approach Total	0.0	100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250
Entering Leg	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Exiting Leg							0						1						0
Total	1						1						1						2

PDI File #: **175662 E**
 Location: **N: Freemont Road (Route 107) S: Freemont Road (Route 107)**
 Location: **W: Brown Road**
 City, State: **Raymond, NH**
 Client: **GPI/ J. DeBarros**
 Site Code: **MAX-2016179**
 Count Date: **Tuesday, May 16, 2017**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



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

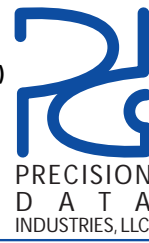
Pedestrians

	Freemont Road (Route 107)						Freemont Road (Route 107)						Brown Road						Total
	North						South						West						
	Right	Thru	U-Turn	CW-EB	CW-WB	Total	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Left	U-Turn	CW-NB	CW-SB	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Approach %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	100.0	
Exiting Leg Total	0						0						1						1

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

	Freemont Road (Route 107)						Freemont Road (Route 107)						Brown Road						Total
	North						South						West						
	Right	Thru	U-Turn	CW-EB	CW-WB	Total	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Left	U-Turn	CW-NB	CW-SB	Total	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.250
Entering Leg	0						0						1						1
Exiting Leg	0						0						1						1
Total	0						0						2						2

PDI File #: 175662 E
 Location: N: Freemont Road (Route 107) S: Freemont Road (Route 107)
 Location: W: Brown Road
 City, State: Raymond, NH
 Client: GPI/ J. DeBarros
 Site Code: MAX-2016179
 Count Date: Tuesday, May 16, 2017
 Start Time: 4:00 PM
 End Time: 6:00 PM
 Class:



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

Cars, Heavy Vehicles, and Buses (Combined)

	Freemont Road (Route 107)				Freemont Road (Route 107)				Brown Road				Total
	North				South				West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
4:00 PM	0	66	0	66	75	20	0	95	1	0	0	1	162
4:15 PM	0	81	0	81	65	11	0	76	7	0	0	7	164
4:30 PM	0	61	0	61	75	11	0	86	9	0	0	9	156
4:45 PM	0	70	0	70	75	15	0	90	9	0	0	9	169
Total	0	278	0	278	290	57	0	347	26	0	0	26	651
5:00 PM	0	81	0	81	79	7	0	86	9	1	0	10	177
5:15 PM	0	89	0	89	77	12	0	89	12	0	0	12	190
5:30 PM	0	64	0	64	68	9	0	77	6	0	0	6	147
5:45 PM	0	64	0	64	67	7	0	74	5	0	0	5	143
Total	0	298	0	298	291	35	0	326	32	1	0	33	657
Grand Total	0	576	0	576	581	92	0	673	58	1	0	59	1308
Approach %	0.0	100.0	0.0		86.3	13.7	0.0		98.3	1.7	0.0		
Total %	0.0	44.0	0.0	44.0	44.4	7.0	0.0	51.5	4.4	0.1	0.0	4.5	
Exiting Leg Total				582				634				92	1308
Cars	0	567	0	567	568	91	0	659	57	1	0	58	1284
% Cars	0.0	98.4	0.0	98.4	97.8	98.9	0.0	97.9	98.3	100.0	0.0	98.3	98.2
Exiting Leg Total				569				624				91	1284
Heavy Vehicles	0	7	0	7	9	0	0	9	0	0	0	0	16
% Heavy Vehicles	0.0	1.2	0.0	1.2	1.5	0.0	0.0	1.3	0.0	0.0	0.0	0.0	1.2
Exiting Leg Total				9				7				0	16
Buses	0	2	0	2	4	1	0	5	1	0	0	1	8
% Buses	0.0	0.3	0.0	0.3	0.7	1.1	0.0	0.7	1.7	0.0	0.0	1.7	0.6
Exiting Leg Total				4				3				1	8

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

	Freemont Road (Route 107)				Freemont Road (Route 107)				Brown Road				Total
	North				South				West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
4:30 PM	0	61	0	61	75	11	0	86	9	0	0	9	156
4:45 PM	0	70	0	70	75	15	0	90	9	0	0	9	169
5:00 PM	0	81	0	81	79	7	0	86	9	1	0	10	177
5:15 PM	0	89	0	89	77	12	0	89	12	0	0	12	190
Total Volume	0	301	0	301	306	45	0	351	39	1	0	40	692
% Approach Total	0.0	100.0	0.0		87.2	12.8	0.0		97.5	2.5	0.0		
PHF	0.000	0.846	0.000	0.846	0.968	0.750	0.000	0.975	0.813	0.250	0.000	0.833	0.911
Cars	0	295	0	295	295	45	0	340	38	1	0	39	674
Cars %	0.0	98.0	0.0	98.0	96.4	100.0	0.0	96.9	97.4	100.0	0.0	97.5	97.4
Heavy Vehicles	0	5	0	5	8	0	0	8	0	0	0	0	13
Heavy Vehicles %	0.0	1.7	0.0	1.7	2.6	0.0	0.0	2.3	0.0	0.0	0.0	0.0	1.9
Buses	0	1	0	1	3	0	0	3	1	0	0	1	5
Buses %	0.0	0.3	0.0	0.3	1.0	0.0	0.0	0.9	2.6	0.0	0.0	2.5	0.7
Cars Enter Leg	0	295	0	295	295	45	0	340	38	1	0	39	674
Heavy Enter Leg	0	5	0	5	8	0	0	8	0	0	0	0	13
Bus Enter Leg	0	1	0	1	3	0	0	3	1	0	0	1	5
Total Entering Leg	0	301	0	301	306	45	0	351	39	1	0	40	692
Cars Exiting Leg				296				333				45	674
Heavy Exiting Leg				8				5				0	13
Buses Exiting Leg				3				2				0	5
Total Exiting Leg				307				340				45	692

PDI File #: **175662 E**
 Location: **N: Freemont Road (Route 107) S: Freemont Road (Route 107)**
 Location: **W: Brown Road**
 City, State: **Raymond, NH**
 Client: **GPI/ J. DeBarros**
 Site Code: **MAX-2016179**
 Count Date: **Tuesday, May 16, 2017**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Cars

	Freemont Road (Route 107)				Freemont Road (Route 107)				Brown Road				Total
	North				South				West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
4:00 PM	0	66	0	66	74	19	0	93	1	0	0	1	160
4:15 PM	0	78	0	78	64	11	0	75	7	0	0	7	160
4:30 PM	0	60	0	60	73	11	0	84	9	0	0	9	153
4:45 PM	0	67	0	67	69	15	0	84	8	0	0	8	159
Total	0	271	0	271	280	56	0	336	25	0	0	25	632
5:00 PM	0	79	0	79	77	7	0	84	9	1	0	10	173
5:15 PM	0	89	0	89	76	12	0	88	12	0	0	12	189
5:30 PM	0	64	0	64	68	9	0	77	6	0	0	6	147
5:45 PM	0	64	0	64	67	7	0	74	5	0	0	5	143
Total	0	296	0	296	288	35	0	323	32	1	0	33	652
Grand Total	0	567	0	567	568	91	0	659	57	1	0	58	1284
Approach %	0.0	100.0	0.0		86.2	13.8	0.0		98.3	1.7	0.0		
Total %	0.0	44.2	0.0	44.2	44.2	7.1	0.0	51.3	4.4	0.1	0.0	4.5	
Exiting Leg Total				569				624				91	1284

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

	Freemont Road (Route 107)				Freemont Road (Route 107)				Brown Road				Total
	North				South				West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
4:30 PM	0	60	0	60	73	11	0	84	9	0	0	9	153
4:45 PM	0	67	0	67	69	15	0	84	8	0	0	8	159
5:00 PM	0	79	0	79	77	7	0	84	9	1	0	10	173
5:15 PM	0	89	0	89	76	12	0	88	12	0	0	12	189
Total Volume	0	295	0	295	295	45	0	340	38	1	0	39	674
% Approach Total	0.0	100.0	0.0		86.8	13.2	0.0		97.4	2.6	0.0		
PHF	0.000	0.829	0.000	0.829	0.958	0.750	0.000	0.966	0.792	0.250	0.000	0.813	0.892
Entering Leg	0	295	0	295	295	45	0	340	38	1	0	39	674
Exiting Leg				296				333				45	674
Total				591				673				84	1348

PDI File #: **175662 E**
 Location: **N: Freemont Road (Route 107) S: Freemont Road (Route 107)**
 Location: **W: Brown Road**
 City, State: **Raymond, NH**
 Client: **GPI/ J. DeBarros**
 Site Code: **MAX-2016179**
 Count Date: **Tuesday, May 16, 2017**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Heavy Vehicles

	Freemont Road (Route 107)				Freemont Road (Route 107)				Brown Road				Total	
	North				South				West					
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	2	0	2	1	0	0	1	0	0	0	0	0	3
4:30 PM	0	0	0	0	2	0	0	2	0	0	0	0	0	2
4:45 PM	0	3	0	3	3	0	0	3	0	0	0	0	0	6
Total	0	5	0	5	6	0	0	6	0	0	0	0	0	11
5:00 PM	0	2	0	2	2	0	0	2	0	0	0	0	0	4
5:15 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	0	2	3	0	0	3	0	0	0	0	0	5
Grand Total	0	7	0	7	9	0	0	9	0	0	0	0	0	16
Approach %	0.0	100.0	0.0		100.0	0.0	0.0		0.0	0.0	0.0			
Total %	0.0	43.8	0.0	43.8	56.3	0.0	0.0	56.3	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total				9				7						16

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

	Freemont Road (Route 107)				Freemont Road (Route 107)				Brown Road				Total	
	North				South				West					
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total		
4:15 PM	0	2	0	2	1	0	0	1	0	0	0	0	0	3
4:30 PM	0	0	0	0	2	0	0	2	0	0	0	0	0	2
4:45 PM	0	3	0	3	3	0	0	3	0	0	0	0	0	6
5:00 PM	0	2	0	2	2	0	0	2	0	0	0	0	0	4
Total Volume	0	7	0	7	8	0	0	8	0	0	0	0	0	15
% Approach Total	0.0	100.0	0.0		100.0	0.0	0.0		0.0	0.0	0.0			
PHF	0.000	0.583	0.000	0.583	0.667	0.000	0.000	0.667	0.000	0.000	0.000	0.000	0.000	0.625
Entering Leg	0	7	0	7	8	0	0	8	0	0	0	0	0	15
Exiting Leg				8				7						15
Total				15				15					0	30

PDI File #: **175662 E**
 Location: **N: Freemont Road (Route 107) S: Freemont Road (Route 107)**
 Location: **W: Brown Road**
 City, State: **Raymond, NH**
 Client: **GPI/ J. DeBarros**
 Site Code: **MAX-2016179**
 Count Date: **Tuesday, May 16, 2017**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Buses

	Freemont Road (Route 107)				Freemont Road (Route 107)				Brown Road				Total
	North				South				West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
4:00 PM	0	0	0	0	1	1	0	2	0	0	0	0	2
4:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	1
4:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	3	0	0	3	1	0	0	1	4
Total	0	2	0	2	4	1	0	5	1	0	0	1	8
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	2	0	2	4	1	0	5	1	0	0	1	8
Approach %	0.0	100.0	0.0		80.0	20.0	0.0		100.0	0.0	0.0		
Total %	0.0	25.0	0.0	25.0	50.0	12.5	0.0	62.5	12.5	0.0	0.0	12.5	
Exiting Leg Total				4				3				1	8

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

	Freemont Road (Route 107)				Freemont Road (Route 107)				Brown Road				Total
	North				South				West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
4:00 PM	0	0	0	0	1	1	0	2	0	0	0	0	2
4:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	1
4:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	3	0	0	3	1	0	0	1	4
Total Volume	0	2	0	2	4	1	0	5	1	0	0	1	8
% Approach Total	0.0	100.0	0.0		80.0	20.0	0.0		100.0	0.0	0.0		
PHF	0.000	0.500	0.000	0.500	0.333	0.250	0.000	0.417	0.250	0.000	0.000	0.250	0.500
Entering Leg	0	2	0	2	4	1	0	5	1	0	0	1	8
Exiting Leg				4				3				1	8
Total				6				8				2	16

PDI File #: **175662 E**
 Location: **N: Freemont Road (Route 107) S: Freemont Road (Route 107)**
 Location: **W: Brown Road**
 City, State: **Raymond, NH**
 Client: **GPI/ J. DeBarros**
 Site Code: **MAX-2016179**
 Count Date: **Tuesday, May 16, 2017**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



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

Bicycles (on Roadway and Crosswalks)

	Freemont Road (Route 107)						Freemont Road (Route 107)						Brown Road						Total
	North						South						West						
	Right	Thru	U-Turn	CW-EB	CW-WB	Total	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Left	U-Turn	CW-NB	CW-SB	Total	
4:00 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Grand Total	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
Approach %	0.0	100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
Total %	0.0	100.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	0						3						0						3

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

	Freemont Road (Route 107)						Freemont Road (Route 107)						Brown Road						Total
	North						South						West						
	Right	Thru	U-Turn	CW-EB	CW-WB	Total	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Left	U-Turn	CW-NB	CW-SB	Total	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
% Approach Total	0.0	100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.500	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500
Entering Leg	0						2						0						2
Exiting Leg	0						2						0						2
Total	2						2						0						4

PDI File #: **175662 E**
 Location: **N: Freemont Road (Route 107) S: Freemont Road (Route 107)**
 Location: **W: Brown Road**
 City, State: **Raymond, NH**
 Client: **GPI/ J. DeBarros**
 Site Code: **MAX-2016179**
 Count Date: **Tuesday, May 16, 2017**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



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

Pedestrians

	Freemont Road (Route 107)						Freemont Road (Route 107)						Brown Road						Total
	North						South						West						
	Right	Thru	U-Turn	CW-EB	CW-WB	Total	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Left	U-Turn	CW-NB	CW-SB	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total	0						0						0						0

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

4:00 PM	Freemont Road (Route 107)						Freemont Road (Route 107)						Brown Road						Total
	North						South						West						
	Right	Thru	U-Turn	CW-EB	CW-WB	Total	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Left	U-Turn	CW-NB	CW-SB	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg	0						0						0						0
Total	0						0						0						0

UPDATED TRAFFIC IMPACT AND ACCESS STUDY

Residential Development – Raymond, New Hampshire

TRAFFIC VOLUME ADJUSTMENT DATA

Year 2016 Monthly Data

Group 4 Averages:

Urban Highways

<u>Month</u>	<u>ADT</u>	<u>Adjustment to</u>	
		<u>Average</u>	<u>Peak</u>
January	13,573	1.16	1.25
February	14,038	1.12	1.21
March	15,731	1.00	1.08
April	16,139	0.97	1.05
May	15,705	1.00	1.08
June	16,766	0.94	1.01
July	15,752	1.00	1.08
August	16,529	0.95	1.03
September	17,007	0.92	1.00
October	16,598	0.94	1.02
November	15,649	1.00	1.09
December	14,638	1.07	1.16

Average ADT: 15,677
 Peak ADT: 17,007

Avg Adjusted to Peak: (2014-2016)	1.04
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TRAFFIC VOLUME ADJUSTMENT FACTORS
Automatic Traffic Recorder Report (2015)
Prepared by the NHDOT Bureau of Transportation Planning

Urban Highways Group 4									
Month	Weekday AM Peak	Adj. To Avg.	Adj. To Peak	Weekday PM Peak	Adj. To Avg.	Adj. To Peak	Saturday Midday Peak	Adj. To Avg.	Adj. To Peak
January	17,267	1.109	1.181	20,154	1.114	1.180	15,524	1.175	1.255
February	17,366	1.103	1.174	20,253	1.108	1.174	17,441	1.046	1.117
March	19,827	0.966	1.028	22,267	1.008	1.068	16,671	1.094	1.169
April	19,924	0.961	1.023	22,733	0.988	1.046	18,484	0.987	1.054
May	20,046	0.955	1.017	23,476	0.956	1.013	18,916	0.964	1.030
June	19,952	0.960	1.022	23,779	0.944	1.000	19,485	0.936	1.000
July	18,444	1.038	1.106	23,314	0.963	1.020	18,349	0.994	1.062
August	18,720	1.023	1.089	23,360	0.961	1.018	19,436	0.938	1.003
September	20,260	0.945	1.006	23,092	0.972	1.030	19,374	0.941	1.006
October	20,391	0.939	1.000	23,465	0.957	1.013	18,951	0.962	1.028
November	19,208	0.997	1.062	21,905	1.025	1.086	17,902	1.019	1.088
December	18,348	1.043	1.111	21,589	1.040	1.101	18,339	0.995	1.062
Year Avg.	19,146			22,449			18,239		

1.020

TRAFFIC VOLUME ADJUSTMENT FACTORS

Automatic Traffic Recorder Report (2014)

Prepared by the NHDOT Bureau of Transportation Planning

Urban Highways Group 4									
Month	Weekday AM Peak	Adj. To Avg.	Adj. To Peak	Weekday PM Peak	Adj. To Avg.	Adj. To Peak	Saturday Midday Peak	Adj. To Avg.	Adj. To Peak
January	21580	1.073	1.148	24868	1.087	1.151	19655	1.130	1.181
February	21460	1.079	1.154	23965	1.128	1.194	21354	1.040	1.087
March	23499	0.986	1.054	26656	1.014	1.074	21889	1.014	1.060
April	24104	0.961	1.028	27740	0.974	1.032	22425	0.990	1.035
May	24011	0.964	1.032	28061	0.963	1.020	22720	0.977	1.021
June	24123	0.960	1.027	28626	0.944	1.000	23204	0.957	1.000
July	22026	1.051	1.125	27640	0.978	1.036	22602	0.982	1.027
August	22689	1.021	1.092	28301	0.955	1.011	23080	0.962	1.005
September	24775	0.935	1.000	28218	0.958	1.014	22917	0.969	1.013
October	24606	0.941	1.007	28355	0.953	1.010	22965	0.967	1.010
November	23184	0.999	1.069	25917	1.043	1.105	21967	1.011	1.056
December	21846	1.060	1.134	25969	1.041	1.102	21696	1.024	1.070
Year Avg.	23,159			27,026			22,206		1.024

Traffic Growth Rate

Raymond, New Hampshire

Location ^b	Year								Average Annual Rate
	2008	2009	2010	2011	2012	2013	2014	2015	
NH 156, north of NH 27/NH107		4,200			4,000			3,800	-1.65%
NH 102/107, over Lamprey River			13,000			13,000			0.00%
NH 27/107, west of Long Hill Rd		6,800			6,000				-4.09%
NH 27/107, west of NH 156		11,000			11,000			12,000	1.47%
NH 102/107, south of NH 27		12,000			11,000			13,000	1.40%
Mountain Rd at Nottingham TL			1,100			780			-10.83%
Batchelder Rd, west of Old Freemont Rd		1,400			1,300			1,600	2.33%
Scribner Rd, east of Gile Rd			1,500			1,600			2.17%
Old Manchester Rd, west of Wight St		2,900			3,200			2,900	0.04%
Main St over Lamprey River			3600			3500			-0.93%
Epping St over Lamprey River			3300			3200			-1.02%
Prescott Rd over Lamprey River			980			970			-0.34%
Blueberry Hill Rd over Exeter River			790			730			-2.60%
NH 101 Between Exits 4-5		36600			37000			41000	1.92%
Green Rd over NH 101			480			550			4.64%
NH 27, east of Dudley Rd			2800			2700			-1.20%
Dudley Rd, east of Critchett Rd			600			540			-3.45%
Onway Lake Rd, north of Scribner Rd			600			720			6.27%
langford Rd over Lamprey River			1200			1100			-2.86%

Average Growth Rate = 0.12%

^a Source: Based upon historical data; New Hampshire Department of Transportation

Outlier: Not included in average growth rate

UPDATED TRAFFIC IMPACT AND ACCESS STUDY

Residential Development – Raymond, New Hampshire

BACKGROUND DEVELOPMENT DATA

Institute of Transportation Engineers (ITE)
Land Use Code (LUC) 210 - Single-Family Detached Housing

Average Vehicle Trips Ends vs: Dwelling Units
 Independent Variable (X): 35

AVERAGE WEEKDAY DAILY

$\text{Ln } T = 0.92 \text{ Ln } (X) + 2.72$
 $\text{Ln } T = 0.92 \text{ Ln } 35 + (2.72)$
 $\text{Ln } T = 5.99$
 $T = 399.78$
 $T = 400$ vehicle trips
 with 50% (200 vpd) entering and 50% (200 vpd) exiting.

WEEKDAY MORNING PEAK HOUR OF ADJACENT STREET TRAFFIC

$T = 0.70 (X) + 9.74$
 $T = 0.70 * 35 + (9.74)$
 $T = 34.24$
 $T = 34$ vehicle trips
 with 25% (9 vph) entering and 75% (25 vph) exiting.

WEEKDAY EVENING PEAK HOUR OF ADJACENT STREET TRAFFIC

$\text{Ln } T = 0.90 \text{ Ln } (X) + 0.51$
 $\text{Ln } T = 0.92 \text{ Ln } 35 + (0.51)$
 $\text{Ln } T = 3.71$
 $T = 40.85$
 $T = 41$ vehicle trips
 with 63% (26 vpd) entering and 37% (15 vpd) exiting.

SATURDAY DAILY

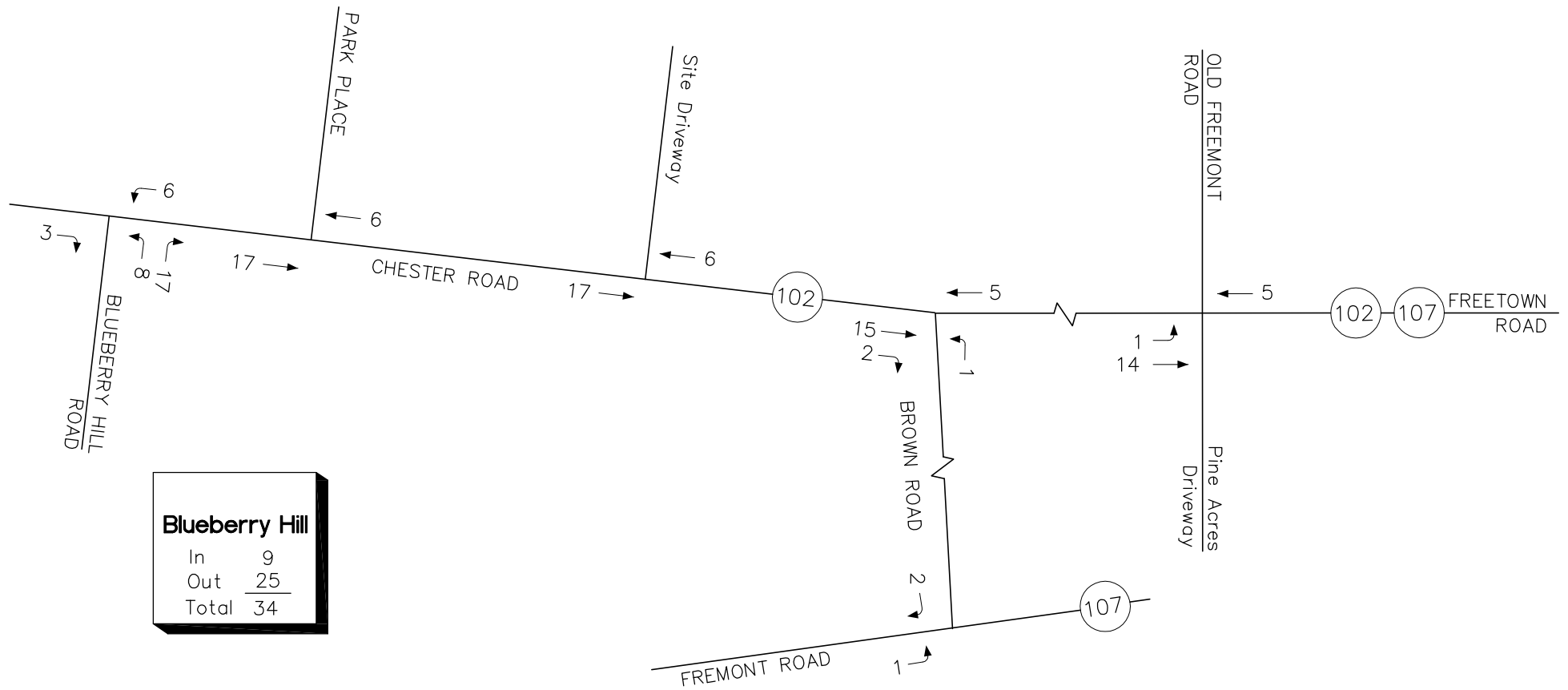
$\text{Ln } T = 0.93 \text{ Ln } (X) + 2.64$
 $\text{Ln } T = 0.93 \text{ Ln } 35 + (2.64)$
 $\text{Ln } T = 5.95$
 $T = 382.40$
 $T = 382$ vehicle trips
 with 50% (191 vpd) entering and 50% (191 vpd) exiting.

SATURDAY MIDDAY PEAK HOUR OF GENERATOR

$T = 0.89 (X) + 8.77$
 $T = 0.89 * 35 + (8.77)$
 $T = 39.92$
 $T = 40$ vehicle trips
 with 54% (22 vph) entering and 46% (18 vph) exiting.

UPDATED TRAFFIC IMPACT AND ACCESS STUDY

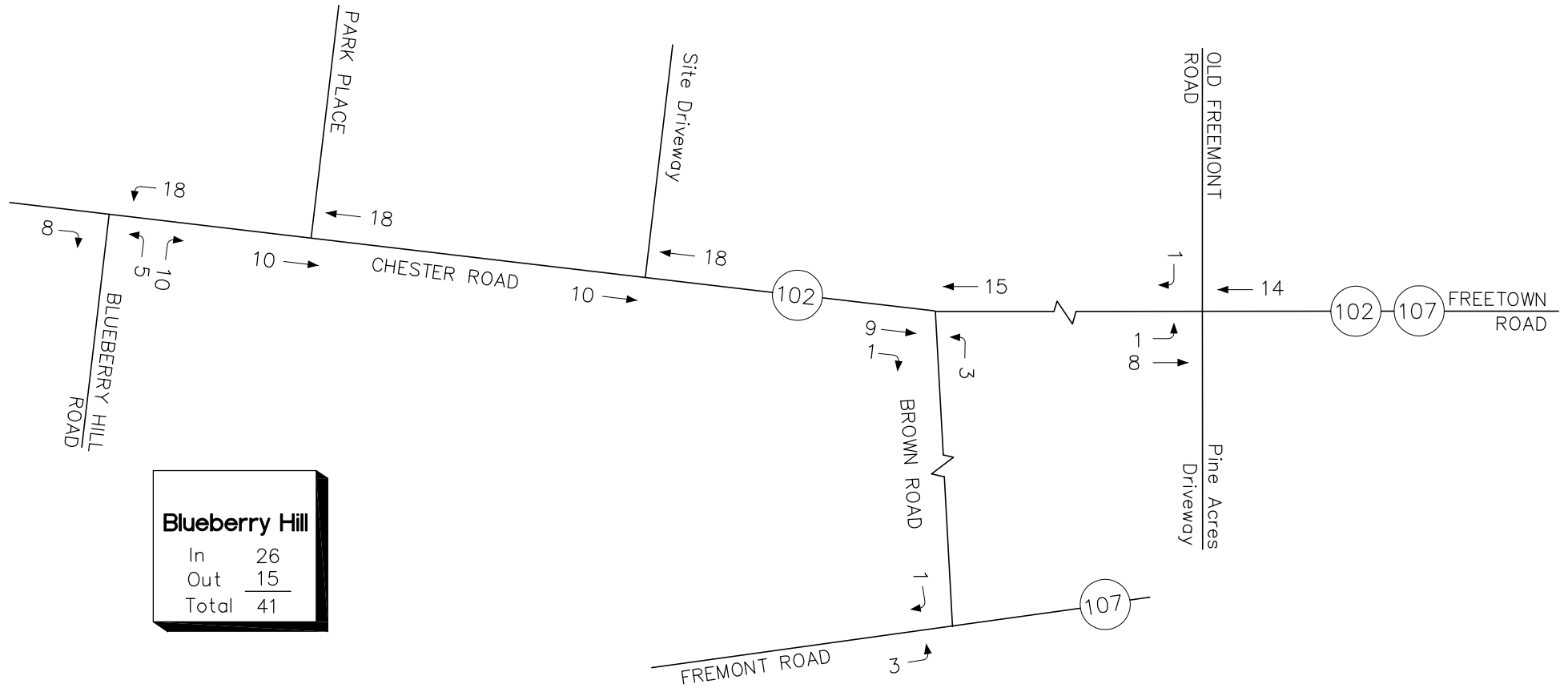
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NOT TO SCALE

UPDATED TRAFFIC IMPACT AND ACCESS STUDY

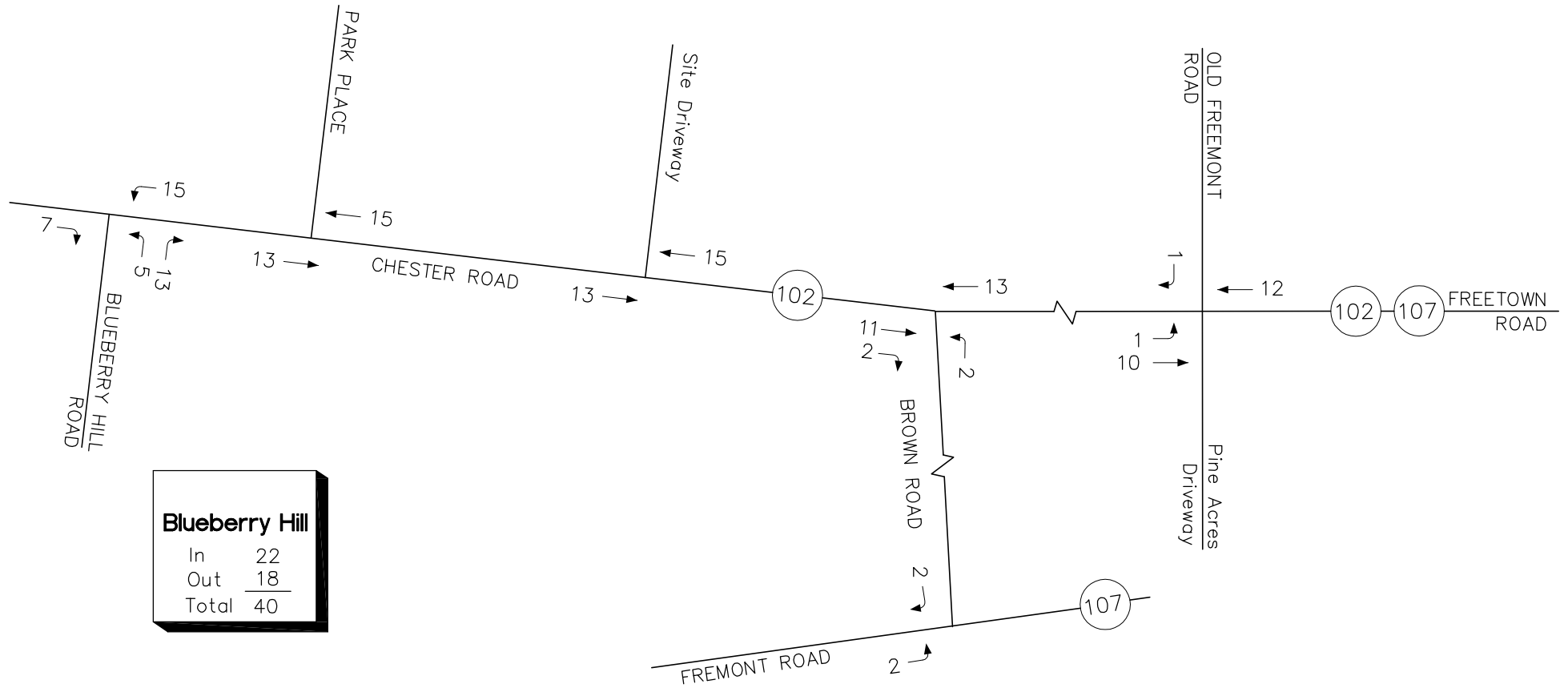
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UPDATED TRAFFIC IMPACT AND ACCESS STUDY

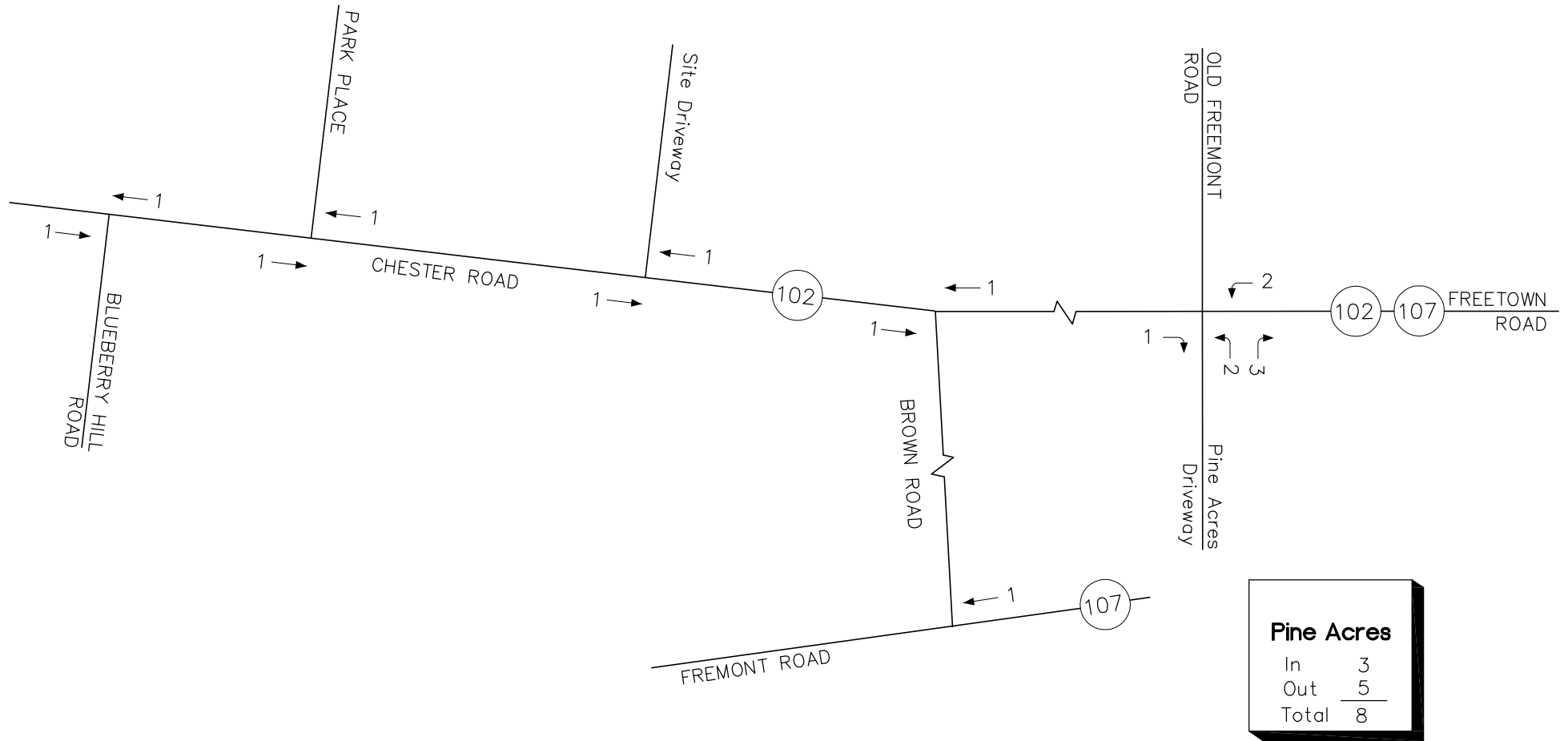
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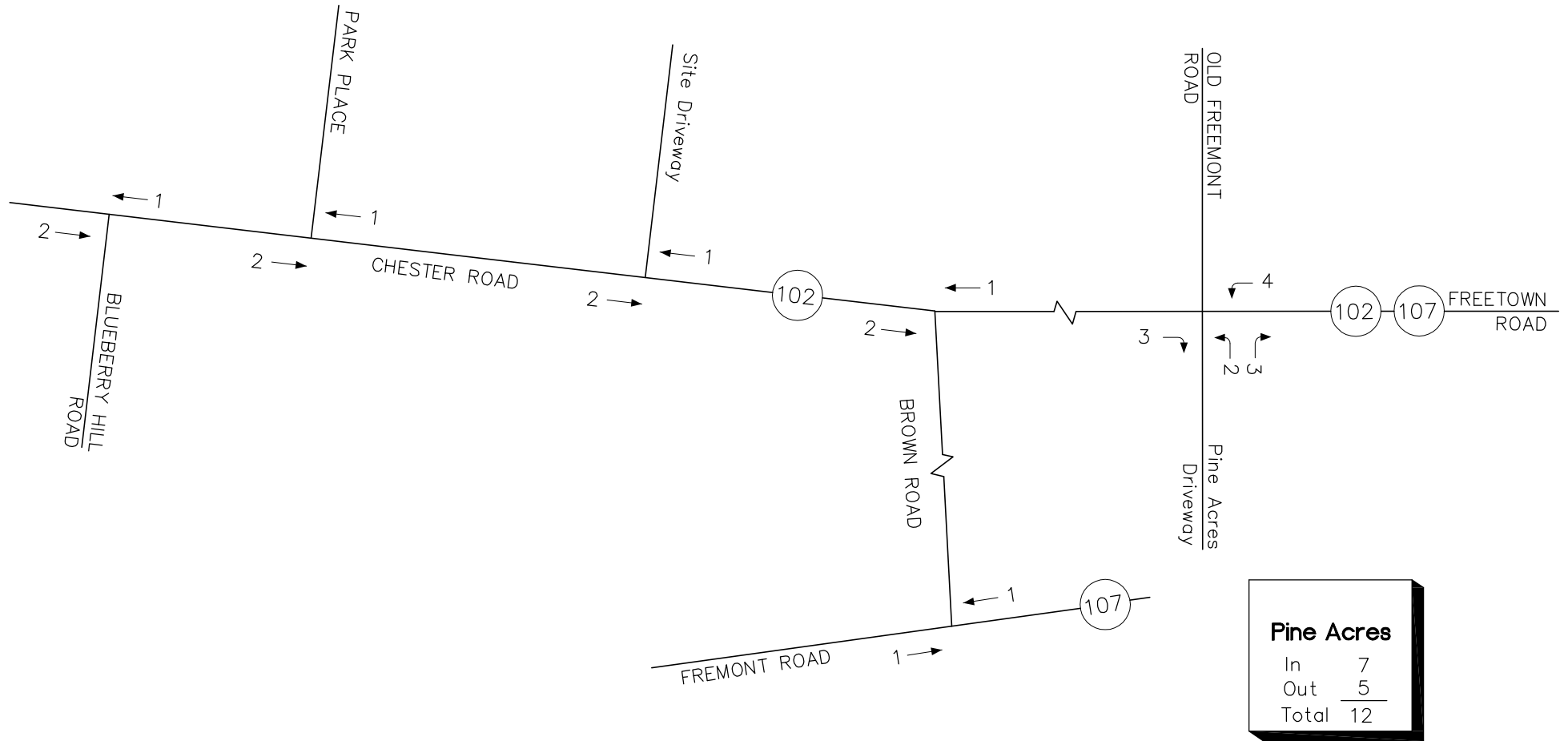
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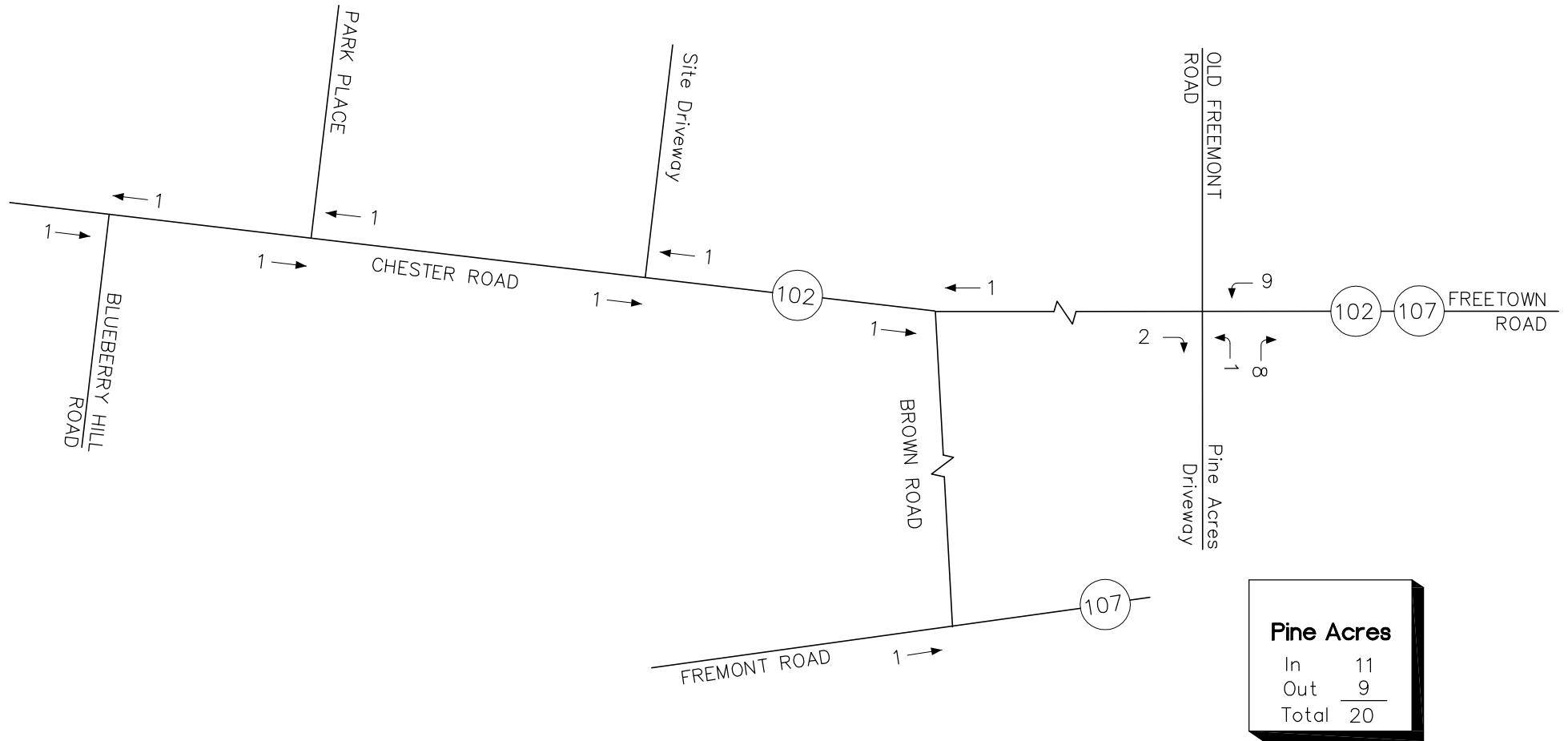
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UPDATED TRAFFIC IMPACT AND ACCESS STUDY

Residential Development - Raymond, New Hampshire



NOT TO SCALE

UPDATED TRAFFIC IMPACT AND ACCESS STUDY

Residential Development – Raymond, New Hampshire

TRIP-GENERATION DATA

Institute of Transportation Engineers (ITE)

Land Use Code (LUC) 230 - Residential Condominium/Townhouse

Average Vehicle Trips Ends vs: Dwelling Units

Independent Variable (X): 172

AVERAGE WEEKDAY DAILY

$$\ln T = 0.870 \ln (X) + 2.46$$

$$\ln T = 0.870 \ln 172 + (2.46)$$

$$\ln T = 6.94$$

$$T = 1031.04$$

$$T = 1,032 \text{ vehicle trips}$$

with 50% (516 vpd) entering and 50% (516 vpd) exiting.

WEEKDAY MORNING PEAK HOUR OF ADJACENT STREET TRAFFIC

$$\ln T = 0.80 \ln (X) + 0.26$$

$$\ln T = 0.80 \ln 172 + (0.26)$$

$$\ln T = 4.38$$

$$T = 79.68$$

$$T = 80 \text{ vehicle trips}$$

with 17% (14 vpd) entering and 83% (66 vpd) exiting.

WEEKDAY EVENING PEAK HOUR OF ADJACENT STREET TRAFFIC

$$\ln T = 0.82 \ln (X) + 0.32$$

$$\ln T = 0.82 \ln 172 + (0.32)$$

$$\ln T = 4.54$$

$$T = 93.78$$

$$T = 94 \text{ vehicle trips}$$

with 67% (63 vph) entering and 33% (31 vph) exiting.

SATURDAY DAILY

$$T = 3.62 * (X) + 427.93$$

$$T = 3.62 * 172 + (427.93)$$

$$T = 1050.57$$

$$T = 1,050 \text{ vehicle trips}$$

with 50% (525 vpd) entering and 50% (525 vpd) exiting.

SATURDAY MIDDAY PEAK HOUR OF GENERATOR

$$T = 0.29 * (X) + 42.63$$

$$T = 0.29 * 172 + (42.63)$$

$$T = 92.51$$

$$T = 92 \text{ vehicle trips}$$

with 54% (50 vph) entering and 46% (42 vph) exiting.

UPDATED TRAFFIC IMPACT AND ACCESS STUDY

Residential Development – Raymond, New Hampshire

JOURNEY-TO-WORK DATA

Workplace State-County-MCD Name	Count		To/From North	To/From East	To/From South	To/From West	CHECK	To/From North	To/From East	To/From South	To/From West	CHECK
			Chester Road Rte 102	Brown Road/Main Street	Chester Road/Freetown Road	Batchelder/Old Fremont		Chester Road Rte 102	Brown Road/Main	Chester Road/Freetown Road	Batchelder/Old Fremont	
Raymond town Rockingham Co. NH	935	19.902086	85%	5%	5%	5%	TRUE	794.8	46.8	46.8	46.8	TRUE
Manchester city Hillsborough Co. NH	678	14.431673	75%		20%	5%	TRUE	508.5	0.0	135.6	33.9	TRUE
Exeter town Rockingham Co. NH	236	5.0234142	90%	10%			TRUE	212.4	23.6	0.0	0.0	TRUE
Londonderry town Rockingham Co. NH	230	4.8957003	5%		95%		TRUE	11.5	0.0	218.5	0.0	TRUE
Salem town Rockingham Co. NH	176	3.746275		40%	60%		TRUE	0.0	70.4	105.6	0.0	TRUE
Derry town Rockingham Co. NH	153	3.256705	5%		95%		TRUE	7.7	0.0	145.4	0.0	TRUE
Nashua city Hillsborough Co. NH	133	2.8309919	20%		80%		TRUE	26.6	0.0	106.4	0.0	TRUE
Boston city Suffolk Co. MA	129	2.7458493	20%		80%		TRUE	25.8	0.0	103.2	0.0	TRUE
Portsmouth city Rockingham Co. NH	127	2.703278	100%				TRUE	127.0	0.0	0.0	0.0	TRUE
Bedford town Hillsborough Co. NH	126	2.6819923	80%		20%		TRUE	100.8	0.0	25.2	0.0	TRUE
Epping town Rockingham Co. NH	122	2.5968497	100%				TRUE	122.0	0.0	0.0	0.0	TRUE
Haverhill city Essex Co. MA	111	2.3627075		60%	40%		TRUE	0.0	66.6	44.4	0.0	TRUE
Plaistow town Rockingham Co. NH	106	2.2562793		60%	40%		TRUE	0.0	63.6	42.4	0.0	TRUE
Brentwood town Rockingham Co. NH	92	1.9582801	20%	80%			TRUE	18.4	73.6	0.0	0.0	TRUE
Atkinson town Rockingham Co. NH	81	1.7241379		40%	60%		TRUE	0.0	32.4	48.6	0.0	TRUE
Concord city Merrimack Co. NH	79	1.6815666	95%			5%	TRUE	75.1	0.0	0.0	4.0	TRUE
Hooksett town Merrimack Co. NH	79	1.6815666	90%			10%	TRUE	71.1	0.0	0.0	7.9	TRUE
North Andover town Essex Co. MA	78	1.660281		40%	60%		TRUE	0.0	31.2	46.8	0.0	TRUE
Seabrook town Rockingham Co. NH	78	1.660281	70%	30%			TRUE	54.6	23.4	0.0	0.0	TRUE
Kingston town Rockingham Co. NH	76	1.6177097	30%	70%			TRUE	22.8	53.2	0.0	0.0	TRUE
Auburn town Rockingham Co. NH	73	1.5538527	55%		40%	5%	TRUE	40.2	0.0	29.2	3.7	TRUE
Andover town Essex Co. MA	70	1.4899957		40%	60%		TRUE	0.0	28.0	42.0	0.0	TRUE
Merrimack town Hillsborough Co. NH	63	1.3409962	75%		20%	5%	TRUE	47.3	0.0	12.6	3.2	TRUE
Lawrence city Essex Co. MA	61	1.2984249		55%	45%		TRUE	0.0	33.6	27.5	0.0	TRUE
Hudson town Hillsborough Co. NH	60	1.2771392			100%		TRUE	0.0	0.0	60.0	0.0	TRUE
Stratham town Rockingham Co. NH	58	1.2345679	100%				TRUE	58.0	0.0	0.0	0.0	TRUE
Danvers town Essex Co. MA	54	1.1494253	70%	30%			TRUE	37.8	16.2	0.0	0.0	TRUE
Newburyport city Essex Co. MA	50	1.0642827	60%	40%			TRUE	30.0	20.0	0.0	0.0	TRUE
Newington town Rockingham Co. NH	44	0.9365688	100%				TRUE	44.0	0.0	0.0	0.0	TRUE
Wilmington town Middlesex Co. MA	42	0.8939974		30%	70%		TRUE	0.0	12.6	29.4	0.0	TRUE
Hampton town Rockingham Co. NH	36	0.7662835	100%				TRUE	36.0	0.0	0.0	0.0	TRUE
North Hampton town Rockingham Co. NH	35	0.7449979	100%				TRUE	35.0	0.0	0.0	0.0	TRUE
Greenland town Rockingham Co. NH	34	0.7237122	100%				TRUE	34.0	0.0	0.0	0.0	TRUE
Nottingham town Rockingham Co. NH	31	0.6598553	100%				TRUE	31.0	0.0	0.0	0.0	TRUE
Lowell city Middlesex Co. MA	29	0.617284		40%	60%		TRUE	0.0	11.6	17.4	0.0	TRUE
Hampstead town Rockingham Co. NH	29	0.617284		20%	80%		TRUE	0.0	5.8	23.2	0.0	TRUE
Woburn city Middlesex Co. MA	28	0.5959983	20%		80%		TRUE	5.6	0.0	22.4	0.0	TRUE
Candia town Rockingham Co. NH	26	0.553427	50%			50%	TRUE	13.0	0.0	0.0	13.0	TRUE
Cambridge city Middlesex Co. MA	25	0.5321413	40%		60%		TRUE	10.0	0.0	15.0	0.0	TRUE
Chelmsford town Middlesex Co. MA	25	0.5321413	40%		60%		TRUE	10.0	0.0	15.0	0.0	TRUE

4,698 100 %

	2610.8	612.5	1362.5	112.3	
	56%	13%	29%	2%	100%
SAY	55%	10%	30%	5%	100%

UPDATED TRAFFIC IMPACT AND ACCESS STUDY

Residential Development – Raymond, New Hampshire

CAPACITY ANALYSIS METHODOLOGY

CAPACITY ANALYSIS METHODOLOGY

A primary result of capacity analysis is the assignment of levels of service to traffic facilities under various traffic flow conditions. The capacity analysis methodology is based on the concepts and procedures in the *Highway Capacity Manual* (HCM).⁷ The concept of level of service (LOS) is defined as a qualitative measure describing operational conditions within a traffic stream and their perception by motorists and/or passengers. A level-of-service definition provides an index to quality of traffic flow in terms of such factors as speed, travel time, freedom to maneuver, traffic interruptions, comfort, convenience, and safety.

Six levels of service are defined for each type of facility. They are given letter designations from A to F, with LOS A representing the best operating conditions and LOS F the worst. Since the level of service of a traffic facility is a function of the traffic flows placed upon it, such a facility may operate at a wide range of levels of service, depending on the time of day, day of week, or period of year. A description of the operating condition under each level of service is provided below:

- *LOS A* describes conditions with little to no delay to motorists.
- *LOS B* represents a desirable level with relatively low delay to motorists.
- *LOS C* describes conditions with average delays to motorists.
- *LOS D* describes operations where the influence of congestion becomes more noticeable. Delays are still within an acceptable range.
- *LOS E* represents operating conditions with high delay values. This level is considered by many agencies to be the limit of acceptable delay.
- *LOS F* is considered to be unacceptable to most drivers with high delay values that often occur, when arrival flow rates exceed the capacity of the intersection.

Unsignalized Intersections

Levels of service for unsignalized intersections are calculated using the operational analysis methodology of the HCM. The procedure accounts for lane configuration on both the minor and major street approaches, conflicting traffic stream volumes, and the type of intersection control

⁷ *Highway Capacity Manual 2010*, Transportation Research Board; Washington, D.C.; 2010.

UPDATED TRAFFIC IMPACT AND ACCESS STUDY

Residential Development – Raymond, New Hampshire

(STOP, YIELD, or all-way STOP control). The definition of level of service for unsignalized intersections is a function of average *control* delay. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. The level-of-service criteria for unsignalized intersections are shown in Table A-1.

Signalized Intersections

Levels of service for signalized intersections are also calculated using the operational analysis methodology of the HCM. The methodology for signalized intersections assesses the effects of signal type, timing, phasing, and progression; vehicle mix; and geometrics on average *control* delay. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. Table A-1 summarizes the relationship between level of service and average control delay.

Table A-1
LEVEL-OF-SERVICE CRITERIA FOR INTERSECTIONS

Level of Service	Unsignalized Intersection Criteria	Signalized Intersection Criteria
	Average Control Delay (Seconds per Vehicle)	Average Control Delay (Seconds per Vehicle)
A	≤10	≤10
B	>10 and ≤15	>10 and ≤20
C	>15 and ≤25	>20 and ≤35
D	>25 and ≤35	>35 and ≤55
E	>35 and ≤50	>55 and ≤80
F	>50 or v/c >1.0	>80 or v/c >1.0

Source: *Highway Capacity Manual 2010*, Transportation Research Board; Washington, D.C.; 2010.
Pages 18-6 and 19-2.

For signalized intersections, this delay criterion may be applied in assigning level-of-service designations to individual lane groups, to individual intersection approaches, or to the entire intersection. For unsignalized intersections, this delay criterion may be applied in assigning level-of-service designations to individual lane groups or to individual intersection approaches.

















UPDATED TRAFFIC IMPACT AND ACCESS STUDY

Residential Development – Raymond, New Hampshire

CAPACITY AND QUEUE ANALYSIS WORKSHEETS

1: Chester Road/Freetown Rd & Old Freemont Rd/Pine Acre
Lanes, Volumes, Timings

2017 Existing
Timing Plan: Weekday AM

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	12	0	47	6	0	7	34	834	1	6	410	15
Future Volume (vph)	12	0	47	6	0	7	34	834	1	6	410	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	16	16	16	12	12	12	12	12	12
Storage Length (ft)	0		0	0		0	315		0	315		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.892			0.928							0.995
Flt Protected		0.990			0.977		0.950			0.950		
Satd. Flow (prot)	0	1651	0	0	1952	0	1703	1827	0	1805	1751	0
Flt Permitted		0.990			0.977		0.950			0.950		
Satd. Flow (perm)	0	1651	0	0	1952	0	1703	1827	0	1805	1751	0
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		964			238			4375			508	
Travel Time (s)		21.9			5.4			74.6			8.7	
Confl. Peds. (#/hr)				1		1			1	1		
Confl. Bikes (#/hr)						2			2			
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	0%	2%	0%	0%	0%	6%	4%	0%	0%	8%	7%
Adj. Flow (vph)	13	0	52	7	0	8	38	927	1	7	456	17
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	65	0	0	15	0	38	928	0	7	473	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	0.85	0.85	0.85	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 54.4%
 Analysis Period (min) 15
 ICU Level of Service A

1: Chester Road/Freetown Rd & Old Freemont Rd/Pine Acre
 HCM 2010 TWSC

2017 Existing
 Timing Plan: Weekday AM

Intersection

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Int Delay, s/veh	1.4											
Lane Configurations		↔			↔		↔	↔		↔	↔	
Traffic Vol, veh/h	12	0	47	6	0	7	34	834	1	6	410	15
Future Vol, veh/h	12	0	47	6	0	7	34	834	1	6	410	15
Conflicting Peds, #/hr	0	0	0	1	0	1	0	0	1	1	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	315	-	-	315	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	0	2	0	0	0	6	4	0	0	8	7
Mvmt Flow	13	0	52	7	0	8	38	927	1	7	456	17










Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1485	1481	465	1508	1490	929	472	0	0	929	0	0
Stage 1	477	477	-	1004	1004	-	-	-	-	-	-	-
Stage 2	1008	1004	-	504	486	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.22	7.1	6.5	6.2	4.16	-	-	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	3.318	3.5	4	3.3	2.254	-	-	2.2	-	-
Pot Cap-1 Maneuver	104	127	597	100	125	327	1069	-	-	744	-	-
Stage 1	573	559	-	294	322	-	-	-	-	-	-	-
Stage 2	292	322	-	554	554	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	98	121	597	88	119	326	1068	-	-	743	-	-
Mov Cap-2 Maneuver	98	121	-	88	119	-	-	-	-	-	-	-
Stage 1	553	554	-	283	310	-	-	-	-	-	-	-
Stage 2	275	310	-	500	549	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	20.8	32.6	0.3	0.1
HCM LOS	C	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1068	-	-	293	145	743	-	-
HCM Lane V/C Ratio	0.035	-	-	0.224	0.1	0.009	-	-
HCM Control Delay (s)	8.5	-	-	20.8	32.6	9.9	-	-
HCM Lane LOS	A	-	-	C	D	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.8	0.3	0	-	-

2: Chester Road & Brown Road
Lanes, Volumes, Timings

2017 Existing
Timing Plan: Weekday AM

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	24	40	493	26	6	269
Future Volume (vph)	24	40	493	26	6	269
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.915		0.993			
Flt Protected	0.982					0.999
Satd. Flow (prot)	1707	0	1811	0	0	1718
Flt Permitted	0.982					0.999
Satd. Flow (perm)	1707	0	1811	0	0	1718
Link Speed (mph)	30		40			40
Link Distance (ft)	2474		724			4375
Travel Time (s)	56.2		12.3			74.6
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	0%	0%	4%	8%	33%	10%
Adj. Flow (vph)	28	47	573	30	7	313
Shared Lane Traffic (%)						
Lane Group Flow (vph)	75	0	603	0	0	320
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 38.0% ICU Level of Service A
 Analysis Period (min) 15

Intersection

Int Delay, s/veh	1.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	W	T	T	T	T
Traffic Vol, veh/h	24	40	493	26	6	269
Future Vol, veh/h	24	40	493	26	6	269
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	86	86	86	86	86	86
Heavy Vehicles, %	0	0	4	8	33	10
Mvmt Flow	28	47	573	30	7	313










Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	915	588	0	0	603	0
Stage 1	588	-	-	-	-	-
Stage 2	327	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.43	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.497	-
Pot Cap-1 Maneuver	305	513	-	-	840	-
Stage 1	559	-	-	-	-	-
Stage 2	735	-	-	-	-	-
Platoon blocked, %			-	-		
Mov Cap-1 Maneuver	302	513	-	-	840	-
Mov Cap-2 Maneuver	302	-	-	-	-	-
Stage 1	559	-	-	-	-	-
Stage 2	728	-	-	-	-	-

Approach	WB		NB		SB
HCM Control Delay, s	15.8		0		0.2
HCM LOS	C				

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	406	840	-
HCM Lane V/C Ratio	-	-	0.183	0.008	-
HCM Control Delay (s)	-	-	15.8	9.3	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	0.7	0	-

3: Chester Road & Park Place
Lanes, Volumes, Timings

2017 Existing
Timing Plan: Weekday AM

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	10	1	0	509	290	3
Future Volume (vph)	10	1	0	509	290	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.990				0.999	
Flt Protected	0.956					
Satd. Flow (prot)	1798	0	0	1810	1743	0
Flt Permitted	0.956					
Satd. Flow (perm)	1798	0	0	1810	1743	0
Link Speed (mph)	30			40	40	
Link Distance (ft)	724			1477	1156	
Travel Time (s)	16.5			25.2	19.7	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	0%	0%	0%	5%	9%	0%
Adj. Flow (vph)	12	1	0	592	337	3
Shared Lane Traffic (%)						
Lane Group Flow (vph)	13	0	0	592	340	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 36.8% ICU Level of Service A
Analysis Period (min) 15

Intersection

Int Delay, s/veh 0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			W	W	
Traffic Vol, veh/h	10	1	0	509	290	3
Future Vol, veh/h	10	1	0	509	290	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	86	86	86	86	86	86
Heavy Vehicles, %	0	0	0	5	9	0
Mvmt Flow	12	1	0	592	337	3










Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	931	339	341	0	-	0
Stage 1	339	-	-	-	-	-
Stage 2	592	-	-	-	-	-
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	299	708	1229	-	-	-
Stage 1	726	-	-	-	-	-
Stage 2	557	-	-	-	-	-
Platoon blocked, %						
Mov Cap-1 Maneuver	299	708	1229	-	-	-
Mov Cap-2 Maneuver	299	-	-	-	-	-
Stage 1	726	-	-	-	-	-
Stage 2	557	-	-	-	-	-

Approach	EB		NB		SB
HCM Control Delay, s	16.9		0		0
HCM LOS	C				

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1229	-	316	-	-
HCM Lane V/C Ratio	-	-	0.04	-	-
HCM Control Delay (s)	0	-	16.9	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

4: Chester Road & Blueberry Hill Road
Lanes, Volumes, Timings

2017 Existing
Timing Plan: Weekday AM

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	10	65	444	7	17	274
Future Volume (vph)	10	65	444	7	17	274
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.882		0.998			
Flt Protected	0.994					0.997
Satd. Flow (prot)	1623	0	1800	0	0	1728
Flt Permitted	0.994					0.997
Satd. Flow (perm)	1623	0	1800	0	0	1728
Link Speed (mph)	30		40			40
Link Distance (ft)	1650		246			1477
Travel Time (s)	37.5		4.2			25.2
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	0%	3%	5%	29%	19%	9%
Adj. Flow (vph)	11	75	510	8	20	315
Shared Lane Traffic (%)						
Lane Group Flow (vph)	86	0	518	0	0	335
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 39.6% ICU Level of Service A
Analysis Period (min) 15

4: Chester Road & Blueberry Hill Road
 HCM 2010 TWSC

2017 Existing
 Timing Plan: Weekday AM

Intersection

Int Delay, s/veh	1.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		T			T
Traffic Vol, veh/h	10	65	444	7	17	274
Future Vol, veh/h	10	65	444	7	17	274
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	87	87	87	87	87	87
Heavy Vehicles, %	0	3	5	29	19	9
Mvmt Flow	11	75	510	8	20	315










Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	868	514	0	0	518	0
Stage 1	514	-	-	-	-	-
Stage 2	354	-	-	-	-	-
Critical Hdwy	6.4	6.23	-	-	4.29	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.327	-	-	2.371	-
Pot Cap-1 Maneuver	325	558	-	-	967	-
Stage 1	605	-	-	-	-	-
Stage 2	715	-	-	-	-	-
Platoon blocked, %			-	-		
Mov Cap-1 Maneuver	317	558	-	-	967	-
Mov Cap-2 Maneuver	317	-	-	-	-	-
Stage 1	605	-	-	-	-	-
Stage 2	697	-	-	-	-	-

Approach	WB		NB		SB
HCM Control Delay, s	13.6		0		0.5
HCM LOS	B				

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	507	967
HCM Lane V/C Ratio	-	-	0.17	0.02
HCM Control Delay (s)	-	-	13.6	8.8
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.6	0.1

5: Fremont Road & Brown Road
Lanes, Volumes, Timings

2017 Existing
Timing Plan: Weekday AM

						
Lane Group	EBL	EBR	SET	SER	NWL	NWT
Lane Configurations						
Traffic Volume (vph)	0	41	170	0	14	255
Future Volume (vph)	0	41	170	0	14	255
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.865					
Flt Protected						0.997
Satd. Flow (prot)	1596	0	1827	0	0	1792
Flt Permitted						0.997
Satd. Flow (perm)	1596	0	1827	0	0	1792
Link Speed (mph)	30		40			40
Link Distance (ft)	2474		543			673
Travel Time (s)	56.2		9.3			11.5
Confl. Bikes (#/hr)		1		1		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	3%	4%	0%	0%	6%
Adj. Flow (vph)	0	43	179	0	15	268
Shared Lane Traffic (%)						
Lane Group Flow (vph)	43	0	179	0	0	283
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 34.8% ICU Level of Service A
Analysis Period (min) 15

5: Fremont Road & Brown Road
 HCM 2010 TWSC

2017 Existing
 Timing Plan: Weekday AM

Intersection

Int Delay, s/veh	1					
Movement	EBL	EBR	SET	SER	NWL	NWT
Lane Configurations						
Traffic Vol, veh/h	0	41	170	0	14	255
Future Vol, veh/h	0	41	170	0	14	255
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	95	95	95	95	95	95
Heavy Vehicles, %	0	3	4	0	0	6
Mvmt Flow	0	43	179	0	15	268










Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	477	179	0	0	179	0
Stage 1	179	-	-	-	-	-
Stage 2	298	-	-	-	-	-
Critical Hdwy	6.4	6.23	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.327	-	-	2.2	-
Pot Cap-1 Maneuver	551	861	-	-	1409	-
Stage 1	857	-	-	-	-	-
Stage 2	758	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	544	861	-	-	1409	-
Mov Cap-2 Maneuver	544	-	-	-	-	-
Stage 1	857	-	-	-	-	-
Stage 2	748	-	-	-	-	-

Approach	EB		SE		NW
HCM Control Delay, s	9.4		0		0.4
HCM LOS	A				

Minor Lane/Major Mvmt	NWL	NWT	EBLn1	SET	SER
Capacity (veh/h)	1409	-	861	-	-
HCM Lane V/C Ratio	0.01	-	0.05	-	-
HCM Control Delay (s)	7.6	0	9.4	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

6: Chester Road & Site Driveway
Lanes, Volumes, Timings

2017 Existing
Timing Plan: Weekday AM

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	519	293	0
Future Volume (vph)	0	0	0	519	293	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1900	0	0	1827	1743	0
Flt Permitted						
Satd. Flow (perm)	1900	0	0	1827	1743	0
Link Speed (mph)	30			40	40	
Link Distance (ft)	446			1156	724	
Travel Time (s)	10.1			19.7	12.3	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	0%	0%	4%	9%	0%
Adj. Flow (vph)	0	0	0	577	326	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	577	326	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 30.6% ICU Level of Service A
Analysis Period (min) 15

Intersection

Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			W	W	
Traffic Vol, veh/h	0	0	0	519	293	0
Future Vol, veh/h	0	0	0	519	293	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	4	9	0
Mvmt Flow	0	0	0	577	326	0



















Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	903	326	326	0	-	0
Stage 1	326	-	-	-	-	-
Stage 2	577	-	-	-	-	-
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	310	720	1245	-	-	-
Stage 1	736	-	-	-	-	-
Stage 2	566	-	-	-	-	-
Platoon blocked, %						
Mov Cap-1 Maneuver	310	720	1245	-	-	-
Mov Cap-2 Maneuver	310	-	-	-	-	-
Stage 1	736	-	-	-	-	-
Stage 2	566	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1245	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

1: Chester Road/Freetown Rd & Old Fremont Road/Pine Acre
Lanes, Volumes, Timings

2017 Existing
Timing Plan: Weekday PM

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	11	0	84	4	0	9	63	681	9	8	895	21
Future Volume (vph)	11	0	84	4	0	9	63	681	9	8	895	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	16	16	16	12	12	12	12	12	12
Storage Length (ft)	0		0	0		0	315		0	315		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.880			0.907			0.998			0.997	
Flt Protected		0.994			0.985		0.950			0.950		
Satd. Flow (prot)	0	1605	0	0	1924	0	1687	1842	0	1597	1856	0
Flt Permitted		0.994			0.985		0.950			0.950		
Satd. Flow (perm)	0	1605	0	0	1924	0	1687	1842	0	1597	1856	0
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		827			248			4402			580	
Travel Time (s)		18.8			5.6			75.0			9.9	
Confl. Bikes (#/hr)			1									1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	4%	0%	0%	0%	7%	3%	0%	13%	2%	5%
Adj. Flow (vph)	11	0	88	4	0	9	66	709	9	8	932	22
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	99	0	0	13	0	66	718	0	8	954	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	0.85	0.85	0.85	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 65.3%
 Analysis Period (min) 15
 ICU Level of Service C

1: Chester Road/Freetown Rd & Old Fremont Road/Pine Acre
 HCM 2010 TWSC

2017 Existing
 Timing Plan: Weekday PM

Intersection

Int Delay, s/veh	2.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↔	↔		↔	↔	
Traffic Vol, veh/h	11	0	84	4	0	9	63	681	9	8	895	21
Future Vol, veh/h	11	0	84	4	0	9	63	681	9	8	895	21
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	315	-	-	315	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	0	4	0	0	0	7	3	0	13	2	5
Mvmt Flow	11	0	88	4	0	9	66	709	9	8	932	22










Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1810	1810	943	1849	1816	714	954	0	0	719	0	0
Stage 1	960	960	-	845	845	-	-	-	-	-	-	-
Stage 2	850	850	-	1004	971	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.24	7.1	6.5	6.2	4.17	-	-	4.23	-	-
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	3.336	3.5	4	3.3	2.263	-	-	2.317	-	-
Pot Cap-1 Maneuver	62	80	316	58	79	435	701	-	-	834	-	-
Stage 1	311	338	-	360	382	-	-	-	-	-	-	-
Stage 2	358	380	-	294	334	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	56	72	316	39	71	435	701	-	-	834	-	-
Mov Cap-2 Maneuver	56	72	-	39	71	-	-	-	-	-	-	-
Stage 1	282	335	-	326	346	-	-	-	-	-	-	-
Stage 2	317	344	-	211	331	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	37.6	44.3	0.9	0.1
HCM LOS	E	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	701	-	-	206	105	834	-	-
HCM Lane V/C Ratio	0.094	-	-	0.48	0.129	0.01	-	-
HCM Control Delay (s)	10.7	-	-	37.6	44.3	9.4	-	-
HCM Lane LOS	B	-	-	E	E	A	-	-
HCM 95th %tile Q(veh)	0.3	-	-	2.4	0.4	0	-	-

2: Chester Road & Brown Road
Lanes, Volumes, Timings

2017 Existing
Timing Plan: Weekday PM

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	32	12	407	46	21	515
Future Volume (vph)	32	12	407	46	21	515
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.963		0.986			
Flt Protected	0.965					0.998
Satd. Flow (prot)	1766	0	1857	0	0	1860
Flt Permitted	0.965					0.998
Satd. Flow (perm)	1766	0	1857	0	0	1860
Link Speed (mph)	30		40			40
Link Distance (ft)	2493		724			4402
Travel Time (s)	56.7		12.3			75.0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	1%	0%	0%	2%
Adj. Flow (vph)	34	13	433	49	22	548
Shared Lane Traffic (%)						
Lane Group Flow (vph)	47	0	482	0	0	570
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 54.1% ICU Level of Service A
Analysis Period (min) 15

2: Chester Road & Brown Road
 HCM 2010 TWSC

2017 Existing
 Timing Plan: Weekday PM

Intersection

Int Delay, s/veh	1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		T			T
Traffic Vol, veh/h	32	12	407	46	21	515
Future Vol, veh/h	32	12	407	46	21	515
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	94	94	94	94	94	94
Heavy Vehicles, %	0	0	1	0	0	2
Mvmt Flow	34	13	433	49	22	548










Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1050	457	0	0	482	0
Stage 1	457	-	-	-	-	-
Stage 2	593	-	-	-	-	-
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	254	608	-	-	1091	-
Stage 1	642	-	-	-	-	-
Stage 2	556	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	247	608	-	-	1091	-
Mov Cap-2 Maneuver	247	-	-	-	-	-
Stage 1	642	-	-	-	-	-
Stage 2	540	-	-	-	-	-

Approach	WB		NB		SB
HCM Control Delay, s	19.5		0		0.3
HCM LOS	C				

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	- 295	1091	-
HCM Lane V/C Ratio	-	- 0.159	0.02	-
HCM Control Delay (s)	-	- 19.5	8.4	0
HCM Lane LOS	-	- C	A	A
HCM 95th %tile Q(veh)	-	- 0.6	0.1	-

3: Chester Road & Park Place
Lanes, Volumes, Timings

2017 Existing
Timing Plan: Weekday PM

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	11	0	3	442	537	10
Future Volume (vph)	11	0	3	442	537	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt					0.998	
Flt Protected	0.950					
Satd. Flow (prot)	1805	0	0	1881	1860	0
Flt Permitted	0.950					
Satd. Flow (perm)	1805	0	0	1881	1860	0
Link Speed (mph)	30			40	40	
Link Distance (ft)	724			1516	1156	
Travel Time (s)	16.5			25.8	19.7	
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	0%	0%	1%	2%	0%
Adj. Flow (vph)	12	0	3	491	597	11
Shared Lane Traffic (%)						
Lane Group Flow (vph)	12	0	0	494	608	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 38.9% ICU Level of Service A
Analysis Period (min) 15

3: Chester Road & Park Place
 HCM 2010 TWSC

2017 Existing
 Timing Plan: Weekday PM

Intersection

Int Delay, s/veh 0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y			4	4	
Traffic Vol, veh/h	11	0	3	442	537	10
Future Vol, veh/h	11	0	3	442	537	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	1	2	0
Mvmt Flow	12	0	3	491	597	11










Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1100	602	608	0	-	0
Stage 1	602	-	-	-	-	-
Stage 2	498	-	-	-	-	-
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	237	503	980	-	-	-
Stage 1	551	-	-	-	-	-
Stage 2	615	-	-	-	-	-
Platoon blocked, %						
Mov Cap-1 Maneuver	236	503	980	-	-	-
Mov Cap-2 Maneuver	236	-	-	-	-	-
Stage 1	551	-	-	-	-	-
Stage 2	613	-	-	-	-	-

Approach	EB		NB		SB
HCM Control Delay, s	21.1		0.1		0
HCM LOS	C				

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	980	-	236	-	-
HCM Lane V/C Ratio	0.003	-	0.052	-	-
HCM Control Delay (s)	8.7	0	21.1	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

4: Chester Road & Blueberry Hill Road
Lanes, Volumes, Timings

2017 Existing
Timing Plan: Weekday PM

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	3	25	420	4	45	492
Future Volume (vph)	3	25	420	4	45	492
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.878		0.999			
Flt Protected	0.995					0.996
Satd. Flow (prot)	1660	0	1879	0	0	1858
Flt Permitted	0.995					0.996
Satd. Flow (perm)	1660	0	1879	0	0	1858
Link Speed (mph)	30		40			40
Link Distance (ft)	1226		618			1516
Travel Time (s)	27.9		10.5			25.8
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	0%	0%	1%	0%	0%	2%
Adj. Flow (vph)	3	28	472	4	51	553
Shared Lane Traffic (%)						
Lane Group Flow (vph)	31	0	476	0	0	604
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 64.1% ICU Level of Service C
Analysis Period (min) 15

4: Chester Road & Blueberry Hill Road
 HCM 2010 TWSC

2017 Existing
 Timing Plan: Weekday PM

Intersection

Int Delay, s/veh 0.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		T			T
Traffic Vol, veh/h	3	25	420	4	45	492
Future Vol, veh/h	3	25	420	4	45	492
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	89	89	89	89	89	89
Heavy Vehicles, %	0	0	1	0	0	2
Mvmt Flow	3	28	472	4	51	553










Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1128	474	0	0	476	0
Stage 1	474	-	-	-	-	-
Stage 2	654	-	-	-	-	-
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	228	595	-	-	1097	-
Stage 1	630	-	-	-	-	-
Stage 2	521	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	213	595	-	-	1097	-
Mov Cap-2 Maneuver	213	-	-	-	-	-
Stage 1	630	-	-	-	-	-
Stage 2	486	-	-	-	-	-

Approach	WB		NB		SB
HCM Control Delay, s	12.7		0		0.7
HCM LOS	B				

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	499	1097	-
HCM Lane V/C Ratio	-	-	0.063	0.046	-
HCM Control Delay (s)	-	-	12.7	8.4	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0.1	-

5: Fremont Road & Brown Road
Lanes, Volumes, Timings

2017 Existing
Timing Plan: Weekday PM

						
Lane Group	EBL	EBR	SET	SER	NWL	NWT
Lane Configurations						
Traffic Volume (vph)	1	41	313	0	47	318
Future Volume (vph)	1	41	313	0	47	318
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.868					
Flt Protected	0.999					0.994
Satd. Flow (prot)	1601	0	1863	0	0	1825
Flt Permitted	0.999					0.994
Satd. Flow (perm)	1601	0	1863	0	0	1825
Link Speed (mph)	30		40			40
Link Distance (ft)	2493		449			616
Travel Time (s)	56.7		7.7			10.5
Confl. Bikes (#/hr)		1		1		
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	3%	2%	0%	0%	4%
Adj. Flow (vph)	1	45	344	0	52	349
Shared Lane Traffic (%)						
Lane Group Flow (vph)	46	0	344	0	0	401
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 49.1% ICU Level of Service A
 Analysis Period (min) 15

5: Fremont Road & Brown Road
 HCM 2010 TWSC

2017 Existing
 Timing Plan: Weekday PM

Intersection

Int Delay, s/veh 1.1

Movement	EBL	EBR	SET	SER	NWL	NWT
Lane Configurations						
Traffic Vol, veh/h	1	41	313	0	47	318
Future Vol, veh/h	1	41	313	0	47	318
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	91	91	91	91	91	91
Heavy Vehicles, %	0	3	2	0	0	4
Mvmt Flow	1	45	344	0	52	349










Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	797	344	0	0	344	0
Stage 1	344	-	-	-	-	-
Stage 2	453	-	-	-	-	-
Critical Hdwy	6.4	6.23	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.327	-	-	2.2	-
Pot Cap-1 Maneuver	358	696	-	-	1226	-
Stage 1	722	-	-	-	-	-
Stage 2	645	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	339	696	-	-	1226	-
Mov Cap-2 Maneuver	339	-	-	-	-	-
Stage 1	722	-	-	-	-	-
Stage 2	611	-	-	-	-	-

Approach	EB		SE		NW
HCM Control Delay, s	10.7		0		1
HCM LOS	B				

Minor Lane/Major Mvmt	NWL	NWT	EBLn1	SET	SER
Capacity (veh/h)	1226	-	679	-	-
HCM Lane V/C Ratio	0.042	-	0.068	-	-
HCM Control Delay (s)	8.1	0	10.7	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.2	-	-

6: Chester Road & Site Driveway
Lanes, Volumes, Timings

2017 Existing
Timing Plan: Weekday PM

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	453	547	0
Future Volume (vph)	0	0	0	453	547	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt						
Flt Protected						
Satd. Flow (prot)	1900	0	0	1881	1863	0
Flt Permitted						
Satd. Flow (perm)	1900	0	0	1881	1863	0
Link Speed (mph)	30			40	40	
Link Distance (ft)	446			1156	724	
Travel Time (s)	10.1			19.7	12.3	
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	0%	0%	1%	2%	0%
Adj. Flow (vph)	0	0	0	503	608	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	503	608	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 32.1% ICU Level of Service A
 Analysis Period (min) 15

6: Chester Road & Site Driveway
 HCM 2010 TWSC

2017 Existing
 Timing Plan: Weekday PM

Intersection

Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	453	547	0
Future Vol, veh/h	0	0	0	453	547	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	1	2	0
Mvmt Flow	0	0	0	503	608	0



















Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1111	608	608	0	-	0
Stage 1	608	-	-	-	-	-
Stage 2	503	-	-	-	-	-
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	233	499	980	-	-	-
Stage 1	547	-	-	-	-	-
Stage 2	612	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	233	499	980	-	-	-
Mov Cap-2 Maneuver	233	-	-	-	-	-
Stage 1	547	-	-	-	-	-
Stage 2	612	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	980	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

1: Chester Road/Freetown Rd & Old Freemont Rd/Pine Acre
Lanes, Volumes, Timings

2017 Existing
Timing Plan: Saturday MIDDAY

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	12	2	29	6	0	27	31	676	4	37	651	23
Future Volume (vph)	12	2	29	6	0	27	31	676	4	37	651	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	16	16	16	12	12	12	12	12	12
Storage Length (ft)	0		0	0		0	315		0	315		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.909			0.888			0.999			0.995	
Flt Protected		0.986			0.992		0.950			0.950		
Satd. Flow (prot)	0	1658	0	0	1897	0	1752	1879	0	1805	1872	0
Flt Permitted		0.986			0.992		0.950			0.950		
Satd. Flow (perm)	0	1658	0	0	1897	0	1752	1879	0	1805	1872	0
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		827			248			4402			616	
Travel Time (s)		18.8			5.6			75.0			10.5	
Confl. Peds. (#/hr)	1		1	1		1	1		1	1		1
Confl. Bikes (#/hr)			1									1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	4%	0%	0%	0%	3%	1%	0%	0%	1%	0%
Adj. Flow (vph)	13	2	31	6	0	29	33	727	4	40	700	25
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	46	0	0	35	0	33	731	0	40	725	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	0.85	0.85	0.85	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 46.9%
 Analysis Period (min) 15
 ICU Level of Service A

1: Chester Road/Freetown Rd & Old Freemont Rd/Pine Acre
 HCM 2010 TWSC

2017 Existing
 Timing Plan: Saturday MIDDAY

Intersection

Int Delay, s/veh	1.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↔	↔		↔	↔	
Traffic Vol, veh/h	12	2	29	6	0	27	31	676	4	37	651	23
Future Vol, veh/h	12	2	29	6	0	27	31	676	4	37	651	23
Conflicting Peds, #/hr	1	0	1	1	0	1	1	0	1	1	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	315	-	-	315	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	4	0	0	0	3	1	0	0	1	0
Mvmt Flow	13	2	31	6	0	29	33	727	4	40	700	25










Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1604	1592	714	1607	1602	731	726	0	0	732	0	0
Stage 1	793	793	-	797	797	-	-	-	-	-	-	-
Stage 2	811	799	-	810	805	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.24	7.1	6.5	6.2	4.13	-	-	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	3.336	3.5	4	3.3	2.227	-	-	2.2	-	-
Pot Cap-1 Maneuver	86	108	428	85	107	425	872	-	-	882	-	-
Stage 1	385	403	-	383	401	-	-	-	-	-	-	-
Stage 2	376	401	-	377	398	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	75	99	427	73	98	424	871	-	-	881	-	-
Mov Cap-2 Maneuver	75	99	-	73	98	-	-	-	-	-	-	-
Stage 1	370	384	-	368	385	-	-	-	-	-	-	-
Stage 2	337	385	-	331	380	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	33.2	23.9	0.4	0.5
HCM LOS	D	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	871	-	-	173	226	881	-	-
HCM Lane V/C Ratio	0.038	-	-	0.267	0.157	0.045	-	-
HCM Control Delay (s)	9.3	-	-	33.2	23.9	9.3	-	-
HCM Lane LOS	A	-	-	D	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	1	0.5	0.1	-	-

2: Chester Road & Brown Road
Lanes, Volumes, Timings

2017 Existing
Timing Plan: Saturday MIDDAY

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	29	24	367	35	23	355
Future Volume (vph)	29	24	367	35	23	355
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.939		0.988			
Flt Protected	0.973					0.997
Satd. Flow (prot)	1736	0	1839	0	0	1877
Flt Permitted	0.973					0.997
Satd. Flow (perm)	1736	0	1839	0	0	1877
Link Speed (mph)	30		40			40
Link Distance (ft)	2493		724			4402
Travel Time (s)	56.7		12.3			75.0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	2%	3%	0%	1%
Adj. Flow (vph)	30	25	378	36	24	366
Shared Lane Traffic (%)						
Lane Group Flow (vph)	55	0	414	0	0	390
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 47.5% ICU Level of Service A
 Analysis Period (min) 15

2: Chester Road & Brown Road
 HCM 2010 TWSC

2017 Existing
 Timing Plan: Saturday MIDDAY

Intersection

Int Delay, s/veh	1.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	29	24	367	35	23	355
Future Vol, veh/h	29	24	367	35	23	355
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	97	97	97	97	97	97
Heavy Vehicles, %	0	0	2	3	0	1
Mvmt Flow	30	25	378	36	24	366










Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	809	396	0	0	414	0
Stage 1	396	-	-	-	-	-
Stage 2	413	-	-	-	-	-
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	353	658	-	-	1156	-
Stage 1	684	-	-	-	-	-
Stage 2	672	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	344	658	-	-	1156	-
Mov Cap-2 Maneuver	344	-	-	-	-	-
Stage 1	684	-	-	-	-	-
Stage 2	655	-	-	-	-	-

Approach	WB		NB		SB
HCM Control Delay, s	14.4		0		0.5
HCM LOS	B				

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	439	1156
HCM Lane V/C Ratio	-	-	0.124	0.021
HCM Control Delay (s)	-	-	14.4	8.2
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.4	0.1

3: Chester Road & Park Place
Lanes, Volumes, Timings

2017 Existing
Timing Plan: Saturday MIDDAY

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	8	0	2	394	375	9
Future Volume (vph)	8	0	2	394	375	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt					0.997	
Flt Protected	0.950					
Satd. Flow (prot)	1805	0	0	1863	1876	0
Flt Permitted	0.950					
Satd. Flow (perm)	1805	0	0	1863	1876	0
Link Speed (mph)	30			40	40	
Link Distance (ft)	724			1516	1156	
Travel Time (s)	16.5			25.8	19.7	
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	0%	2%	1%	0%
Adj. Flow (vph)	8	0	2	415	395	9
Shared Lane Traffic (%)						
Lane Group Flow (vph)	8	0	0	417	404	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 32.3% ICU Level of Service A
 Analysis Period (min) 15

3: Chester Road & Park Place
 HCM 2010 TWSC

2017 Existing
 Timing Plan: Saturday MIDDAY

Intersection

Int Delay, s/veh 0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			↑	↑	
Traffic Vol, veh/h	8	0	2	394	375	9
Future Vol, veh/h	8	0	2	394	375	9
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	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	2	1	0
Mvmt Flow	8	0	2	415	395	9










Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	818	399	404	0	-	0
Stage 1	399	-	-	-	-	-
Stage 2	419	-	-	-	-	-
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	348	655	1166	-	-	-
Stage 1	682	-	-	-	-	-
Stage 2	668	-	-	-	-	-
Platoon blocked, %						
Mov Cap-1 Maneuver	347	655	1166	-	-	-
Mov Cap-2 Maneuver	347	-	-	-	-	-
Stage 1	682	-	-	-	-	-
Stage 2	667	-	-	-	-	-

Approach	EB		NB		SB
HCM Control Delay, s	15.6		0		0
HCM LOS	C				

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1166	-	347	-	-
HCM Lane V/C Ratio	0.002	-	0.024	-	-
HCM Control Delay (s)	8.1	0	15.6	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

4: Chester Road & Blueberry Hill Road
Lanes, Volumes, Timings

2017 Existing
Timing Plan: Saturday MIDDAY

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	2	33	363	6	43	332
Future Volume (vph)	2	33	363	6	43	332
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.872		0.998			
Flt Protected	0.997					0.994
Satd. Flow (prot)	1652	0	1860	0	0	1872
Flt Permitted	0.997					0.994
Satd. Flow (perm)	1652	0	1860	0	0	1872
Link Speed (mph)	30		40			40
Link Distance (ft)	1226		618			1516
Travel Time (s)	27.9		10.5			25.8
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	2%	0%	0%	1%
Adj. Flow (vph)	2	35	382	6	45	349
Shared Lane Traffic (%)						
Lane Group Flow (vph)	37	0	388	0	0	394
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 52.7% ICU Level of Service A
Analysis Period (min) 15

4: Chester Road & Blueberry Hill Road
 HCM 2010 TWSC

2017 Existing
 Timing Plan: Saturday MIDDAY

Intersection

Int Delay, s/veh	0.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	33	363	6	43	332
Future Vol, veh/h	2	33	363	6	43	332
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	95	95	95	95	95	95
Heavy Vehicles, %	0	0	2	0	0	1
Mvmt Flow	2	35	382	6	45	349










Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	825	385	0	0	388	0
Stage 1	385	-	-	-	-	-
Stage 2	440	-	-	-	-	-
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	345	667	-	-	1182	-
Stage 1	692	-	-	-	-	-
Stage 2	653	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	329	667	-	-	1182	-
Mov Cap-2 Maneuver	329	-	-	-	-	-
Stage 1	692	-	-	-	-	-
Stage 2	622	-	-	-	-	-

Approach	WB		NB		SB
HCM Control Delay, s	11.1		0		0.9
HCM LOS	B				

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	630	1182	-
HCM Lane V/C Ratio	-	-	0.058	0.038	-
HCM Control Delay (s)	-	-	11.1	8.2	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0.1	-

5: Fremont Road & Brown Road
Lanes, Volumes, Timings

2017 Existing
Timing Plan: Saturday MIDDAY

						
Lane Group	EBL	EBR	SET	SER	NWL	NWT
Lane Configurations						
Traffic Volume (vph)	1	42	231	1	30	238
Future Volume (vph)	1	42	231	1	30	238
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.868		0.999			
Flt Protected	0.999					0.994
Satd. Flow (prot)	1648	0	1879	0	0	1872
Flt Permitted	0.999					0.994
Satd. Flow (perm)	1648	0	1879	0	0	1872
Link Speed (mph)	30		40			40
Link Distance (ft)	2493		449			616
Travel Time (s)	56.7		7.7			10.5
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	0%	0%	1%	0%	0%	1%
Adj. Flow (vph)	1	48	263	1	34	270
Shared Lane Traffic (%)						
Lane Group Flow (vph)	49	0	264	0	0	304
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 39.7% ICU Level of Service A
 Analysis Period (min) 15

5: Fremont Road & Brown Road
 HCM 2010 TWSC

2017 Existing
 Timing Plan: Saturday MIDDAY

Intersection

Int Delay, s/veh 1.2

Movement	EBL	EBR	SET	SER	NWL	NWT
Lane Configurations						
Traffic Vol, veh/h	1	42	231	1	30	238
Future Vol, veh/h	1	42	231	1	30	238
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	88	88	88	88	88	88
Heavy Vehicles, %	0	0	1	0	0	1
Mvmt Flow	1	48	263	1	34	270










Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	602	263	0	0	264	0
Stage 1	263	-	-	-	-	-
Stage 2	339	-	-	-	-	-
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	466	781	-	-	1312	-
Stage 1	786	-	-	-	-	-
Stage 2	726	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	452	781	-	-	1312	-
Mov Cap-2 Maneuver	452	-	-	-	-	-
Stage 1	786	-	-	-	-	-
Stage 2	704	-	-	-	-	-

Approach	EB		SE		NW
HCM Control Delay, s	10		0		0.9
HCM LOS	B				

Minor Lane/Major Mvmt	NWL	NWT	EBLn1	SET	SER
Capacity (veh/h)	1312	-	768	-	-
HCM Lane V/C Ratio	0.026	-	0.064	-	-
HCM Control Delay (s)	7.8	0	10	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.2	-	-

6: Chester Road & Site Driveway
Lanes, Volumes, Timings

2017 Existing
Timing Plan: Saturday MIDDAY

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	402	384	0
Future Volume (vph)	0	0	0	402	384	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt						
Flt Protected						
Satd. Flow (prot)	1900	0	0	1863	1881	0
Flt Permitted						
Satd. Flow (perm)	1900	0	0	1863	1881	0
Link Speed (mph)	30			40	40	
Link Distance (ft)	446			1156	724	
Travel Time (s)	10.1			19.7	12.3	
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	0%	0%	2%	1%	0%
Adj. Flow (vph)	0	0	0	447	427	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	447	427	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 24.5% ICU Level of Service A
Analysis Period (min) 15

6: Chester Road & Site Driveway
 HCM 2010 TWSC

2017 Existing
 Timing Plan: Saturday MIDDAY

Intersection

Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	402	384	0
Future Vol, veh/h	0	0	0	402	384	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	2	1	0
Mvmt Flow	0	0	0	447	427	0



















Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	874	427	427	0	-	0
Stage 1	427	-	-	-	-	-
Stage 2	447	-	-	-	-	-
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	323	632	1143	-	-	-
Stage 1	662	-	-	-	-	-
Stage 2	649	-	-	-	-	-
Platoon blocked, %						
Mov Cap-1 Maneuver	323	632	1143	-	-	-
Mov Cap-2 Maneuver	323	-	-	-	-	-
Stage 1	662	-	-	-	-	-
Stage 2	649	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1143	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

1: Chester Road/Freetown Rd & Old Freemont Rd/Pine Acre
Lanes, Volumes, Timings

2018 No-Build
Timing Plan: Weekday AM

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	12	0	47	8	0	10	35	852	2	8	417	15
Future Volume (vph)	12	0	47	8	0	10	35	852	2	8	417	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	16	16	16	12	12	12	12	12	12
Storage Length (ft)	0		0	0		0	315		0	315		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.892			0.926							0.995
Flt Protected		0.990			0.978		0.950			0.950		
Satd. Flow (prot)	0	1651	0	0	1950	0	1703	1827	0	1805	1751	0
Flt Permitted		0.990			0.978		0.950			0.950		
Satd. Flow (perm)	0	1651	0	0	1950	0	1703	1827	0	1805	1751	0
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		964			238			4375			703	
Travel Time (s)		21.9			5.4			74.6			12.0	
Confl. Peds. (#/hr)				1			1			1	1	
Confl. Bikes (#/hr)							2			2		
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	0%	2%	0%	0%	0%	6%	4%	0%	0%	8%	7%
Adj. Flow (vph)	13	0	52	9	0	11	39	947	2	9	463	17
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	65	0	0	20	0	39	949	0	9	480	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	0.85	0.85	0.85	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 55.4%
 Analysis Period (min) 15
 ICU Level of Service B

1: Chester Road/Freetown Rd & Old Freemont Rd/Pine Acre
 HCM 2010 TWSC

2018 No-Build
 Timing Plan: Weekday AM

Intersection

Int Delay, s/veh	1.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↔	↔		↔	↔	
Traffic Vol, veh/h	12	0	47	8	0	10	35	852	2	8	417	15
Future Vol, veh/h	12	0	47	8	0	10	35	852	2	8	417	15
Conflicting Peds, #/hr	0	0	0	1	0	1	0	0	1	1	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	315	-	-	315	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	0	2	0	0	0	6	4	0	0	8	7
Mvmt Flow	13	0	52	9	0	11	39	947	2	9	463	17










Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1521	1517	473	1544	1525	950	480	0	0	950	0	0
Stage 1	489	489	-	1027	1027	-	-	-	-	-	-	-
Stage 2	1032	1028	-	517	498	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.22	7.1	6.5	6.2	4.16	-	-	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	3.318	3.5	4	3.3	2.254	-	-	2.2	-	-
Pot Cap-1 Maneuver	98	120	591	95	119	318	1062	-	-	731	-	-
Stage 1	564	553	-	285	314	-	-	-	-	-	-	-
Stage 2	284	314	-	545	548	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	91	114	591	83	113	317	1061	-	-	730	-	-
Mov Cap-2 Maneuver	91	114	-	83	113	-	-	-	-	-	-	-
Stage 1	543	546	-	274	302	-	-	-	-	-	-	-
Stage 2	264	302	-	490	541	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	21.8	34.7	0.3	0.2
HCM LOS	C	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1061	-	-	279	141	730	-	-
HCM Lane V/C Ratio	0.037	-	-	0.235	0.142	0.012	-	-
HCM Control Delay (s)	8.5	-	-	21.8	34.7	10	-	-
HCM Lane LOS	A	-	-	C	D	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.9	0.5	0	-	-

2: Chester Road & Brown Road
Lanes, Volumes, Timings

2018 No-Build
Timing Plan: Weekday AM

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	25	40	512	28	6	276
Future Volume (vph)	25	40	512	28	6	276
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.917		0.993			
Flt Protected	0.981					0.999
Satd. Flow (prot)	1709	0	1810	0	0	1718
Flt Permitted	0.981					0.999
Satd. Flow (perm)	1709	0	1810	0	0	1718
Link Speed (mph)	30		40			40
Link Distance (ft)	2474		724			4375
Travel Time (s)	56.2		12.3			74.6
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	0%	0%	4%	8%	33%	10%
Adj. Flow (vph)	29	47	595	33	7	321
Shared Lane Traffic (%)						
Lane Group Flow (vph)	76	0	628	0	0	328
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 39.2% ICU Level of Service A
Analysis Period (min) 15

Intersection

Int Delay, s/veh	1.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		T			T
Traffic Vol, veh/h	25	40	512	28	6	276
Future Vol, veh/h	25	40	512	28	6	276
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	86	86	86	86	86	86
Heavy Vehicles, %	0	0	4	8	33	10
Mvmt Flow	29	47	595	33	7	321










Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	947	612	0	0	628	0
Stage 1	612	-	-	-	-	-
Stage 2	335	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.43	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.497	-
Pot Cap-1 Maneuver	292	497	-	-	821	-
Stage 1	545	-	-	-	-	-
Stage 2	729	-	-	-	-	-
Platoon blocked, %			-	-		
Mov Cap-1 Maneuver	289	497	-	-	821	-
Mov Cap-2 Maneuver	289	-	-	-	-	-
Stage 1	545	-	-	-	-	-
Stage 2	722	-	-	-	-	-

Approach	WB		NB		SB
HCM Control Delay, s	16.5		0		0.2
HCM LOS	C				

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	- 389	821	-
HCM Lane V/C Ratio	-	- 0.194	0.008	-
HCM Control Delay (s)	-	- 16.5	9.4	0
HCM Lane LOS	-	- C	A	A
HCM 95th %tile Q(veh)	-	- 0.7	0	-

3: Chester Road & Park Place
Lanes, Volumes, Timings

2018 No-Build
Timing Plan: Weekday AM

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	10	1	0	530	298	3
Future Volume (vph)	10	1	0	530	298	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.990				0.999	
Flt Protected	0.956					
Satd. Flow (prot)	1798	0	0	1810	1743	0
Flt Permitted	0.956					
Satd. Flow (perm)	1798	0	0	1810	1743	0
Link Speed (mph)	30			40	40	
Link Distance (ft)	724			1477	1156	
Travel Time (s)	16.5			25.2	19.7	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	0%	0%	0%	5%	9%	0%
Adj. Flow (vph)	12	1	0	616	347	3
Shared Lane Traffic (%)						
Lane Group Flow (vph)	13	0	0	616	350	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 37.9% ICU Level of Service A
Analysis Period (min) 15

Intersection

Int Delay, s/veh 0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y			4	4	
Traffic Vol, veh/h	10	1	0	530	298	3
Future Vol, veh/h	10	1	0	530	298	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	86	86	86	86	86	86
Heavy Vehicles, %	0	0	0	5	9	0
Mvmt Flow	12	1	0	616	347	3










Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	964	348	350	0	-	0
Stage 1	348	-	-	-	-	-
Stage 2	616	-	-	-	-	-
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	286	700	1220	-	-	-
Stage 1	719	-	-	-	-	-
Stage 2	543	-	-	-	-	-
Platoon blocked, %						
Mov Cap-1 Maneuver	286	700	1220	-	-	-
Mov Cap-2 Maneuver	286	-	-	-	-	-
Stage 1	719	-	-	-	-	-
Stage 2	543	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	17.4	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1220	-	302	-	-
HCM Lane V/C Ratio	-	-	0.042	-	-
HCM Control Delay (s)	0	-	17.4	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

4: Chester Road & Blueberry Hill Road
Lanes, Volumes, Timings

2018 No-Build
Timing Plan: Weekday AM

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	18	82	448	10	23	276
Future Volume (vph)	18	82	448	10	23	276
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.890		0.997			
Flt Protected	0.991					0.996
Satd. Flow (prot)	1636	0	1796	0	0	1724
Flt Permitted	0.991					0.996
Satd. Flow (perm)	1636	0	1796	0	0	1724
Link Speed (mph)	30		40			40
Link Distance (ft)	1650		246			1477
Travel Time (s)	37.5		4.2			25.2
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	0%	3%	5%	29%	19%	9%
Adj. Flow (vph)	21	94	515	11	26	317
Shared Lane Traffic (%)						
Lane Group Flow (vph)	115	0	526	0	0	343
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 46.3% ICU Level of Service A
Analysis Period (min) 15

4: Chester Road & Blueberry Hill Road
 HCM 2010 TWSC

2018 No-Build
 Timing Plan: Weekday AM

Intersection

Int Delay, s/veh	2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		T			T
Traffic Vol, veh/h	18	82	448	10	23	276
Future Vol, veh/h	18	82	448	10	23	276
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	87	87	87	87	87	87
Heavy Vehicles, %	0	3	5	29	19	9
Mvmt Flow	21	94	515	11	26	317










Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	891	521	0	0	526	0
Stage 1	521	-	-	-	-	-
Stage 2	370	-	-	-	-	-
Critical Hdwy	6.4	6.23	-	-	4.29	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.327	-	-	2.371	-
Pot Cap-1 Maneuver	315	553	-	-	960	-
Stage 1	600	-	-	-	-	-
Stage 2	703	-	-	-	-	-
Platoon blocked, %			-	-		
Mov Cap-1 Maneuver	305	553	-	-	960	-
Mov Cap-2 Maneuver	305	-	-	-	-	-
Stage 1	600	-	-	-	-	-
Stage 2	680	-	-	-	-	-

Approach	WB		NB		SB
HCM Control Delay, s	14.8		0		0.7
HCM LOS	B				

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	482	960
HCM Lane V/C Ratio	-	-	0.238	0.028
HCM Control Delay (s)	-	-	14.8	8.9
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.9	0.1

5: Fremont Road & Brown Road
Lanes, Volumes, Timings

2018 No-Build
Timing Plan: Weekday AM

						
Lane Group	EBL	EBR	SET	SER	NWL	NWT
Lane Configurations						
Traffic Volume (vph)	0	43	172	0	15	256
Future Volume (vph)	0	43	172	0	15	256
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.865					
Flt Protected						0.997
Satd. Flow (prot)	1596	0	1827	0	0	1793
Flt Permitted						0.997
Satd. Flow (perm)	1596	0	1827	0	0	1793
Link Speed (mph)	30		40			40
Link Distance (ft)	2474		543			673
Travel Time (s)	56.2		9.3			11.5
Confl. Bikes (#/hr)		1		1		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	3%	4%	0%	0%	6%
Adj. Flow (vph)	0	45	181	0	16	269
Shared Lane Traffic (%)						
Lane Group Flow (vph)	45	0	181	0	0	285
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 35.7% ICU Level of Service A
 Analysis Period (min) 15

Intersection

Int Delay, s/veh	1.1					
Movement	EBL	EBR	SET	SER	NWL	NWT
Lane Configurations						
Traffic Vol, veh/h	0	43	172	0	15	256
Future Vol, veh/h	0	43	172	0	15	256
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	95	95	95	95	95	95
Heavy Vehicles, %	0	3	4	0	0	6
Mvmt Flow	0	45	181	0	16	269










Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	482	181	0	0	181	0
Stage 1	181	-	-	-	-	-
Stage 2	301	-	-	-	-	-
Critical Hdwy	6.4	6.23	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.327	-	-	2.2	-
Pot Cap-1 Maneuver	547	859	-	-	1407	-
Stage 1	855	-	-	-	-	-
Stage 2	755	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	540	859	-	-	1407	-
Mov Cap-2 Maneuver	540	-	-	-	-	-
Stage 1	855	-	-	-	-	-
Stage 2	745	-	-	-	-	-

Approach	EB		SE		NW
HCM Control Delay, s	9.4		0		0.4
HCM LOS	A				

Minor Lane/Major Mvmt	NWL	NWT	EBLn1	SET	SER
Capacity (veh/h)	1407	-	859	-	-
HCM Lane V/C Ratio	0.011	-	0.053	-	-
HCM Control Delay (s)	7.6	0	9.4	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

6: Chester Road & Site Driveway
Lanes, Volumes, Timings

2018 No-Build
Timing Plan: Weekday AM

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	540	301	0
Future Volume (vph)	0	0	0	540	301	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1900	0	0	1827	1743	0
Flt Permitted						
Satd. Flow (perm)	1900	0	0	1827	1743	0
Link Speed (mph)	30			40	40	
Link Distance (ft)	446			1156	724	
Travel Time (s)	10.1			19.7	12.3	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	0%	0%	4%	9%	0%
Adj. Flow (vph)	0	0	0	600	334	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	600	334	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 31.8% ICU Level of Service A
 Analysis Period (min) 15

Intersection

Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	540	301	0
Future Vol, veh/h	0	0	0	540	301	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	4	9	0
Mvmt Flow	0	0	0	600	334	0



















Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	934	334	334	0	-	0
Stage 1	334	-	-	-	-	-
Stage 2	600	-	-	-	-	-
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	297	712	1237	-	-	-
Stage 1	730	-	-	-	-	-
Stage 2	552	-	-	-	-	-
Platoon blocked, %						
Mov Cap-1 Maneuver	297	712	1237	-	-	-
Mov Cap-2 Maneuver	297	-	-	-	-	-
Stage 1	730	-	-	-	-	-
Stage 2	552	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1237	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

1: Chester Road/Freetown Rd & Old Freemont Rd/Pine Acre
Lanes, Volumes, Timings

2018 No-Build
Timing Plan: Weekday PM

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	11	0	85	6	0	12	64	692	12	12	913	21
Future Volume (vph)	11	0	85	6	0	12	64	692	12	12	913	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	16	16	16	12	12	12	12	12	12
Storage Length (ft)	0		0	0		0	315		0	315		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Fr _t		0.880			0.908			0.997			0.997	
Fl _t Protected		0.995			0.984		0.950			0.950		
Satd. Flow (prot)	0	1606	0	0	1924	0	1687	1840	0	1597	1856	0
Fl _t Permitted		0.995			0.984		0.950			0.950		
Satd. Flow (perm)	0	1606	0	0	1924	0	1687	1840	0	1597	1856	0
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		827			248			4402			657	
Travel Time (s)		18.8			5.6			75.0			11.2	
Confl. Bikes (#/hr)			1									1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	4%	0%	0%	0%	7%	3%	0%	13%	2%	5%
Adj. Flow (vph)	11	0	89	6	0	13	67	721	13	13	951	22
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	100	0	0	19	0	67	734	0	13	973	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	0.85	0.85	0.85	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 66.1%
 Analysis Period (min) 15
 ICU Level of Service C

Intersection

Int Delay, s/veh 3.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↔	↔		↔	↔	
Traffic Vol, veh/h	11	0	85	6	0	12	64	692	12	12	913	21
Future Vol, veh/h	11	0	85	6	0	12	64	692	12	12	913	21
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	315	-	-	315	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	0	4	0	0	0	7	3	0	13	2	5
Mvmt Flow	11	0	89	6	0	13	67	721	13	13	951	22










Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1854	1854	962	1891	1858	727	973	0	0	733	0	0
Stage 1	987	987	-	860	860	-	-	-	-	-	-	-
Stage 2	867	867	-	1031	998	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.24	7.1	6.5	6.2	4.17	-	-	4.23	-	-
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	3.336	3.5	4	3.3	2.263	-	-	2.317	-	-
Pot Cap-1 Maneuver	57	75	308	54	74	427	689	-	-	824	-	-
Stage 1	300	328	-	353	376	-	-	-	-	-	-	-
Stage 2	350	373	-	284	324	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	51	67	308	35	66	427	689	-	-	824	-	-
Mov Cap-2 Maneuver	51	67	-	35	66	-	-	-	-	-	-	-
Stage 1	271	323	-	319	339	-	-	-	-	-	-	-
Stage 2	307	337	-	199	319	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	41.4	55.2	0.9	0.1
HCM LOS	E	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	689	-	-	195	90	824	-	-
HCM Lane V/C Ratio	0.097	-	-	0.513	0.208	0.015	-	-
HCM Control Delay (s)	10.8	-	-	41.4	55.2	9.4	-	-
HCM Lane LOS	B	-	-	E	F	A	-	-
HCM 95th %tile Q(veh)	0.3	-	-	2.6	0.7	0	-	-

2: Chester Road & Brown Road
Lanes, Volumes, Timings

2018 No-Build
Timing Plan: Weekday PM

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	35	12	420	47	21	534
Future Volume (vph)	35	12	420	47	21	534
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.965		0.986			
Flt Protected	0.964					0.998
Satd. Flow (prot)	1767	0	1857	0	0	1860
Flt Permitted	0.964					0.998
Satd. Flow (perm)	1767	0	1857	0	0	1860
Link Speed (mph)	30		40			40
Link Distance (ft)	2493		724			4402
Travel Time (s)	56.7		12.3			75.0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	1%	0%	0%	2%
Adj. Flow (vph)	37	13	447	50	22	568
Shared Lane Traffic (%)						
Lane Group Flow (vph)	50	0	497	0	0	590
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 55.1% ICU Level of Service B
Analysis Period (min) 15

Intersection

Int Delay, s/veh	1.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		T			T
Traffic Vol, veh/h	35	12	420	47	21	534
Future Vol, veh/h	35	12	420	47	21	534
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	94	94	94	94	94	94
Heavy Vehicles, %	0	0	1	0	0	2
Mvmt Flow	37	13	447	50	22	568










Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1085	472	0	0	497	0
Stage 1	472	-	-	-	-	-
Stage 2	613	-	-	-	-	-
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	242	596	-	-	1077	-
Stage 1	632	-	-	-	-	-
Stage 2	544	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	235	596	-	-	1077	-
Mov Cap-2 Maneuver	235	-	-	-	-	-
Stage 1	632	-	-	-	-	-
Stage 2	528	-	-	-	-	-

Approach	WB		NB		SB
HCM Control Delay, s	20.8		0		0.3
HCM LOS	C				

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	278	1077
HCM Lane V/C Ratio	-	-	0.18	0.021
HCM Control Delay (s)	-	-	20.8	8.4
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	0.6	0.1

3: Chester Road & Park Place
Lanes, Volumes, Timings

2018 No-Build
Timing Plan: Weekday PM

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	11	0	3	456	559	10
Future Volume (vph)	11	0	3	456	559	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt					0.998	
Flt Protected	0.950					
Satd. Flow (prot)	1805	0	0	1881	1860	0
Flt Permitted	0.950					
Satd. Flow (perm)	1805	0	0	1881	1860	0
Link Speed (mph)	30			40	40	
Link Distance (ft)	724			1516	1156	
Travel Time (s)	16.5			25.8	19.7	
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	0%	0%	1%	2%	0%
Adj. Flow (vph)	12	0	3	507	621	11
Shared Lane Traffic (%)						
Lane Group Flow (vph)	12	0	0	510	632	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 40.0% ICU Level of Service A
Analysis Period (min) 15

Intersection

Int Delay, s/veh	0.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	11	0	3	456	559	10
Future Vol, veh/h	11	0	3	456	559	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	1	2	0
Mvmt Flow	12	0	3	507	621	11










Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1140	627	632	0	-	0
Stage 1	627	-	-	-	-	-
Stage 2	513	-	-	-	-	-
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	224	487	960	-	-	-
Stage 1	536	-	-	-	-	-
Stage 2	605	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	223	487	960	-	-	-
Mov Cap-2 Maneuver	223	-	-	-	-	-
Stage 1	536	-	-	-	-	-
Stage 2	603	-	-	-	-	-

Approach	EB		NB		SB
HCM Control Delay, s	22.1		0.1		0
HCM LOS	C				

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	960	-	223	-	-
HCM Lane V/C Ratio	0.003	-	0.055	-	-
HCM Control Delay (s)	8.8	0	22.1	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

4: Chester Road & Blueberry Hill Road
Lanes, Volumes, Timings

2018 No-Build
Timing Plan: Weekday PM

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	8	35	424	12	63	496
Future Volume (vph)	8	35	424	12	63	496
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.890		0.996			
Flt Protected	0.991					0.994
Satd. Flow (prot)	1676	0	1874	0	0	1856
Flt Permitted	0.991					0.994
Satd. Flow (perm)	1676	0	1874	0	0	1856
Link Speed (mph)	30		40			40
Link Distance (ft)	1226		618			1516
Travel Time (s)	27.9		10.5			25.8
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	0%	0%	1%	0%	0%	2%
Adj. Flow (vph)	9	39	476	13	71	557
Shared Lane Traffic (%)						
Lane Group Flow (vph)	48	0	489	0	0	628
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 66.0% ICU Level of Service C
Analysis Period (min) 15

Intersection

Int Delay, s/veh	1.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		T			T
Traffic Vol, veh/h	8	35	424	12	63	496
Future Vol, veh/h	8	35	424	12	63	496
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	89	89	89	89	89	89
Heavy Vehicles, %	0	0	1	0	0	2
Mvmt Flow	9	39	476	13	71	557










Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1182	483	0	0	490	0
Stage 1	483	-	-	-	-	-
Stage 2	699	-	-	-	-	-
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	212	588	-	-	1084	-
Stage 1	625	-	-	-	-	-
Stage 2	497	-	-	-	-	-
Platoon blocked, %			-	-		
Mov Cap-1 Maneuver	192	588	-	-	1084	-
Mov Cap-2 Maneuver	192	-	-	-	-	-
Stage 1	625	-	-	-	-	-
Stage 2	450	-	-	-	-	-

Approach	WB		NB		SB
HCM Control Delay, s	14.6		0		1
HCM LOS	B				

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	425	1084
HCM Lane V/C Ratio	-	-	0.114	0.065
HCM Control Delay (s)	-	-	14.6	8.6
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.4	0.2

5: Fremont Road & Brown Road
Lanes, Volumes, Timings

2018 No-Build
Timing Plan: Weekday PM

						
Lane Group	EBL	EBR	SET	SER	NWL	NWT
Lane Configurations						
Traffic Volume (vph)	1	42	316	0	50	321
Future Volume (vph)	1	42	316	0	50	321
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.868					
Flt Protected	0.999					0.993
Satd. Flow (prot)	1601	0	1863	0	0	1824
Flt Permitted	0.999					0.993
Satd. Flow (perm)	1601	0	1863	0	0	1824
Link Speed (mph)	30		40			40
Link Distance (ft)	2493		449			616
Travel Time (s)	56.7		7.7			10.5
Confl. Bikes (#/hr)		1		1		
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	3%	2%	0%	0%	4%
Adj. Flow (vph)	1	46	347	0	55	353
Shared Lane Traffic (%)						
Lane Group Flow (vph)	47	0	347	0	0	408
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 49.6% ICU Level of Service A
 Analysis Period (min) 15

Intersection

Int Delay, s/veh	1.2					
Movement	EBL	EBR	SET	SER	NWL	NWT
Lane Configurations	W		T			T
Traffic Vol, veh/h	1	42	316	0	50	321
Future Vol, veh/h	1	42	316	0	50	321
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	91	91	91	91	91	91
Heavy Vehicles, %	0	3	2	0	0	4
Mvmt Flow	1	46	347	0	55	353










Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	810	347	0	0	347	0
Stage 1	347	-	-	-	-	-
Stage 2	463	-	-	-	-	-
Critical Hdwy	6.4	6.23	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.327	-	-	2.2	-
Pot Cap-1 Maneuver	352	694	-	-	1223	-
Stage 1	720	-	-	-	-	-
Stage 2	638	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	332	694	-	-	1223	-
Mov Cap-2 Maneuver	332	-	-	-	-	-
Stage 1	720	-	-	-	-	-
Stage 2	602	-	-	-	-	-

Approach	EB	SE	NW
HCM Control Delay, s	10.7	0	1.1
HCM LOS	B		

Minor Lane/Major Mvmt	NWL	NWT	EBLn1	SET	SER
Capacity (veh/h)	1223	-	677	-	-
HCM Lane V/C Ratio	0.045	-	0.07	-	-
HCM Control Delay (s)	8.1	0	10.7	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.2	-	-

6: Chester Road & Site Driveway
Lanes, Volumes, Timings

2018 No-Build
Timing Plan: Weekday PM

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	467	569	0
Future Volume (vph)	0	0	0	467	569	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt						
Flt Protected						
Satd. Flow (prot)	1900	0	0	1881	1863	0
Flt Permitted						
Satd. Flow (perm)	1900	0	0	1881	1863	0
Link Speed (mph)	30			40	40	
Link Distance (ft)	446			1156	724	
Travel Time (s)	10.1			19.7	12.3	
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	0%	0%	1%	2%	0%
Adj. Flow (vph)	0	0	0	519	632	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	519	632	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 33.3% ICU Level of Service A
Analysis Period (min) 15

Intersection

Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y			4	4	
Traffic Vol, veh/h	0	0	0	467	569	0
Future Vol, veh/h	0	0	0	467	569	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	1	2	0
Mvmt Flow	0	0	0	519	632	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1151	632	632	0	-	0
Stage 1	632	-	-	-	-	-
Stage 2	519	-	-	-	-	-
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	221	484	960	-	-	-
Stage 1	534	-	-	-	-	-
Stage 2	601	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	221	484	960	-	-	-
Mov Cap-2 Maneuver	221	-	-	-	-	-
Stage 1	534	-	-	-	-	-
Stage 2	601	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	960	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

1: Chester Road/Freetown Rd & Old Freemont Rd/Pine Acre
Lanes, Volumes, Timings

2018 No-Build
Timing Plan: Saturday MIDDAY

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	12	3	30	7	0	35	32	689	5	46	666	23
Future Volume (vph)	12	3	30	7	0	35	32	689	5	46	666	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	16	16	16	12	12	12	12	12	12
Storage Length (ft)	0		0	0		0	315		0	315		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.910			0.888			0.999			0.995	
Flt Protected		0.987			0.991		0.950			0.950		
Satd. Flow (prot)	0	1662	0	0	1895	0	1752	1879	0	1805	1872	0
Flt Permitted		0.987			0.991		0.950			0.950		
Satd. Flow (perm)	0	1662	0	0	1895	0	1752	1879	0	1805	1872	0
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		827			248			4402			553	
Travel Time (s)		18.8			5.6			75.0			9.4	
Confl. Peds. (#/hr)	1		1	1		1	1		1	1		1
Confl. Bikes (#/hr)			1									1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	4%	0%	0%	0%	3%	1%	0%	0%	1%	0%
Adj. Flow (vph)	13	3	32	8	0	38	34	741	5	49	716	25
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	48	0	0	46	0	34	746	0	49	741	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	0.85	0.85	0.85	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 49.6%
 Analysis Period (min) 15
 ICU Level of Service A

Intersection												
Int Delay, s/veh	2.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↔	↔		↔	↔	
Traffic Vol, veh/h	12	3	30	7	0	35	32	689	5	46	666	23
Future Vol, veh/h	12	3	30	7	0	35	32	689	5	46	666	23
Conflicting Peds, #/hr	1	0	1	1	0	1	1	0	1	1	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	315	-	-	315	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	4	0	0	0	3	1	0	0	1	0
Mvmt Flow	13	3	32	8	0	38	34	741	5	49	716	25










Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1660	1644	730	1659	1654	746	742	0	0	747	0	0
Stage 1	828	828	-	813	813	-	-	-	-	-	-	-
Stage 2	832	816	-	846	841	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.24	7.1	6.5	6.2	4.13	-	-	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	3.336	3.5	4	3.3	2.227	-	-	2.2	-	-
Pot Cap-1 Maneuver	78	101	419	79	99	417	861	-	-	870	-	-
Stage 1	368	389	-	375	395	-	-	-	-	-	-	-
Stage 2	366	393	-	360	383	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	66	91	418	66	90	416	860	-	-	869	-	-
Mov Cap-2 Maneuver	66	91	-	66	90	-	-	-	-	-	-	-
Stage 1	353	367	-	360	379	-	-	-	-	-	-	-
Stage 2	319	377	-	310	361	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	37.8	25.4	0.4	0.6
HCM LOS	E	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	860	-	-	157	221	869	-	-
HCM Lane V/C Ratio	0.04	-	-	0.308	0.204	0.057	-	-
HCM Control Delay (s)	9.4	-	-	37.8	25.4	9.4	-	-
HCM Lane LOS	A	-	-	E	D	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	1.2	0.7	0.2	-	-

2: Chester Road & Brown Road
Lanes, Volumes, Timings

2018 No-Build
Timing Plan: Saturday MIDDAY

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	31	24	381	37	23	371
Future Volume (vph)	31	24	381	37	23	371
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.941		0.988			
Flt Protected	0.973					0.997
Satd. Flow (prot)	1740	0	1839	0	0	1877
Flt Permitted	0.973					0.997
Satd. Flow (perm)	1740	0	1839	0	0	1877
Link Speed (mph)	30		40			40
Link Distance (ft)	2493		724			4402
Travel Time (s)	56.7		12.3			75.0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	2%	3%	0%	1%
Adj. Flow (vph)	32	25	393	38	24	382
Shared Lane Traffic (%)						
Lane Group Flow (vph)	57	0	431	0	0	406
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 48.4% ICU Level of Service A
Analysis Period (min) 15

Intersection

Int Delay, s/veh	1.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	W	T	T	T	T
Traffic Vol, veh/h	31	24	381	37	23	371
Future Vol, veh/h	31	24	381	37	23	371
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	97	97	97	97	97	97
Heavy Vehicles, %	0	0	2	3	0	1
Mvmt Flow	32	25	393	38	24	382










Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	842	412	0	0	431	0
Stage 1	412	-	-	-	-	-
Stage 2	430	-	-	-	-	-
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	337	644	-	-	1139	-
Stage 1	673	-	-	-	-	-
Stage 2	660	-	-	-	-	-
Platoon blocked, %			-	-		
Mov Cap-1 Maneuver	328	644	-	-	1139	-
Mov Cap-2 Maneuver	328	-	-	-	-	-
Stage 1	673	-	-	-	-	-
Stage 2	642	-	-	-	-	-

Approach	WB		NB		SB
HCM Control Delay, s	15		0		0.5
HCM LOS	C				

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	- 417	1139	-
HCM Lane V/C Ratio	-	- 0.136	0.021	-
HCM Control Delay (s)	-	- 15	8.2	0
HCM Lane LOS	-	- C	A	A
HCM 95th %tile Q(veh)	-	- 0.5	0.1	-

3: Chester Road & Park Place
Lanes, Volumes, Timings

2018 No-Build
Timing Plan: Saturday MIDDAY

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	8	0	2	410	393	9
Future Volume (vph)	8	0	2	410	393	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt					0.997	
Flt Protected	0.950					
Satd. Flow (prot)	1805	0	0	1863	1876	0
Flt Permitted	0.950					
Satd. Flow (perm)	1805	0	0	1863	1876	0
Link Speed (mph)	30			40	40	
Link Distance (ft)	724			1516	1156	
Travel Time (s)	16.5			25.8	19.7	
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	0%	2%	1%	0%
Adj. Flow (vph)	8	0	2	432	414	9
Shared Lane Traffic (%)						
Lane Group Flow (vph)	8	0	0	434	423	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 33.2% ICU Level of Service A
Analysis Period (min) 15

Intersection

Int Delay, s/veh	0.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			W	W	
Traffic Vol, veh/h	8	0	2	410	393	9
Future Vol, veh/h	8	0	2	410	393	9
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	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	2	1	0
Mvmt Flow	8	0	2	432	414	9










Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	854	418	423	0	-	0
Stage 1	418	-	-	-	-	-
Stage 2	436	-	-	-	-	-
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	332	639	1147	-	-	-
Stage 1	669	-	-	-	-	-
Stage 2	656	-	-	-	-	-
Platoon blocked, %						
Mov Cap-1 Maneuver	331	639	1147	-	-	-
Mov Cap-2 Maneuver	331	-	-	-	-	-
Stage 1	669	-	-	-	-	-
Stage 2	655	-	-	-	-	-

Approach	EB		NB		SB
HCM Control Delay, s	16.2		0		0
HCM LOS	C				

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1147	-	331	-	-
HCM Lane V/C Ratio	0.002	-	0.025	-	-
HCM Control Delay (s)	8.1	0	16.2	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

4: Chester Road & Blueberry Hill Road
Lanes, Volumes, Timings

2018 No-Build
Timing Plan: Saturday MIDDAY

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	7	46	366	13	58	335
Future Volume (vph)	7	46	366	13	58	335
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.882		0.995			
Flt Protected	0.994					0.993
Satd. Flow (prot)	1666	0	1855	0	0	1871
Flt Permitted	0.994					0.993
Satd. Flow (perm)	1666	0	1855	0	0	1871
Link Speed (mph)	30		40			40
Link Distance (ft)	1226		618			1516
Travel Time (s)	27.9		10.5			25.8
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	2%	0%	0%	1%
Adj. Flow (vph)	7	48	385	14	61	353
Shared Lane Traffic (%)						
Lane Group Flow (vph)	55	0	399	0	0	414
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 54.2% ICU Level of Service A
Analysis Period (min) 15

4: Chester Road & Blueberry Hill Road
 HCM 2010 TWSC

2018 No-Build
 Timing Plan: Saturday MIDDAY

Intersection

Int Delay, s/veh	1.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		T			T
Traffic Vol, veh/h	7	46	366	13	58	335
Future Vol, veh/h	7	46	366	13	58	335
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	95	95	95	95	95	95
Heavy Vehicles, %	0	0	2	0	0	1
Mvmt Flow	7	48	385	14	61	353










Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	867	392	0	0	399	0
Stage 1	392	-	-	-	-	-
Stage 2	475	-	-	-	-	-
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	326	661	-	-	1171	-
Stage 1	687	-	-	-	-	-
Stage 2	630	-	-	-	-	-
Platoon blocked, %			-	-		
Mov Cap-1 Maneuver	305	661	-	-	1171	-
Mov Cap-2 Maneuver	305	-	-	-	-	-
Stage 1	687	-	-	-	-	-
Stage 2	589	-	-	-	-	-

Approach	WB		NB		SB
HCM Control Delay, s	12		0		1.2
HCM LOS	B				

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	- 573	1171	-
HCM Lane V/C Ratio	-	- 0.097	0.052	-
HCM Control Delay (s)	-	- 12	8.2	0
HCM Lane LOS	-	- B	A	A
HCM 95th %tile Q(veh)	-	- 0.3	0.2	-

5: Fremont Road & Brown Road
Lanes, Volumes, Timings

2018 No-Build
Timing Plan: Saturday MIDDAY

						
Lane Group	EBL	EBR	SET	SER	NWL	NWT
Lane Configurations						
Traffic Volume (vph)	1	44	232	1	32	240
Future Volume (vph)	1	44	232	1	32	240
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.868		0.999			
Flt Protected	0.999					0.994
Satd. Flow (prot)	1648	0	1879	0	0	1872
Flt Permitted	0.999					0.994
Satd. Flow (perm)	1648	0	1879	0	0	1872
Link Speed (mph)	30		40			40
Link Distance (ft)	2493		449			616
Travel Time (s)	56.7		7.7			10.5
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	0%	0%	1%	0%	0%	1%
Adj. Flow (vph)	1	50	264	1	36	273
Shared Lane Traffic (%)						
Lane Group Flow (vph)	51	0	265	0	0	309
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 40.0% ICU Level of Service A
 Analysis Period (min) 15

Intersection

Int Delay, s/veh	1.3					
Movement	EBL	EBR	SET	SER	NWL	NWT
Lane Configurations	Y		T			T
Traffic Vol, veh/h	1	44	232	1	32	240
Future Vol, veh/h	1	44	232	1	32	240
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	88	88	88	88	88	88
Heavy Vehicles, %	0	0	1	0	0	1
Mvmt Flow	1	50	264	1	36	273










Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	609	264	0	0	265	0
Stage 1	264	-	-	-	-	-
Stage 2	345	-	-	-	-	-
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	462	780	-	-	1311	-
Stage 1	785	-	-	-	-	-
Stage 2	722	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	447	780	-	-	1311	-
Mov Cap-2 Maneuver	447	-	-	-	-	-
Stage 1	785	-	-	-	-	-
Stage 2	699	-	-	-	-	-

Approach	EB		SE		NW
HCM Control Delay, s	10		0		0.9
HCM LOS	B				

Minor Lane/Major Mvmt	NWL	NWT	EBLn1	SET	SER
Capacity (veh/h)	1311	-	767	-	-
HCM Lane V/C Ratio	0.028	-	0.067	-	-
HCM Control Delay (s)	7.8	0	10	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.2	-	-

6: Chester Road & Site Driveway
Lanes, Volumes, Timings

2018 No-Build
Timing Plan: Saturday MIDDAY

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	418	402	0
Future Volume (vph)	0	0	0	418	402	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt						
Flt Protected						
Satd. Flow (prot)	1900	0	0	1863	1881	0
Flt Permitted						
Satd. Flow (perm)	1900	0	0	1863	1881	0
Link Speed (mph)	30			40	40	
Link Distance (ft)	446			1156	724	
Travel Time (s)	10.1			19.7	12.3	
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	0%	0%	2%	1%	0%
Adj. Flow (vph)	0	0	0	464	447	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	464	447	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 25.3% ICU Level of Service A
 Analysis Period (min) 15

Intersection

Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	418	402	0
Future Vol, veh/h	0	0	0	418	402	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	2	1	0
Mvmt Flow	0	0	0	464	447	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	911	447	447	0	-	0
Stage 1	447	-	-	-	-	-
Stage 2	464	-	-	-	-	-
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	307	616	1124	-	-	-
Stage 1	649	-	-	-	-	-
Stage 2	637	-	-	-	-	-
Platoon blocked, %						
Mov Cap-1 Maneuver	307	616	1124	-	-	-
Mov Cap-2 Maneuver	307	-	-	-	-	-
Stage 1	649	-	-	-	-	-
Stage 2	637	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1124	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

1: Chester Road/Freetown Rd & Old Freemont Rd/Pine Acre
Lanes, Volumes, Timings

2028 No-Build
Timing Plan: Weekday AM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	13	0	50	8	0	10	37	895	2	8	438	16
Future Volume (vph)	13	0	50	8	0	10	37	895	2	8	438	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	16	16	16	12	12	12	12	12	12
Storage Length (ft)	0		0	0		0	315		0	315		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.892			0.926							0.995
Flt Protected		0.990			0.978		0.950			0.950		
Satd. Flow (prot)	0	1651	0	0	1950	0	1703	1827	0	1805	1751	0
Flt Permitted		0.990			0.978		0.950			0.950		
Satd. Flow (perm)	0	1651	0	0	1950	0	1703	1827	0	1805	1751	0
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		964			238			4375			703	
Travel Time (s)		21.9			5.4			74.6			12.0	
Confl. Peds. (#/hr)				1			1		1	1		
Confl. Bikes (#/hr)							2		2			
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	0%	2%	0%	0%	0%	6%	4%	0%	0%	8%	7%
Adj. Flow (vph)	14	0	56	9	0	11	41	994	2	9	487	18
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	70	0	0	20	0	41	996	0	9	505	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	0.85	0.85	0.85	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 58.0%
 Analysis Period (min) 15
 ICU Level of Service B

1: Chester Road/Freetown Rd & Old Freemont Rd/Pine Acre
 HCM 2010 TWSC

2028 No-Build
 Timing Plan: Weekday AM

Intersection

Int Delay, s/veh	1.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↔	↔		↔	↔	
Traffic Vol, veh/h	13	0	50	8	0	10	37	895	2	8	438	16
Future Vol, veh/h	13	0	50	8	0	10	37	895	2	8	438	16
Conflicting Peds, #/hr	0	0	0	1	0	1	0	0	1	1	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	315	-	-	315	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	0	2	0	0	0	6	4	0	0	8	7
Mvmt Flow	14	0	56	9	0	11	41	994	2	9	487	18










Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1597	1593	497	1621	1601	998	504	0	0	998	0	0
Stage 1	513	513	-	1079	1079	-	-	-	-	-	-	-
Stage 2	1084	1080	-	542	522	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.22	7.1	6.5	6.2	4.16	-	-	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	3.318	3.5	4	3.3	2.254	-	-	2.2	-	-
Pot Cap-1 Maneuver	87	108	573	84	107	299	1040	-	-	701	-	-
Stage 1	548	539	-	267	297	-	-	-	-	-	-	-
Stage 2	265	297	-	528	534	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	80	102	573	73	101	298	1039	-	-	700	-	-
Mov Cap-2 Maneuver	80	102	-	73	101	-	-	-	-	-	-	-
Stage 1	526	532	-	256	285	-	-	-	-	-	-	-
Stage 2	245	285	-	470	527	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	24.7	38.9	0.3	0.2
HCM LOS	C	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1039	-	-	252	126	700	-	-
HCM Lane V/C Ratio	0.04	-	-	0.278	0.159	0.013	-	-
HCM Control Delay (s)	8.6	-	-	24.7	38.9	10.2	-	-
HCM Lane LOS	A	-	-	C	E	B	-	-
HCM 95th %tile Q(veh)	0.1	-	-	1.1	0.5	0	-	-

2: Chester Road & Brown Road
Lanes, Volumes, Timings

2028 No-Build
Timing Plan: Weekday AM

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	26	42	538	29	6	290
Future Volume (vph)	26	42	538	29	6	290
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.916		0.993			
Flt Protected	0.981					0.999
Satd. Flow (prot)	1707	0	1811	0	0	1718
Flt Permitted	0.981					0.999
Satd. Flow (perm)	1707	0	1811	0	0	1718
Link Speed (mph)	30		40			40
Link Distance (ft)	2474		724			4375
Travel Time (s)	56.2		12.3			74.6
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	0%	0%	4%	8%	33%	10%
Adj. Flow (vph)	30	49	626	34	7	337
Shared Lane Traffic (%)						
Lane Group Flow (vph)	79	0	660	0	0	344
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 40.8% ICU Level of Service A
Analysis Period (min) 15

Intersection

Int Delay, s/veh	1.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		T			T
Traffic Vol, veh/h	26	42	538	29	6	290
Future Vol, veh/h	26	42	538	29	6	290
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	86	86	86	86	86	86
Heavy Vehicles, %	0	0	4	8	33	10
Mvmt Flow	30	49	626	34	7	337










Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	993	642	0	0	659	0
Stage 1	642	-	-	-	-	-
Stage 2	351	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.43	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.497	-
Pot Cap-1 Maneuver	274	478	-	-	798	-
Stage 1	528	-	-	-	-	-
Stage 2	717	-	-	-	-	-
Platoon blocked, %			-	-		
Mov Cap-1 Maneuver	271	478	-	-	798	-
Mov Cap-2 Maneuver	271	-	-	-	-	-
Stage 1	528	-	-	-	-	-
Stage 2	709	-	-	-	-	-

Approach	WB		NB		SB
HCM Control Delay, s	17.4		0		0.2
HCM LOS	C				

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	- 370	798	-
HCM Lane V/C Ratio	-	- 0.214	0.009	-
HCM Control Delay (s)	-	- 17.4	9.6	0
HCM Lane LOS	-	- C	A	A
HCM 95th %tile Q(veh)	-	- 0.8	0	-

3: Chester Road & Park Place
Lanes, Volumes, Timings

2028 No-Build
Timing Plan: Weekday AM

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	11	1	0	556	313	3
Future Volume (vph)	11	1	0	556	313	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.990				0.999	
Flt Protected	0.956					
Satd. Flow (prot)	1798	0	0	1810	1743	0
Flt Permitted	0.956					
Satd. Flow (perm)	1798	0	0	1810	1743	0
Link Speed (mph)	30			40	40	
Link Distance (ft)	724			1477	1156	
Travel Time (s)	16.5			25.2	19.7	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	0%	0%	0%	5%	9%	0%
Adj. Flow (vph)	13	1	0	647	364	3
Shared Lane Traffic (%)						
Lane Group Flow (vph)	14	0	0	647	367	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 39.3% ICU Level of Service A
Analysis Period (min) 15

Intersection

Int Delay, s/veh	0.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y			4	4	
Traffic Vol, veh/h	11	1	0	556	313	3
Future Vol, veh/h	11	1	0	556	313	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	86	86	86	86	86	86
Heavy Vehicles, %	0	0	0	5	9	0
Mvmt Flow	13	1	0	647	364	3










Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1013	366	367	0	-	0
Stage 1	366	-	-	-	-	-
Stage 2	647	-	-	-	-	-
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	267	684	1203	-	-	-
Stage 1	706	-	-	-	-	-
Stage 2	525	-	-	-	-	-
Platoon blocked, %						
Mov Cap-1 Maneuver	267	684	1203	-	-	-
Mov Cap-2 Maneuver	267	-	-	-	-	-
Stage 1	706	-	-	-	-	-
Stage 2	525	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1203	-	281	-	-
HCM Lane V/C Ratio	-	-	0.05	-	-
HCM Control Delay (s)	0	-	18.5	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

4: Chester Road & Blueberry Hill Road
Lanes, Volumes, Timings

2028 No-Build
Timing Plan: Weekday AM

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	19	86	470	10	24	290
Future Volume (vph)	19	86	470	10	24	290
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.890		0.997			
Flt Protected	0.991					0.996
Satd. Flow (prot)	1636	0	1796	0	0	1724
Flt Permitted	0.991					0.996
Satd. Flow (perm)	1636	0	1796	0	0	1724
Link Speed (mph)	30		40			40
Link Distance (ft)	1650		246			1477
Travel Time (s)	37.5		4.2			25.2
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	0%	3%	5%	29%	19%	9%
Adj. Flow (vph)	22	99	540	11	28	333
Shared Lane Traffic (%)						
Lane Group Flow (vph)	121	0	551	0	0	361
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 48.1% ICU Level of Service A
Analysis Period (min) 15

Intersection

Int Delay, s/veh	2.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		T			T
Traffic Vol, veh/h	19	86	470	10	24	290
Future Vol, veh/h	19	86	470	10	24	290
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	87	87	87	87	87	87
Heavy Vehicles, %	0	3	5	29	19	9
Mvmt Flow	22	99	540	11	28	333










Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	935	546	0	0	552	0
Stage 1	546	-	-	-	-	-
Stage 2	389	-	-	-	-	-
Critical Hdwy	6.4	6.23	-	-	4.29	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.327	-	-	2.371	-
Pot Cap-1 Maneuver	297	536	-	-	938	-
Stage 1	584	-	-	-	-	-
Stage 2	689	-	-	-	-	-
Platoon blocked, %			-	-		
Mov Cap-1 Maneuver	286	536	-	-	938	-
Mov Cap-2 Maneuver	286	-	-	-	-	-
Stage 1	584	-	-	-	-	-
Stage 2	664	-	-	-	-	-

Approach	WB		NB		SB
HCM Control Delay, s	15.5		0		0.7
HCM LOS	C				

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	463	938
HCM Lane V/C Ratio	-	-	0.261	0.029
HCM Control Delay (s)	-	-	15.5	9
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	1	0.1

5: Fremont Road & Brown Road
Lanes, Volumes, Timings

2028 No-Build
Timing Plan: Weekday AM

						
Lane Group	EBL	EBR	SET	SER	NWL	NWT
Lane Configurations						
Traffic Volume (vph)	0	45	181	0	16	269
Future Volume (vph)	0	45	181	0	16	269
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.865					
Flt Protected						0.997
Satd. Flow (prot)	1596	0	1827	0	0	1793
Flt Permitted						0.997
Satd. Flow (perm)	1596	0	1827	0	0	1793
Link Speed (mph)	30		40			40
Link Distance (ft)	2474		543			673
Travel Time (s)	56.2		9.3			11.5
Confl. Bikes (#/hr)		1		1		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	3%	4%	0%	0%	6%
Adj. Flow (vph)	0	47	191	0	17	283
Shared Lane Traffic (%)						
Lane Group Flow (vph)	47	0	191	0	0	300
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 37.2% ICU Level of Service A
Analysis Period (min) 15

Intersection

Int Delay, s/veh	1.1					
Movement	EBL	EBR	SET	SER	NWL	NWT
Lane Configurations	Y		T			T
Traffic Vol, veh/h	0	45	181	0	16	269
Future Vol, veh/h	0	45	181	0	16	269
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	95	95	95	95	95	95
Heavy Vehicles, %	0	3	4	0	0	6
Mvmt Flow	0	47	191	0	17	283










Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	508	191	0	0	191	0
Stage 1	191	-	-	-	-	-
Stage 2	317	-	-	-	-	-
Critical Hdwy	6.4	6.23	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.327	-	-	2.2	-
Pot Cap-1 Maneuver	528	848	-	-	1395	-
Stage 1	846	-	-	-	-	-
Stage 2	743	-	-	-	-	-
Platoon blocked, %			-	-		
Mov Cap-1 Maneuver	521	848	-	-	1395	-
Mov Cap-2 Maneuver	521	-	-	-	-	-
Stage 1	846	-	-	-	-	-
Stage 2	733	-	-	-	-	-

Approach	EB	SE	NW
HCM Control Delay, s	9.5	0	0.4
HCM LOS	A		

Minor Lane/Major Mvmt	NWL	NWT	EBLn1	SET	SER
Capacity (veh/h)	1395	-	848	-	-
HCM Lane V/C Ratio	0.012	-	0.056	-	-
HCM Control Delay (s)	7.6	0	9.5	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

6: Chester Road & Site Driveway
Lanes, Volumes, Timings

2028 No-Build
Timing Plan: Weekday AM

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	567	316	0
Future Volume (vph)	0	0	0	567	316	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1900	0	0	1827	1743	0
Flt Permitted						
Satd. Flow (perm)	1900	0	0	1827	1743	0
Link Speed (mph)	30			40	40	
Link Distance (ft)	446			1156	724	
Travel Time (s)	10.1			19.7	12.3	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	0%	0%	4%	9%	0%
Adj. Flow (vph)	0	0	0	630	351	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	630	351	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 33.2% ICU Level of Service A
Analysis Period (min) 15

Intersection

Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y			4	4	
Traffic Vol, veh/h	0	0	0	567	316	0
Future Vol, veh/h	0	0	0	567	316	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	4	9	0
Mvmt Flow	0	0	0	630	351	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	981	351	351	0	-	0
Stage 1	351	-	-	-	-	-
Stage 2	630	-	-	-	-	-
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	279	697	1219	-	-	-
Stage 1	717	-	-	-	-	-
Stage 2	535	-	-	-	-	-
Platoon blocked, %						
Mov Cap-1 Maneuver	279	697	1219	-	-	-
Mov Cap-2 Maneuver	279	-	-	-	-	-
Stage 1	717	-	-	-	-	-
Stage 2	535	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1219	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

1: Chester Road/Freetown Road & Old Freemont Rd/Pine Acre
Lanes, Volumes, Timings

2028 No-Build
Timing Plan: Weekday PM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	12	0	90	6	0	13	68	727	13	12	959	22
Future Volume (vph)	12	0	90	6	0	13	68	727	13	12	959	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	16	16	16	12	12	12	12	12	12
Storage Length (ft)	0		0	0		0	315		0	315		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.881			0.905			0.997			0.997	
Flt Protected		0.994			0.985		0.950			0.950		
Satd. Flow (prot)	0	1607	0	0	1920	0	1687	1840	0	1597	1856	0
Flt Permitted		0.994			0.985		0.950			0.950		
Satd. Flow (perm)	0	1607	0	0	1920	0	1687	1840	0	1597	1856	0
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		827			248			4402			589	
Travel Time (s)		18.8			5.6			75.0			10.0	
Confl. Bikes (#/hr)			1									1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	4%	0%	0%	0%	7%	3%	0%	13%	2%	5%
Adj. Flow (vph)	13	0	94	6	0	14	71	757	14	13	999	23
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	107	0	0	20	0	71	771	0	13	1022	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	0.85	0.85	0.85	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 69.9%
 Analysis Period (min) 15
 ICU Level of Service C

Intersection												
Int Delay, s/veh	4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↔	↔		↔	↔	
Traffic Vol, veh/h	12	0	90	6	0	13	68	727	13	12	959	22
Future Vol, veh/h	12	0	90	6	0	13	68	727	13	12	959	22
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	-	-	-	-	-	-	315	-	-	315	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	0	4	0	0	0	7	3	0	13	2	5
Mvmt Flow	13	0	94	6	0	14	71	757	14	13	999	23










Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1948	1948	1010	1988	1953	764	1022	0	0	771	0	0
Stage 1	1035	1035	-	906	906	-	-	-	-	-	-	-
Stage 2	913	913	-	1082	1047	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.24	7.1	6.5	6.2	4.17	-	-	4.23	-	-
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	3.336	3.5	4	3.3	2.263	-	-	2.317	-	-
Pot Cap-1 Maneuver	49	65	289	46	65	407	660	-	-	797	-	-
Stage 1	282	312	-	333	358	-	-	-	-	-	-	-
Stage 2	330	355	-	266	308	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	43	57	289	28	57	407	660	-	-	797	-	-
Mov Cap-2 Maneuver	43	57	-	28	57	-	-	-	-	-	-	-
Stage 1	252	307	-	297	319	-	-	-	-	-	-	-
Stage 2	285	317	-	177	303	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	54.3	67.2	0.9	0.1
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	660	-	-	173	77	797	-	-
HCM Lane V/C Ratio	0.107	-	-	0.614	0.257	0.016	-	-
HCM Control Delay (s)	11.1	-	-	54.3	67.2	9.6	-	-
HCM Lane LOS	B	-	-	F	F	A	-	-
HCM 95th %tile Q(veh)	0.4	-	-	3.4	0.9	0	-	-

2: Chester Road & Brown Road
Lanes, Volumes, Timings

2028 No-Build
Timing Plan: Weekday PM

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	37	13	441	50	22	561
Future Volume (vph)	37	13	441	50	22	561
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.964		0.986			
Flt Protected	0.965					0.998
Satd. Flow (prot)	1767	0	1857	0	0	1860
Flt Permitted	0.965					0.998
Satd. Flow (perm)	1767	0	1857	0	0	1860
Link Speed (mph)	30		40			40
Link Distance (ft)	2493		724			4402
Travel Time (s)	56.7		12.3			75.0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	1%	0%	0%	2%
Adj. Flow (vph)	39	14	469	53	23	597
Shared Lane Traffic (%)						
Lane Group Flow (vph)	53	0	522	0	0	620
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 57.3% ICU Level of Service B
Analysis Period (min) 15

Intersection

Int Delay, s/veh	1.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	37	13	441	50	22	561
Future Vol, veh/h	37	13	441	50	22	561
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	94	94	94	94	94	94
Heavy Vehicles, %	0	0	1	0	0	2
Mvmt Flow	39	14	469	53	23	597










Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1140	496	0	0	522	0
Stage 1	496	-	-	-	-	-
Stage 2	644	-	-	-	-	-
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	224	578	-	-	1055	-
Stage 1	616	-	-	-	-	-
Stage 2	527	-	-	-	-	-
Platoon blocked, %			-	-		
Mov Cap-1 Maneuver	217	578	-	-	1055	-
Mov Cap-2 Maneuver	217	-	-	-	-	-
Stage 1	616	-	-	-	-	-
Stage 2	510	-	-	-	-	-

Approach	WB		NB		SB
HCM Control Delay, s	22.5		0		0.3
HCM LOS	C				

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	- 259	1055	-
HCM Lane V/C Ratio	-	- 0.205	0.022	-
HCM Control Delay (s)	-	- 22.5	8.5	0
HCM Lane LOS	-	- C	A	A
HCM 95th %tile Q(veh)	-	- 0.8	0.1	-

3: Chester Road & Park Place
Lanes, Volumes, Timings

2028 No-Build
Timing Plan: Weekday PM

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	12	0	3	479	587	11
Future Volume (vph)	12	0	3	479	587	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt					0.998	
Flt Protected	0.950					
Satd. Flow (prot)	1805	0	0	1881	1860	0
Flt Permitted	0.950					
Satd. Flow (perm)	1805	0	0	1881	1860	0
Link Speed (mph)	30			40	40	
Link Distance (ft)	724			1516	1156	
Travel Time (s)	16.5			25.8	19.7	
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	0%	0%	1%	2%	0%
Adj. Flow (vph)	13	0	3	532	652	12
Shared Lane Traffic (%)						
Lane Group Flow (vph)	13	0	0	535	664	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 41.6% ICU Level of Service A
Analysis Period (min) 15

Intersection

Int Delay, s/veh	0.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			W	W	
Traffic Vol, veh/h	12	0	3	479	587	11
Future Vol, veh/h	12	0	3	479	587	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	1	2	0
Mvmt Flow	13	0	3	532	652	12










Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1197	658	664	0	-	0
Stage 1	658	-	-	-	-	-
Stage 2	539	-	-	-	-	-
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	207	468	935	-	-	-
Stage 1	519	-	-	-	-	-
Stage 2	589	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	206	468	935	-	-	-
Mov Cap-2 Maneuver	206	-	-	-	-	-
Stage 1	519	-	-	-	-	-
Stage 2	586	-	-	-	-	-

Approach	EB		NB		SB
HCM Control Delay, s	23.7		0.1		0
HCM LOS	C				

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	935	-	206	-	-
HCM Lane V/C Ratio	0.004	-	0.065	-	-
HCM Control Delay (s)	8.9	0	23.7	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

4: Chester Road & Blueberry Hill Road
Lanes, Volumes, Timings

2028 No-Build
Timing Plan: Weekday PM

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	8	36	446	12	66	521
Future Volume (vph)	8	36	446	12	66	521
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.890		0.997			
Flt Protected	0.991					0.994
Satd. Flow (prot)	1676	0	1876	0	0	1856
Flt Permitted	0.991					0.994
Satd. Flow (perm)	1676	0	1876	0	0	1856
Link Speed (mph)	30		40			40
Link Distance (ft)	1226		618			1516
Travel Time (s)	27.9		10.5			25.8
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	0%	0%	1%	0%	0%	2%
Adj. Flow (vph)	9	40	501	13	74	585
Shared Lane Traffic (%)						
Lane Group Flow (vph)	49	0	514	0	0	659
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 68.6% ICU Level of Service C
Analysis Period (min) 15

Intersection

Int Delay, s/veh	1.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		T			T
Traffic Vol, veh/h	8	36	446	12	66	521
Future Vol, veh/h	8	36	446	12	66	521
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	89	89	89	89	89	89
Heavy Vehicles, %	0	0	1	0	0	2
Mvmt Flow	9	40	501	13	74	585










Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1242	508	0	0	515	0
Stage 1	508	-	-	-	-	-
Stage 2	734	-	-	-	-	-
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	195	569	-	-	1061	-
Stage 1	608	-	-	-	-	-
Stage 2	478	-	-	-	-	-
Platoon blocked, %			-	-		
Mov Cap-1 Maneuver	175	569	-	-	1061	-
Mov Cap-2 Maneuver	175	-	-	-	-	-
Stage 1	608	-	-	-	-	-
Stage 2	429	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	15.1	0	1
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	404	1061	-
HCM Lane V/C Ratio	-	-	0.122	0.07	-
HCM Control Delay (s)	-	-	15.1	8.6	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	0.4	0.2	-

5: Fremont Road & Brown Road
Lanes, Volumes, Timings

2028 No-Build
Timing Plan: Weekday PM

						
Lane Group	EBL	EBR	SET	SER	NWL	NWT
Lane Configurations						
Traffic Volume (vph)	1	44	332	0	53	337
Future Volume (vph)	1	44	332	0	53	337
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.868					
Flt Protected	0.999					0.993
Satd. Flow (prot)	1601	0	1863	0	0	1824
Flt Permitted	0.999					0.993
Satd. Flow (perm)	1601	0	1863	0	0	1824
Link Speed (mph)	30		40			40
Link Distance (ft)	2493		449			616
Travel Time (s)	56.7		7.7			10.5
Confl. Bikes (#/hr)		1		1		
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	3%	2%	0%	0%	4%
Adj. Flow (vph)	1	48	365	0	58	370
Shared Lane Traffic (%)						
Lane Group Flow (vph)	49	0	365	0	0	428
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 51.5% ICU Level of Service A
Analysis Period (min) 15

Intersection

Int Delay, s/veh 1.2

Movement	EBL	EBR	SET	SER	NWL	NWT
Lane Configurations						
Traffic Vol, veh/h	1	44	332	0	53	337
Future Vol, veh/h	1	44	332	0	53	337
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	91	91	91	91	91	91
Heavy Vehicles, %	0	3	2	0	0	4
Mvmt Flow	1	48	365	0	58	370










Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	852	365	0	0	365	0
Stage 1	365	-	-	-	-	-
Stage 2	487	-	-	-	-	-
Critical Hdwy	6.4	6.23	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.327	-	-	2.2	-
Pot Cap-1 Maneuver	333	678	-	-	1205	-
Stage 1	707	-	-	-	-	-
Stage 2	622	-	-	-	-	-
Platoon blocked, %			-	-		
Mov Cap-1 Maneuver	313	678	-	-	1205	-
Mov Cap-2 Maneuver	313	-	-	-	-	-
Stage 1	707	-	-	-	-	-
Stage 2	584	-	-	-	-	-

Approach	EB		SE		NW
HCM Control Delay, s	10.9		0		1.1
HCM LOS	B				

Minor Lane/Major Mvmt	NWL	NWT	EBLn1	SET	SER
Capacity (veh/h)	1205	-	661	-	-
HCM Lane V/C Ratio	0.048	-	0.075	-	-
HCM Control Delay (s)	8.1	0	10.9	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.2	-	0.2	-	-

6: Chester Road & Site Driveway
Lanes, Volumes, Timings

2028 No-Build
Timing Plan: Weekday PM

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	491	598	0
Future Volume (vph)	0	0	0	491	598	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt						
Flt Protected						
Satd. Flow (prot)	1900	0	0	1881	1863	0
Flt Permitted						
Satd. Flow (perm)	1900	0	0	1881	1863	0
Link Speed (mph)	30			40	40	
Link Distance (ft)	446			1156	724	
Travel Time (s)	10.1			19.7	12.3	
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	0%	0%	1%	2%	0%
Adj. Flow (vph)	0	0	0	546	664	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	546	664	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 34.8% ICU Level of Service A
 Analysis Period (min) 15

Intersection

Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	491	598	0
Future Vol, veh/h	0	0	0	491	598	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	1	2	0
Mvmt Flow	0	0	0	546	664	0



















Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1210	664	664	0	-	0
Stage 1	664	-	-	-	-	-
Stage 2	546	-	-	-	-	-
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	204	464	935	-	-	-
Stage 1	516	-	-	-	-	-
Stage 2	584	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	204	464	935	-	-	-
Mov Cap-2 Maneuver	204	-	-	-	-	-
Stage 1	516	-	-	-	-	-
Stage 2	584	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	935	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

1: Chester Road/Freetown Rd & Old Freemont Rd/Pine Acre
Lanes, Volumes, Timings

2028 No-Build
Timing Plan: Saturday MIDDAY

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	12	3	32	7	0	37	34	724	5	48	700	24
Future Volume (vph)	12	3	32	7	0	37	34	724	5	48	700	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	16	16	16	12	12	12	12	12	12
Storage Length (ft)	0		0	0		0	315		0	315		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.908			0.887			0.999			0.995	
Flt Protected		0.987			0.992		0.950			0.950		
Satd. Flow (prot)	0	1658	0	0	1895	0	1752	1879	0	1805	1872	0
Flt Permitted		0.987			0.992		0.950			0.950		
Satd. Flow (perm)	0	1658	0	0	1895	0	1752	1879	0	1805	1872	0
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		827			248			4402			502	
Travel Time (s)		18.8			5.6			75.0			8.6	
Confl. Peds. (#/hr)	1		1	1		1	1		1	1		1
Confl. Bikes (#/hr)			1									1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	4%	0%	0%	0%	3%	1%	0%	0%	1%	0%
Adj. Flow (vph)	13	3	34	8	0	40	37	778	5	52	753	26
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	50	0	0	48	0	37	783	0	52	779	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	0.85	0.85	0.85	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 51.4%
 Analysis Period (min) 15
 ICU Level of Service A

1: Chester Road/Freetown Rd & Old Freemont Rd/Pine Acre
 HCM 2010 TWSC

2028 No-Build
 Timing Plan: Saturday MIDDAY

Intersection

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Int Delay, s/veh	2.5											
Lane Configurations		↔			↔		↔	↔		↔	↔	
Traffic Vol, veh/h	12	3	32	7	0	37	34	724	5	48	700	24
Future Vol, veh/h	12	3	32	7	0	37	34	724	5	48	700	24
Conflicting Peds, #/hr	1	0	1	1	0	1	1	0	1	1	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	315	-	-	315	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	4	0	0	0	3	1	0	0	1	0
Mvmt Flow	13	3	34	8	0	40	37	778	5	52	753	26










Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1745	1728	768	1744	1738	783	779	0	0	785	0	0
Stage 1	870	870	-	855	855	-	-	-	-	-	-	-
Stage 2	875	858	-	889	883	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.24	7.1	6.5	6.2	4.13	-	-	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	3.336	3.5	4	3.3	2.227	-	-	2.2	-	-
Pot Cap-1 Maneuver	68	89	398	69	88	397	834	-	-	843	-	-
Stage 1	349	372	-	356	378	-	-	-	-	-	-	-
Stage 2	347	376	-	341	367	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	56	80	397	56	79	396	833	-	-	842	-	-
Mov Cap-2 Maneuver	56	80	-	56	79	-	-	-	-	-	-	-
Stage 1	333	349	-	340	361	-	-	-	-	-	-	-
Stage 2	298	359	-	289	344	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	44.2	28.3	0.4	0.6
HCM LOS	E	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	833	-	-	141	201	842	-	-
HCM Lane V/C Ratio	0.044	-	-	0.358	0.235	0.061	-	-
HCM Control Delay (s)	9.5	-	-	44.2	28.3	9.6	-	-
HCM Lane LOS	A	-	-	E	D	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	1.5	0.9	0.2	-	-

2: Chester Road & Brown Road
Lanes, Volumes, Timings

2028 No-Build
Timing Plan: Saturday MIDDAY

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	33	25	400	39	24	389
Future Volume (vph)	33	25	400	39	24	389
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.941		0.988			
Flt Protected	0.972					0.997
Satd. Flow (prot)	1738	0	1839	0	0	1877
Flt Permitted	0.972					0.997
Satd. Flow (perm)	1738	0	1839	0	0	1877
Link Speed (mph)	30		40			40
Link Distance (ft)	2493		724			4402
Travel Time (s)	56.7		12.3			75.0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	2%	3%	0%	1%
Adj. Flow (vph)	34	26	412	40	25	401
Shared Lane Traffic (%)						
Lane Group Flow (vph)	60	0	452	0	0	426
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 50.2% ICU Level of Service A
Analysis Period (min) 15

Intersection

Int Delay, s/veh	1.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		T			T
Traffic Vol, veh/h	33	25	400	39	24	389
Future Vol, veh/h	33	25	400	39	24	389
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	97	97	97	97	97	97
Heavy Vehicles, %	0	0	2	3	0	1
Mvmt Flow	34	26	412	40	25	401










Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	883	432	0	0	453	0
Stage 1	432	-	-	-	-	-
Stage 2	451	-	-	-	-	-
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	319	628	-	-	1118	-
Stage 1	659	-	-	-	-	-
Stage 2	646	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	310	628	-	-	1118	-
Mov Cap-2 Maneuver	310	-	-	-	-	-
Stage 1	659	-	-	-	-	-
Stage 2	627	-	-	-	-	-

Approach	WB		NB		SB
HCM Control Delay, s	15.7		0		0.5
HCM LOS	C				

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	397	1118	-
HCM Lane V/C Ratio	-	-	0.151	0.022	-
HCM Control Delay (s)	-	-	15.7	8.3	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	0.5	0.1	-

3: Chester Road & Park Place
Lanes, Volumes, Timings

2028 No-Build
Timing Plan: Saturday MIDDAY

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	8	0	2	431	412	10
Future Volume (vph)	8	0	2	431	412	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt					0.997	
Flt Protected	0.950					
Satd. Flow (prot)	1805	0	0	1863	1876	0
Flt Permitted	0.950					
Satd. Flow (perm)	1805	0	0	1863	1876	0
Link Speed (mph)	30			40	40	
Link Distance (ft)	724			1516	1156	
Travel Time (s)	16.5			25.8	19.7	
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	0%	2%	1%	0%
Adj. Flow (vph)	8	0	2	454	434	11
Shared Lane Traffic (%)						
Lane Group Flow (vph)	8	0	0	456	445	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 34.3% ICU Level of Service A
Analysis Period (min) 15

Intersection

Int Delay, s/veh 0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			4	4	
Traffic Vol, veh/h	8	0	2	431	412	10
Future Vol, veh/h	8	0	2	431	412	10
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	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	2	1	0
Mvmt Flow	8	0	2	454	434	11










Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	897	439	444	0	-	0
Stage 1	439	-	-	-	-	-
Stage 2	458	-	-	-	-	-
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	313	622	1127	-	-	-
Stage 1	654	-	-	-	-	-
Stage 2	641	-	-	-	-	-
Platoon blocked, %						
Mov Cap-1 Maneuver	312	622	1127	-	-	-
Mov Cap-2 Maneuver	312	-	-	-	-	-
Stage 1	654	-	-	-	-	-
Stage 2	640	-	-	-	-	-

Approach	EB		NB		SB
HCM Control Delay, s	16.9		0		0
HCM LOS	C				

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1127	-	312	-	-
HCM Lane V/C Ratio	0.002	-	0.027	-	-
HCM Control Delay (s)	8.2	0	16.9	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

4: Chester Road & Blueberry Hill Road
Lanes, Volumes, Timings

2028 No-Build
Timing Plan: Saturday MIDDAY

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	7	48	385	13	60	352
Future Volume (vph)	7	48	385	13	60	352
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.881		0.995			
Flt Protected	0.994					0.993
Satd. Flow (prot)	1664	0	1855	0	0	1871
Flt Permitted	0.994					0.993
Satd. Flow (perm)	1664	0	1855	0	0	1871
Link Speed (mph)	30		40			40
Link Distance (ft)	1226		618			1516
Travel Time (s)	27.9		10.5			25.8
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	2%	0%	0%	1%
Adj. Flow (vph)	7	51	405	14	63	371
Shared Lane Traffic (%)						
Lane Group Flow (vph)	58	0	419	0	0	434
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 56.2% ICU Level of Service B
Analysis Period (min) 15

4: Chester Road & Blueberry Hill Road
 HCM 2010 TWSC

2028 No-Build
 Timing Plan: Saturday MIDDAY

Intersection

Int Delay, s/veh	1.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		T			T
Traffic Vol, veh/h	7	48	385	13	60	352
Future Vol, veh/h	7	48	385	13	60	352
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	95	95	95	95	95	95
Heavy Vehicles, %	0	0	2	0	0	1
Mvmt Flow	7	51	405	14	63	371










Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	909	412	0	0	419	0
Stage 1	412	-	-	-	-	-
Stage 2	497	-	-	-	-	-
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	308	644	-	-	1151	-
Stage 1	673	-	-	-	-	-
Stage 2	615	-	-	-	-	-
Platoon blocked, %			-	-		
Mov Cap-1 Maneuver	287	644	-	-	1151	-
Mov Cap-2 Maneuver	287	-	-	-	-	-
Stage 1	673	-	-	-	-	-
Stage 2	573	-	-	-	-	-

Approach	WB		NB		SB
HCM Control Delay, s	12.2		0		1.2
HCM LOS	B				

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	556	1151	-
HCM Lane V/C Ratio	-	-	0.104	0.055	-
HCM Control Delay (s)	-	-	12.2	8.3	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.3	0.2	-

5: Fremont Road & Brown Road
Lanes, Volumes, Timings

2028 No-Build
Timing Plan: Saturday MIDDAY

						
Lane Group	EBL	EBR	SET	SER	NWL	NWT
Lane Configurations						
Traffic Volume (vph)	1	46	244	1	34	252
Future Volume (vph)	1	46	244	1	34	252
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.868					
Flt Protected	0.999					0.994
Satd. Flow (prot)	1648	0	1881	0	0	1872
Flt Permitted	0.999					0.994
Satd. Flow (perm)	1648	0	1881	0	0	1872
Link Speed (mph)	30		40			40
Link Distance (ft)	2493		449			616
Travel Time (s)	56.7		7.7			10.5
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	0%	0%	1%	0%	0%	1%
Adj. Flow (vph)	1	52	277	1	39	286
Shared Lane Traffic (%)						
Lane Group Flow (vph)	53	0	278	0	0	325
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 41.4% ICU Level of Service A
 Analysis Period (min) 15

Intersection

Int Delay, s/veh 1.3

Movement	EBL	EBR	SET	SER	NWL	NWT
Lane Configurations						
Traffic Vol, veh/h	1	46	244	1	34	252
Future Vol, veh/h	1	46	244	1	34	252
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	88	88	88	88	88	88
Heavy Vehicles, %	0	0	1	0	0	1
Mvmt Flow	1	52	277	1	39	286










Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	642	278	0	0	278	0
Stage 1	278	-	-	-	-	-
Stage 2	364	-	-	-	-	-
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	442	766	-	-	1296	-
Stage 1	774	-	-	-	-	-
Stage 2	707	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	426	766	-	-	1296	-
Mov Cap-2 Maneuver	426	-	-	-	-	-
Stage 1	774	-	-	-	-	-
Stage 2	682	-	-	-	-	-

Approach	EB		SE		NW
HCM Control Delay, s	10.1		0		0.9
HCM LOS	B				

Minor Lane/Major Mvmt	NWL	NWT	EBLn1	SET	SER
Capacity (veh/h)	1296	-	753	-	-
HCM Lane V/C Ratio	0.03	-	0.071	-	-
HCM Control Delay (s)	7.9	0	10.1	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.2	-	-

6: Chester Road & Site Driveway
Lanes, Volumes, Timings

2028 No-Build
Timing Plan: Saturday MIDDAY

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	439	422	0
Future Volume (vph)	0	0	0	439	422	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt						
Flt Protected						
Satd. Flow (prot)	1900	0	0	1863	1881	0
Flt Permitted						
Satd. Flow (perm)	1900	0	0	1863	1881	0
Link Speed (mph)	30			40	40	
Link Distance (ft)	446			1156	724	
Travel Time (s)	10.1			19.7	12.3	
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	0%	0%	2%	1%	0%
Adj. Flow (vph)	0	0	0	488	469	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	488	469	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 26.4% ICU Level of Service A
 Analysis Period (min) 15

Intersection

Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			W	W	
Traffic Vol, veh/h	0	0	0	439	422	0
Future Vol, veh/h	0	0	0	439	422	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	2	1	0
Mvmt Flow	0	0	0	488	469	0



















Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	957	469	469	0	-	0
Stage 1	469	-	-	-	-	-
Stage 2	488	-	-	-	-	-
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	288	598	1103	-	-	-
Stage 1	634	-	-	-	-	-
Stage 2	621	-	-	-	-	-
Platoon blocked, %						
Mov Cap-1 Maneuver	288	598	1103	-	-	-
Mov Cap-2 Maneuver	288	-	-	-	-	-
Stage 1	634	-	-	-	-	-
Stage 2	621	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1103	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

1: Chester Road/Freetown Rd & Old Freemont Rd/Pine Acre
Lanes, Volumes, Timings

2018 Build
Timing Plan: Weekday AM

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	12	0	48	8	0	10	38	888	2	8	425	15
Future Volume (vph)	12	0	48	8	0	10	38	888	2	8	425	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	16	16	16	12	12	12	12	12	12
Storage Length (ft)	0		0	0		0	315		0	315		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.892			0.926							0.995
Flt Protected		0.990			0.978		0.950			0.950		
Satd. Flow (prot)	0	1651	0	0	1950	0	1703	1827	0	1805	1751	0
Flt Permitted		0.990			0.978		0.950			0.950		
Satd. Flow (perm)	0	1651	0	0	1950	0	1703	1827	0	1805	1751	0
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		964			238			4375			703	
Travel Time (s)		21.9			5.4			74.6			12.0	
Confl. Peds. (#/hr)				1		1			1	1		
Confl. Bikes (#/hr)						2			2			
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	0%	2%	0%	0%	0%	6%	4%	0%	0%	8%	7%
Adj. Flow (vph)	13	0	53	9	0	11	42	987	2	9	472	17
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	66	0	0	20	0	42	989	0	9	489	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	0.85	0.85	0.85	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 57.4% ICU Level of Service B
 Analysis Period (min) 15

1: Chester Road/Freetown Rd & Old Freemont Rd/Pine Acre
 HCM 2010 TWSC

2018 Build
 Timing Plan: Weekday AM

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	12	0	48	8	0	10	38	888	2	8	425	15
Future Vol, veh/h	12	0	48	8	0	10	38	888	2	8	425	15
Conflicting Peds, #/hr	0	0	0	1	0	1	0	0	1	1	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	315	-	-	315	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	0	2	0	0	0	6	4	0	0	8	7
Mvmt Flow	13	0	53	9	0	11	42	987	2	9	472	17










Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1577	1572	482	1599	1580	990	489	0	0	990	0	0
Stage 1	498	498	-	1073	1073	-	-	-	-	-	-	-
Stage 2	1079	1074	-	526	507	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.22	7.1	6.5	6.2	4.16	-	-	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	3.318	3.5	4	3.3	2.254	-	-	2.2	-	-
Pot Cap-1 Maneuver	90	111	584	87	110	302	1054	-	-	706	-	-
Stage 1	558	548	-	269	299	-	-	-	-	-	-	-
Stage 2	267	299	-	539	543	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	83	105	584	76	104	301	1053	-	-	705	-	-
Mov Cap-2 Maneuver	83	105	-	76	104	-	-	-	-	-	-	-
Stage 1	536	541	-	258	287	-	-	-	-	-	-	-
Stage 2	247	287	-	483	536	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	23.1	37.7	0.4	0.2
HCM LOS	C	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1053	-	-	265	130	705	-	-
HCM Lane V/C Ratio	0.04	-	-	0.252	0.154	0.013	-	-
HCM Control Delay (s)	8.6	-	-	23.1	37.7	10.2	-	-
HCM Lane LOS	A	-	-	C	E	B	-	-
HCM 95th %tile Q(veh)	0.1	-	-	1	0.5	0	-	-

2: Chester Road & Brown Road
Lanes, Volumes, Timings

2018 Build
Timing Plan: Weekday AM

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	26	40	551	35	6	285
Future Volume (vph)	26	40	551	35	6	285
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.918		0.992			
Flt Protected	0.981					0.999
Satd. Flow (prot)	1711	0	1808	0	0	1718
Flt Permitted	0.981					0.999
Satd. Flow (perm)	1711	0	1808	0	0	1718
Link Speed (mph)	30		40			40
Link Distance (ft)	2474		724			4375
Travel Time (s)	56.2		12.3			74.6
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	0%	0%	4%	8%	33%	10%
Adj. Flow (vph)	30	47	641	41	7	331
Shared Lane Traffic (%)						
Lane Group Flow (vph)	77	0	682	0	0	338
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 41.7% ICU Level of Service A
Analysis Period (min) 15

Intersection

Int Delay, s/veh	1.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	26	40	551	35	6	285
Future Vol, veh/h	26	40	551	35	6	285
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	86	86	86	86	86	86
Heavy Vehicles, %	0	0	4	8	33	10
Mvmt Flow	30	47	641	41	7	331










Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1006	661	0	0	681	0
Stage 1	661	-	-	-	-	-
Stage 2	345	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.43	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.497	-
Pot Cap-1 Maneuver	270	466	-	-	782	-
Stage 1	517	-	-	-	-	-
Stage 2	722	-	-	-	-	-
Platoon blocked, %			-	-		
Mov Cap-1 Maneuver	267	466	-	-	782	-
Mov Cap-2 Maneuver	267	-	-	-	-	-
Stage 1	517	-	-	-	-	-
Stage 2	714	-	-	-	-	-

Approach	WB		NB		SB
HCM Control Delay, s	17.7		0		0.2
HCM LOS	C				

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	360	782	-
HCM Lane V/C Ratio	-	-	0.213	0.009	-
HCM Control Delay (s)	-	-	17.7	9.6	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	0.8	0	-

3: Chester Road & Park Place
Lanes, Volumes, Timings

2018 Build
Timing Plan: Weekday AM

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	10	1	0	534	318	3
Future Volume (vph)	10	1	0	534	318	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.990				0.999	
Flt Protected	0.956					
Satd. Flow (prot)	1798	0	0	1810	1743	0
Flt Permitted	0.956					
Satd. Flow (perm)	1798	0	0	1810	1743	0
Link Speed (mph)	30			40	40	
Link Distance (ft)	724			1477	1156	
Travel Time (s)	16.5			25.2	19.7	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	0%	0%	0%	5%	9%	0%
Adj. Flow (vph)	12	1	0	621	370	3
Shared Lane Traffic (%)						
Lane Group Flow (vph)	13	0	0	621	373	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 38.1% ICU Level of Service A
Analysis Period (min) 15

Intersection

Int Delay, s/veh 0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y			4	4	
Traffic Vol, veh/h	10	1	0	534	318	3
Future Vol, veh/h	10	1	0	534	318	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	86	86	86	86	86	86
Heavy Vehicles, %	0	0	0	5	9	0
Mvmt Flow	12	1	0	621	370	3










Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	993	372	373	0	-	0
Stage 1	372	-	-	-	-	-
Stage 2	621	-	-	-	-	-
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	274	678	1197	-	-	-
Stage 1	702	-	-	-	-	-
Stage 2	540	-	-	-	-	-
Platoon blocked, %						
Mov Cap-1 Maneuver	274	678	1197	-	-	-
Mov Cap-2 Maneuver	274	-	-	-	-	-
Stage 1	702	-	-	-	-	-
Stage 2	540	-	-	-	-	-

Approach	EB		NB		SB
HCM Control Delay, s	18		0		0
HCM LOS	C				

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1197	-	290	-	-
HCM Lane V/C Ratio	-	-	0.044	-	-
HCM Control Delay (s)	0	-	18	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

4: Chester Road & Blueberry Hill Road
Lanes, Volumes, Timings

2018 Build
Timing Plan: Weekday AM

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	18	82	452	10	23	296
Future Volume (vph)	18	82	452	10	23	296
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.890		0.997			
Flt Protected	0.991					0.996
Satd. Flow (prot)	1636	0	1796	0	0	1725
Flt Permitted	0.991					0.996
Satd. Flow (perm)	1636	0	1796	0	0	1725
Link Speed (mph)	30		40			40
Link Distance (ft)	1650		246			1477
Travel Time (s)	37.5		4.2			25.2
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	0%	3%	5%	29%	19%	9%
Adj. Flow (vph)	21	94	520	11	26	340
Shared Lane Traffic (%)						
Lane Group Flow (vph)	115	0	531	0	0	366
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 47.3% ICU Level of Service A
Analysis Period (min) 15

4: Chester Road & Blueberry Hill Road
 HCM 2010 TWSC

2018 Build
 Timing Plan: Weekday AM

Intersection

Int Delay, s/veh	1.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		T			T
Traffic Vol, veh/h	18	82	452	10	23	296
Future Vol, veh/h	18	82	452	10	23	296
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	87	87	87	87	87	87
Heavy Vehicles, %	0	3	5	29	19	9
Mvmt Flow	21	94	520	11	26	340










Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	918	525	0	0	531	0
Stage 1	525	-	-	-	-	-
Stage 2	393	-	-	-	-	-
Critical Hdwy	6.4	6.23	-	-	4.29	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.327	-	-	2.371	-
Pot Cap-1 Maneuver	304	551	-	-	956	-
Stage 1	598	-	-	-	-	-
Stage 2	686	-	-	-	-	-
Platoon blocked, %			-	-		
Mov Cap-1 Maneuver	294	551	-	-	956	-
Mov Cap-2 Maneuver	294	-	-	-	-	-
Stage 1	598	-	-	-	-	-
Stage 2	663	-	-	-	-	-

Approach	WB		NB		SB
HCM Control Delay, s	15		0		0.6
HCM LOS	C				

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	476	956	-
HCM Lane V/C Ratio	-	-	0.241	0.028	-
HCM Control Delay (s)	-	-	15	8.9	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	0.9	0.1	-

5: Fremont Road & Brown Road
Lanes, Volumes, Timings

2018 Build
Timing Plan: Weekday AM

						
Lane Group	EBL	EBR	SET	SER	NWL	NWT
Lane Configurations						
Traffic Volume (vph)	0	50	172	0	16	256
Future Volume (vph)	0	50	172	0	16	256
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t	0.865					
Fl _t Protected						0.997
Satd. Flow (prot)	1596	0	1827	0	0	1793
Fl _t Permitted						0.997
Satd. Flow (perm)	1596	0	1827	0	0	1793
Link Speed (mph)	30		40			40
Link Distance (ft)	2474		543			673
Travel Time (s)	56.2		9.3			11.5
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	3%	4%	0%	0%	6%
Adj. Flow (vph)	0	53	181	0	17	269
Shared Lane Traffic (%)						
Lane Group Flow (vph)	53	0	181	0	0	286
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 36.6% ICU Level of Service A
 Analysis Period (min) 15

Intersection

Int Delay, s/veh 1.2

Movement	EBL	EBR	SET	SER	NWL	NWT
Lane Configurations						
Traffic Vol, veh/h	0	50	172	0	16	256
Future Vol, veh/h	0	50	172	0	16	256
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	95	95	95	95	95	95
Heavy Vehicles, %	0	3	4	0	0	6
Mvmt Flow	0	53	181	0	17	269










Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	484	181	0	0	181	0
Stage 1	181	-	-	-	-	-
Stage 2	303	-	-	-	-	-
Critical Hdwy	6.4	6.23	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.327	-	-	2.2	-
Pot Cap-1 Maneuver	545	859	-	-	1407	-
Stage 1	855	-	-	-	-	-
Stage 2	754	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	537	859	-	-	1407	-
Mov Cap-2 Maneuver	537	-	-	-	-	-
Stage 1	855	-	-	-	-	-
Stage 2	743	-	-	-	-	-

Approach	EB		SE		NW
HCM Control Delay, s	9.5		0		0.4
HCM LOS	A				

Minor Lane/Major Mvmt	NWL	NWT	EBLn1	SET	SER
Capacity (veh/h)	1407	-	859	-	-
HCM Lane V/C Ratio	0.012	-	0.061	-	-
HCM Control Delay (s)	7.6	0	9.5	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

6: Chester Road & Site Driveway
Lanes, Volumes, Timings

2018 Build
Timing Plan: Weekday AM

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	46	20	4	540	301	10
Future Volume (vph)	46	20	4	540	301	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.959				0.996	
Flt Protected	0.966					
Satd. Flow (prot)	1726	0	0	1827	1740	0
Flt Permitted	0.966					
Satd. Flow (perm)	1726	0	0	1827	1740	0
Link Speed (mph)	30			40	40	
Link Distance (ft)	446			1156	724	
Travel Time (s)	10.1			19.7	12.3	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	2%	2%	2%	4%	9%	2%
Adj. Flow (vph)	51	22	4	600	334	11
Shared Lane Traffic (%)						
Lane Group Flow (vph)	73	0	0	604	345	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 42.0% ICU Level of Service A
Analysis Period (min) 15

Intersection

Int Delay, s/veh	1.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			W	W	
Traffic Vol, veh/h	46	20	4	540	301	10
Future Vol, veh/h	46	20	4	540	301	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	4	9	2
Mvmt Flow	51	22	4	600	334	11



















Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	949	340	346	0	-	0
Stage 1	340	-	-	-	-	-
Stage 2	609	-	-	-	-	-
Critical Hdwy	7.12	6.22	4.12	-	-	-
Critical Hdwy Stg 1	6.12	-	-	-	-	-
Critical Hdwy Stg 2	6.12	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	240	702	1213	-	-	-
Stage 1	675	-	-	-	-	-
Stage 2	482	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	239	702	1213	-	-	-
Mov Cap-2 Maneuver	239	-	-	-	-	-
Stage 1	672	-	-	-	-	-
Stage 2	480	-	-	-	-	-

Approach	EB		NB		SB
HCM Control Delay, s	20.9		0.1		0
HCM LOS	C				

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1213	-	299	-	-
HCM Lane V/C Ratio	0.004	-	0.245	-	-
HCM Control Delay (s)	8	0	20.9	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.9	-	-

1: Chester Road/Freetown Rd & Old Freemont Rd/Pine Acre
Lanes, Volumes, Timings

2018 Build
Timing Plan: Weekday PM

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	11	0	88	6	0	12	66	709	12	12	948	21
Future Volume (vph)	11	0	88	6	0	12	66	709	12	12	948	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	16	16	16	12	12	12	12	12	12
Storage Length (ft)	0		0	0		0	315		0	315		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Fr _t		0.879			0.908			0.997			0.997	
Fl _t Protected		0.995			0.984		0.950			0.950		
Satd. Flow (prot)	0	1604	0	0	1924	0	1687	1840	0	1597	1856	0
Fl _t Permitted		0.995			0.984		0.950			0.950		
Satd. Flow (perm)	0	1604	0	0	1924	0	1687	1840	0	1597	1856	0
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		827			248			4402			538	
Travel Time (s)		18.8			5.6			75.0			9.2	
Confl. Bikes (#/hr)			1									1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	4%	0%	0%	0%	7%	3%	0%	13%	2%	5%
Adj. Flow (vph)	11	0	92	6	0	13	69	739	13	13	988	22
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	103	0	0	19	0	69	752	0	13	1010	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	0.85	0.85	0.85	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 67.9%
 Analysis Period (min) 15
 ICU Level of Service C

1: Chester Road/Freetown Rd & Old Freemont Rd/Pine Acre
 HCM 2010 TWSC

2018 Build
 Timing Plan: Weekday PM

Intersection

Int Delay, s/veh	3.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↔	↔		↔	↔	
Traffic Vol, veh/h	11	0	88	6	0	12	66	709	12	12	948	21
Future Vol, veh/h	11	0	88	6	0	12	66	709	12	12	948	21
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	315	-	-	315	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	0	4	0	0	0	7	3	0	13	2	5
Mvmt Flow	11	0	92	6	0	13	69	739	13	13	988	22










Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1912	1912	998	1951	1916	745	1009	0	0	751	0	0
Stage 1	1023	1023	-	882	882	-	-	-	-	-	-	-
Stage 2	889	889	-	1069	1034	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.24	7.1	6.5	6.2	4.17	-	-	4.23	-	-
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	3.336	3.5	4	3.3	2.263	-	-	2.317	-	-
Pot Cap-1 Maneuver	52	69	293	49	68	417	668	-	-	811	-	-
Stage 1	287	316	-	344	367	-	-	-	-	-	-	-
Stage 2	341	364	-	270	312	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	46	61	293	31	60	417	668	-	-	811	-	-
Mov Cap-2 Maneuver	46	61	-	31	60	-	-	-	-	-	-	-
Stage 1	257	311	-	308	329	-	-	-	-	-	-	-
Stage 2	297	326	-	183	307	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	47	62.4	0.9	0.1
HCM LOS	E	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	668	-	-	184	81	811	-	-
HCM Lane V/C Ratio	0.103	-	-	0.56	0.231	0.015	-	-
HCM Control Delay (s)	11	-	-	47	62.4	9.5	-	-
HCM Lane LOS	B	-	-	E	F	A	-	-
HCM 95th %tile Q(veh)	0.3	-	-	3	0.8	0	-	-

2: Chester Road & Brown Road
Lanes, Volumes, Timings

2018 Build
Timing Plan: Weekday PM

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	41	12	439	50	21	572
Future Volume (vph)	41	12	439	50	21	572
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.969		0.986			
Flt Protected	0.963					0.998
Satd. Flow (prot)	1773	0	1857	0	0	1860
Flt Permitted	0.963					0.998
Satd. Flow (perm)	1773	0	1857	0	0	1860
Link Speed (mph)	30		40			40
Link Distance (ft)	2493		724			4402
Travel Time (s)	56.7		12.3			75.0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	1%	0%	0%	2%
Adj. Flow (vph)	44	13	467	53	22	609
Shared Lane Traffic (%)						
Lane Group Flow (vph)	57	0	520	0	0	631
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 57.1% ICU Level of Service B
 Analysis Period (min) 15

Intersection

Int Delay, s/veh	1.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	41	12	439	50	21	572
Future Vol, veh/h	41	12	439	50	21	572
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	94	94	94	94	94	94
Heavy Vehicles, %	0	0	1	0	0	2
Mvmt Flow	44	13	467	53	22	609










Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1147	494	0	0	520	0
Stage 1	494	-	-	-	-	-
Stage 2	653	-	-	-	-	-
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	222	579	-	-	1056	-
Stage 1	617	-	-	-	-	-
Stage 2	522	-	-	-	-	-
Platoon blocked, %			-	-		
Mov Cap-1 Maneuver	215	579	-	-	1056	-
Mov Cap-2 Maneuver	215	-	-	-	-	-
Stage 1	617	-	-	-	-	-
Stage 2	506	-	-	-	-	-

Approach	WB		NB		SB
HCM Control Delay, s	23.5		0		0.3
HCM LOS	C				

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	- 251	1056	-
HCM Lane V/C Ratio	-	- 0.225	0.021	-
HCM Control Delay (s)	-	- 23.5	8.5	0
HCM Lane LOS	-	- C	A	A
HCM 95th %tile Q(veh)	-	- 0.8	0.1	-

3: Chester Road & Park Place
Lanes, Volumes, Timings

2018 Build
Timing Plan: Weekday PM

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	11	0	3	475	568	10
Future Volume (vph)	11	0	3	475	568	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt					0.998	
Flt Protected	0.950					
Satd. Flow (prot)	1805	0	0	1881	1860	0
Flt Permitted	0.950					
Satd. Flow (perm)	1805	0	0	1881	1860	0
Link Speed (mph)	30			40	40	
Link Distance (ft)	724			1516	1156	
Travel Time (s)	16.5			25.8	19.7	
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	0%	0%	1%	2%	0%
Adj. Flow (vph)	12	0	3	528	631	11
Shared Lane Traffic (%)						
Lane Group Flow (vph)	12	0	0	531	642	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 40.5% ICU Level of Service A
Analysis Period (min) 15

Intersection

Int Delay, s/veh 0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y			4	4	
Traffic Vol, veh/h	11	0	3	475	568	10
Future Vol, veh/h	11	0	3	475	568	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	1	2	0
Mvmt Flow	12	0	3	528	631	11










Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1171	637	642	0	-	0
Stage 1	637	-	-	-	-	-
Stage 2	534	-	-	-	-	-
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	215	481	952	-	-	-
Stage 1	531	-	-	-	-	-
Stage 2	592	-	-	-	-	-
Platoon blocked, %						
Mov Cap-1 Maneuver	214	481	952	-	-	-
Mov Cap-2 Maneuver	214	-	-	-	-	-
Stage 1	531	-	-	-	-	-
Stage 2	590	-	-	-	-	-

Approach	EB		NB		SB
HCM Control Delay, s	22.8		0.1		0
HCM LOS	C				

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	952	-	214	-	-
HCM Lane V/C Ratio	0.004	-	0.057	-	-
HCM Control Delay (s)	8.8	0	22.8	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

4: Chester Road & Blueberry Hill Road
Lanes, Volumes, Timings

2018 Build
Timing Plan: Weekday PM

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	8	35	443	12	63	505
Future Volume (vph)	8	35	443	12	63	505
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.890		0.997			
Flt Protected	0.991					0.994
Satd. Flow (prot)	1676	0	1876	0	0	1856
Flt Permitted	0.991					0.994
Satd. Flow (perm)	1676	0	1876	0	0	1856
Link Speed (mph)	30		40			40
Link Distance (ft)	1226		618			1516
Travel Time (s)	27.9		10.5			25.8
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	0%	0%	1%	0%	0%	2%
Adj. Flow (vph)	9	39	498	13	71	567
Shared Lane Traffic (%)						
Lane Group Flow (vph)	48	0	511	0	0	638
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 67.4% ICU Level of Service C
 Analysis Period (min) 15

4: Chester Road & Blueberry Hill Road
 HCM 2010 TWSC

2018 Build
 Timing Plan: Weekday PM

Intersection

Int Delay, s/veh	1.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		T			T
Traffic Vol, veh/h	8	35	443	12	63	505
Future Vol, veh/h	8	35	443	12	63	505
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	89	89	89	89	89	89
Heavy Vehicles, %	0	0	1	0	0	2
Mvmt Flow	9	39	498	13	71	567










Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1213	504	0	0	511	0
Stage 1	504	-	-	-	-	-
Stage 2	709	-	-	-	-	-
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	203	572	-	-	1065	-
Stage 1	611	-	-	-	-	-
Stage 2	491	-	-	-	-	-
Platoon blocked, %			-	-		
Mov Cap-1 Maneuver	183	572	-	-	1065	-
Mov Cap-2 Maneuver	183	-	-	-	-	-
Stage 1	611	-	-	-	-	-
Stage 2	443	-	-	-	-	-

Approach	WB		NB		SB
HCM Control Delay, s	15		0		1
HCM LOS	C				

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	410	1065
HCM Lane V/C Ratio	-	-	0.118	0.066
HCM Control Delay (s)	-	-	15	8.6
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	0.4	0.2

5: Fremont Road & Brown Road
Lanes, Volumes, Timings

2018 Build
Timing Plan: Weekday PM

						
Lane Group	EBL	EBR	SET	SER	NWL	NWT
Lane Configurations						
Traffic Volume (vph)	1	45	316	0	56	321
Future Volume (vph)	1	45	316	0	56	321
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.868					
Flt Protected	0.999					0.993
Satd. Flow (prot)	1600	0	1863	0	0	1825
Flt Permitted	0.999					0.993
Satd. Flow (perm)	1600	0	1863	0	0	1825
Link Speed (mph)	30		40			40
Link Distance (ft)	2493		449			616
Travel Time (s)	56.7		7.7			10.5
Confl. Bikes (#/hr)		1		1		
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	3%	2%	0%	0%	4%
Adj. Flow (vph)	1	49	347	0	62	353
Shared Lane Traffic (%)						
Lane Group Flow (vph)	50	0	347	0	0	415
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 50.0% ICU Level of Service A
 Analysis Period (min) 15

Intersection

Int Delay, s/veh 1.3

Movement	EBL	EBR	SET	SER	NWL	NWT
Lane Configurations						
Traffic Vol, veh/h	1	45	316	0	56	321
Future Vol, veh/h	1	45	316	0	56	321
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	91	91	91	91	91	91
Heavy Vehicles, %	0	3	2	0	0	4
Mvmt Flow	1	49	347	0	62	353










Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	823	347	0	0	347	0
Stage 1	347	-	-	-	-	-
Stage 2	476	-	-	-	-	-
Critical Hdwy	6.4	6.23	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.327	-	-	2.2	-
Pot Cap-1 Maneuver	346	694	-	-	1223	-
Stage 1	720	-	-	-	-	-
Stage 2	629	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	324	694	-	-	1223	-
Mov Cap-2 Maneuver	324	-	-	-	-	-
Stage 1	720	-	-	-	-	-
Stage 2	589	-	-	-	-	-

Approach	EB		SE		NW
HCM Control Delay, s	10.7		0		1.2
HCM LOS	B				

Minor Lane/Major Mvmt	NWL	NWT	EBLn1	SET	SER
Capacity (veh/h)	1223	-	677	-	-
HCM Lane V/C Ratio	0.05	-	0.075	-	-
HCM Control Delay (s)	8.1	0	10.7	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.2	-	0.2	-	-

6: Chester Road & Site Driveway
Lanes, Volumes, Timings

2018 Build
Timing Plan: Weekday PM

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	22	9	19	467	569	44
Future Volume (vph)	22	9	19	467	569	44
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.960				0.990	
Flt Protected	0.966			0.998		
Satd. Flow (prot)	1727	0	0	1877	1844	0
Flt Permitted	0.966			0.998		
Satd. Flow (perm)	1727	0	0	1877	1844	0
Link Speed (mph)	30			40	40	
Link Distance (ft)	446			1156	724	
Travel Time (s)	10.1			19.7	12.3	
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	2%	2%	2%	1%	2%	2%
Adj. Flow (vph)	24	10	21	519	632	49
Shared Lane Traffic (%)						
Lane Group Flow (vph)	34	0	0	540	681	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 50.0% ICU Level of Service A
Analysis Period (min) 15

Intersection

Int Delay, s/veh	0.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			W	W	
Traffic Vol, veh/h	22	9	19	467	569	44
Future Vol, veh/h	22	9	19	467	569	44
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	1	2	2
Mvmt Flow	24	10	21	519	632	49



















Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1218	657	681	0	-	0
Stage 1	657	-	-	-	-	-
Stage 2	561	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	199	465	912	-	-	-
Stage 1	516	-	-	-	-	-
Stage 2	571	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	193	465	912	-	-	-
Mov Cap-2 Maneuver	193	-	-	-	-	-
Stage 1	516	-	-	-	-	-
Stage 2	553	-	-	-	-	-

Approach	EB		NB		SB
HCM Control Delay, s	23.2		0.4		0
HCM LOS	C				

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	912	-	232	-	-
HCM Lane V/C Ratio	0.023	-	0.148	-	-
HCM Control Delay (s)	9	0	23.2	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.5	-	-

1: Chester Road/Freetown Rd & Old Freemont Rd/Pine Acre
Lanes, Volumes, Timings

2018 Build
Timing Plan: Saturday MIDDAY

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	12	3	32	7	0	35	34	712	5	46	694	23
Future Volume (vph)	12	3	32	7	0	35	34	712	5	46	694	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	16	16	16	12	12	12	12	12	12
Storage Length (ft)	0		0	0		0	315		0	315		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.908			0.888			0.999			0.995	
Flt Protected		0.987			0.991		0.950			0.950		
Satd. Flow (prot)	0	1658	0	0	1895	0	1752	1879	0	1805	1872	0
Flt Permitted		0.987			0.991		0.950			0.950		
Satd. Flow (perm)	0	1658	0	0	1895	0	1752	1879	0	1805	1872	0
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		827			248			4402			594	
Travel Time (s)		18.8			5.6			75.0			10.1	
Confl. Peds. (#/hr)	1		1	1		1	1		1	1		1
Confl. Bikes (#/hr)			1									1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	4%	0%	0%	0%	3%	1%	0%	0%	1%	0%
Adj. Flow (vph)	13	3	34	8	0	38	37	766	5	49	746	25
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	50	0	0	46	0	37	771	0	49	771	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	0.85	0.85	0.85	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 49.7%
 Analysis Period (min) 15
 ICU Level of Service A

Intersection

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Int Delay, s/veh	2.4											
Lane Configurations		↔			↔		↔	↔		↔	↔	
Traffic Vol, veh/h	12	3	32	7	0	35	34	712	5	46	694	23
Future Vol, veh/h	12	3	32	7	0	35	34	712	5	46	694	23
Conflicting Peds, #/hr	1	0	1	1	0	1	1	0	1	1	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	315	-	-	315	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	4	0	0	0	3	1	0	0	1	0
Mvmt Flow	13	3	34	8	0	38	37	766	5	49	746	25










Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1720	1704	761	1719	1713	770	772	0	0	772	0	0
Stage 1	859	859	-	842	842	-	-	-	-	-	-	-
Stage 2	861	845	-	877	871	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.24	7.1	6.5	6.2	4.13	-	-	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	3.336	3.5	4	3.3	2.227	-	-	2.2	-	-
Pot Cap-1 Maneuver	71	93	402	71	91	404	839	-	-	852	-	-
Stage 1	354	376	-	362	383	-	-	-	-	-	-	-
Stage 2	353	382	-	346	371	-	-	-	-	-	-	-
Platoon blocked, %							-	-	-	-	-	-
Mov Cap-1 Maneuver	59	84	401	58	82	403	838	-	-	851	-	-
Mov Cap-2 Maneuver	59	84	-	58	82	-	-	-	-	-	-	-
Stage 1	338	354	-	346	366	-	-	-	-	-	-	-
Stage 2	306	365	-	295	349	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	41.8	27.9	0.4	0.6
HCM LOS	E	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	838	-	-	147	202	851	-	-
HCM Lane V/C Ratio	0.044	-	-	0.344	0.224	0.058	-	-
HCM Control Delay (s)	9.5	-	-	41.8	27.9	9.5	-	-
HCM Lane LOS	A	-	-	E	D	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	1.4	0.8	0.2	-	-

2: Chester Road & Brown Road
Lanes, Volumes, Timings

2018 Build
Timing Plan: Saturday MIDDAY

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	36	24	406	41	23	401
Future Volume (vph)	36	24	406	41	23	401
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.946		0.988			
Flt Protected	0.971					0.997
Satd. Flow (prot)	1745	0	1839	0	0	1877
Flt Permitted	0.971					0.997
Satd. Flow (perm)	1745	0	1839	0	0	1877
Link Speed (mph)	30		40			40
Link Distance (ft)	2493		724			4402
Travel Time (s)	56.7		12.3			75.0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	2%	3%	0%	1%
Adj. Flow (vph)	37	25	419	42	24	413
Shared Lane Traffic (%)						
Lane Group Flow (vph)	62	0	461	0	0	437
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 50.0% ICU Level of Service A
 Analysis Period (min) 15

Intersection

Int Delay, s/veh	1.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		T			T
Traffic Vol, veh/h	36	24	406	41	23	401
Future Vol, veh/h	36	24	406	41	23	401
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	97	97	97	97	97	97
Heavy Vehicles, %	0	0	2	3	0	1
Mvmt Flow	37	25	419	42	24	413










Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	901	440	0	0	461	0
Stage 1	440	-	-	-	-	-
Stage 2	461	-	-	-	-	-
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	311	621	-	-	1111	-
Stage 1	653	-	-	-	-	-
Stage 2	639	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	302	621	-	-	1111	-
Mov Cap-2 Maneuver	302	-	-	-	-	-
Stage 1	653	-	-	-	-	-
Stage 2	621	-	-	-	-	-

Approach	WB		NB		SB
HCM Control Delay, s	16.3		0		0.5
HCM LOS	C				

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	- 380	1111	-
HCM Lane V/C Ratio	-	- 0.163	0.021	-
HCM Control Delay (s)	-	- 16.3	8.3	0
HCM Lane LOS	-	- C	A	A
HCM 95th %tile Q(veh)	-	- 0.6	0.1	-

3: Chester Road & Park Place
Lanes, Volumes, Timings

2018 Build
Timing Plan: Saturday MIDDAY

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	8	0	2	425	406	9
Future Volume (vph)	8	0	2	425	406	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt					0.997	
Flt Protected	0.950					
Satd. Flow (prot)	1805	0	0	1863	1876	0
Flt Permitted	0.950					
Satd. Flow (perm)	1805	0	0	1863	1876	0
Link Speed (mph)	30			40	40	
Link Distance (ft)	724			1516	1156	
Travel Time (s)	16.5			25.8	19.7	
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	0%	2%	1%	0%
Adj. Flow (vph)	8	0	2	447	427	9
Shared Lane Traffic (%)						
Lane Group Flow (vph)	8	0	0	449	436	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 34.0% ICU Level of Service A
Analysis Period (min) 15

Intersection

Int Delay, s/veh	0.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			W	W	
Traffic Vol, veh/h	8	0	2	425	406	9
Future Vol, veh/h	8	0	2	425	406	9
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	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	2	1	0
Mvmt Flow	8	0	2	447	427	9










Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	884	432	437	0	-	0
Stage 1	432	-	-	-	-	-
Stage 2	452	-	-	-	-	-
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	318	628	1134	-	-	-
Stage 1	659	-	-	-	-	-
Stage 2	645	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	317	628	1134	-	-	-
Mov Cap-2 Maneuver	317	-	-	-	-	-
Stage 1	659	-	-	-	-	-
Stage 2	644	-	-	-	-	-

Approach	EB		NB		SB
HCM Control Delay, s	16.7		0		0
HCM LOS	C				

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1134	-	317	-	-
HCM Lane V/C Ratio	0.002	-	0.027	-	-
HCM Control Delay (s)	8.2	0	16.7	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

4: Chester Road & Blueberry Hill Road
Lanes, Volumes, Timings

2018 Build
Timing Plan: Saturday MIDDAY

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	7	46	381	13	58	348
Future Volume (vph)	7	46	381	13	58	348
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.882		0.995			
Flt Protected	0.994					0.993
Satd. Flow (prot)	1666	0	1855	0	0	1871
Flt Permitted	0.994					0.993
Satd. Flow (perm)	1666	0	1855	0	0	1871
Link Speed (mph)	30		40			40
Link Distance (ft)	1226		618			1516
Travel Time (s)	27.9		10.5			25.8
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	2%	0%	0%	1%
Adj. Flow (vph)	7	48	401	14	61	366
Shared Lane Traffic (%)						
Lane Group Flow (vph)	55	0	415	0	0	427
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 55.7% ICU Level of Service B
Analysis Period (min) 15

4: Chester Road & Blueberry Hill Road
 HCM 2010 TWSC

2018 Build
 Timing Plan: Saturday MIDDAY

Intersection

Int Delay, s/veh	1.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		T			T
Traffic Vol, veh/h	7	46	381	13	58	348
Future Vol, veh/h	7	46	381	13	58	348
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	95	95	95	95	95	95
Heavy Vehicles, %	0	0	2	0	0	1
Mvmt Flow	7	48	401	14	61	366










Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	896	408	0	0	415	0
Stage 1	408	-	-	-	-	-
Stage 2	488	-	-	-	-	-
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	313	648	-	-	1155	-
Stage 1	676	-	-	-	-	-
Stage 2	621	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	292	648	-	-	1155	-
Mov Cap-2 Maneuver	292	-	-	-	-	-
Stage 1	676	-	-	-	-	-
Stage 2	580	-	-	-	-	-

Approach	WB		NB		SB
HCM Control Delay, s	12.2		0		1.2
HCM LOS	B				

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	558	1155
HCM Lane V/C Ratio	-	-	0.1	0.053
HCM Control Delay (s)	-	-	12.2	8.3
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.3	0.2

5: Fremont Road & Brown Road
Lanes, Volumes, Timings

2018 Build
Timing Plan: Saturday MIDDAY

						
Lane Group	EBL	EBR	SET	SER	NWL	NWT
Lane Configurations						
Traffic Volume (vph)	1	48	232	1	37	240
Future Volume (vph)	1	48	232	1	37	240
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.867		0.999			
Flt Protected	0.999					0.993
Satd. Flow (prot)	1646	0	1879	0	0	1870
Flt Permitted	0.999					0.993
Satd. Flow (perm)	1646	0	1879	0	0	1870
Link Speed (mph)	30		40			40
Link Distance (ft)	2493		449			616
Travel Time (s)	56.7		7.7			10.5
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	0%	0%	1%	0%	0%	1%
Adj. Flow (vph)	1	55	264	1	42	273
Shared Lane Traffic (%)						
Lane Group Flow (vph)	56	0	265	0	0	315
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 40.3% ICU Level of Service A
 Analysis Period (min) 15

Intersection

Int Delay, s/veh	1.4					
Movement	EBL	EBR	SET	SER	NWL	NWT
Lane Configurations						
Traffic Vol, veh/h	1	48	232	1	37	240
Future Vol, veh/h	1	48	232	1	37	240
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	88	88	88	88	88	88
Heavy Vehicles, %	0	0	1	0	0	1
Mvmt Flow	1	55	264	1	42	273










Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	621	264	0	0	265	0
Stage 1	264	-	-	-	-	-
Stage 2	357	-	-	-	-	-
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	454	780	-	-	1311	-
Stage 1	785	-	-	-	-	-
Stage 2	713	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	437	780	-	-	1311	-
Mov Cap-2 Maneuver	437	-	-	-	-	-
Stage 1	785	-	-	-	-	-
Stage 2	686	-	-	-	-	-

Approach	EB	SE	NW
HCM Control Delay, s	10.1	0	1
HCM LOS	B		

Minor Lane/Major Mvmt	NWL	NWT	EBLn1	SET	SER
Capacity (veh/h)	1311	-	768	-	-
HCM Lane V/C Ratio	0.032	-	0.073	-	-
HCM Control Delay (s)	7.8	0	10.1	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.2	-	-

6: Chester Road & Site Driveway
Lanes, Volumes, Timings

2018 Build
Timing Plan: Saturday MIDDAY

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	29	13	15	418	402	35
Future Volume (vph)	29	13	15	418	402	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.959				0.989	
Flt Protected	0.966			0.998		
Satd. Flow (prot)	1726	0	0	1859	1859	0
Flt Permitted	0.966			0.998		
Satd. Flow (perm)	1726	0	0	1859	1859	0
Link Speed (mph)	30			40	40	
Link Distance (ft)	446			1156	724	
Travel Time (s)	10.1			19.7	12.3	
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	2%	2%	2%	2%	1%	2%
Adj. Flow (vph)	32	14	17	464	447	39
Shared Lane Traffic (%)						
Lane Group Flow (vph)	46	0	0	481	486	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 44.1% ICU Level of Service A
Analysis Period (min) 15

Intersection

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Int Delay, s/veh	1					
Lane Configurations	W			W	W	
Traffic Vol, veh/h	29	13	15	418	402	35
Future Vol, veh/h	29	13	15	418	402	35
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	1	2
Mvmt Flow	32	14	17	464	447	39

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	964	466	486	0	-	0
Stage 1	466	-	-	-	-	-
Stage 2	498	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	283	597	1077	-	-	-
Stage 1	632	-	-	-	-	-
Stage 2	611	-	-	-	-	-
Platoon blocked, %						
Mov Cap-1 Maneuver	277	597	1077	-	-	-
Mov Cap-2 Maneuver	277	-	-	-	-	-
Stage 1	632	-	-	-	-	-
Stage 2	598	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	17.6	0.3	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1077	-	332	-	-
HCM Lane V/C Ratio	0.015	-	0.141	-	-
HCM Control Delay (s)	8.4	0	17.6	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.5	-	-

1: Chester Road/Freetown Rd & Old Freemont Rd/Pine Acre
Lanes, Volumes, Timings

2028 Build
Timing Plan: Weekday AM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	13	0	51	8	0	10	40	931	2	8	446	16
Future Volume (vph)	13	0	51	8	0	10	40	931	2	8	446	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	16	16	16	12	12	12	12	12	12
Storage Length (ft)	0		0	0		0	315		0	315		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.892			0.926							0.995
Flt Protected		0.990			0.978		0.950			0.950		
Satd. Flow (prot)	0	1651	0	0	1950	0	1703	1827	0	1805	1751	0
Flt Permitted		0.990			0.978		0.950			0.950		
Satd. Flow (perm)	0	1651	0	0	1950	0	1703	1827	0	1805	1751	0
Link Speed (mph)		30			30			40				40
Link Distance (ft)		964			238			4375				703
Travel Time (s)		21.9			5.4			74.6				12.0
Confl. Peds. (#/hr)				1			1			1	1	
Confl. Bikes (#/hr)							2			2		
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	0%	2%	0%	0%	0%	6%	4%	0%	0%	8%	7%
Adj. Flow (vph)	14	0	57	9	0	11	44	1034	2	9	496	18
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	71	0	0	20	0	44	1036	0	9	514	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	0.85	0.85	0.85	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 59.9%
 Analysis Period (min) 15
 ICU Level of Service B

1: Chester Road/Freetown Rd & Old Freemont Rd/Pine Acre
 HCM 2010 TWSC

2028 Build
 Timing Plan: Weekday AM

Intersection

Int Delay, s/veh	1.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↔	↔		↔	↔	
Traffic Vol, veh/h	13	0	51	8	0	10	40	931	2	8	446	16
Future Vol, veh/h	13	0	51	8	0	10	40	931	2	8	446	16
Conflicting Peds, #/hr	0	0	0	1	0	1	0	0	1	1	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	315	-	-	315	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	0	2	0	0	0	6	4	0	0	8	7
Mvmt Flow	14	0	57	9	0	11	44	1034	2	9	496	18










Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1653	1649	505	1677	1656	1038	513	0	0	1038	0	0
Stage 1	522	522	-	1125	1125	-	-	-	-	-	-	-
Stage 2	1131	1127	-	552	531	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.22	7.1	6.5	6.2	4.16	-	-	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	3.318	3.5	4	3.3	2.254	-	-	2.2	-	-
Pot Cap-1 Maneuver	79	100	567	76	99	283	1032	-	-	678	-	-
Stage 1	542	534	-	251	283	-	-	-	-	-	-	-
Stage 2	249	282	-	522	529	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	73	94	567	65	93	282	1031	-	-	677	-	-
Mov Cap-2 Maneuver	73	94	-	65	93	-	-	-	-	-	-	-
Stage 1	519	527	-	240	271	-	-	-	-	-	-	-
Stage 2	229	270	-	463	522	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	26.3	43.2	0.4	0.2
HCM LOS	D	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1031	-	-	239	114	677	-	-
HCM Lane V/C Ratio	0.043	-	-	0.298	0.175	0.013	-	-
HCM Control Delay (s)	8.6	-	-	26.3	43.2	10.4	-	-
HCM Lane LOS	A	-	-	D	E	B	-	-
HCM 95th %tile Q(veh)	0.1	-	-	1.2	0.6	0	-	-

2: Chester Road & Brown Road
Lanes, Volumes, Timings

2028 Build
Timing Plan: Weekday AM

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	27	42	577	36	6	299
Future Volume (vph)	27	42	577	36	6	299
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.917		0.992			
Flt Protected	0.981					0.999
Satd. Flow (prot)	1709	0	1808	0	0	1718
Flt Permitted	0.981					0.999
Satd. Flow (perm)	1709	0	1808	0	0	1718
Link Speed (mph)	30		40			40
Link Distance (ft)	2474		724			4375
Travel Time (s)	56.2		12.3			74.6
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	0%	0%	4%	8%	33%	10%
Adj. Flow (vph)	31	49	671	42	7	348
Shared Lane Traffic (%)						
Lane Group Flow (vph)	80	0	713	0	0	355
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 43.3% ICU Level of Service A
Analysis Period (min) 15

Intersection

Int Delay, s/veh	1.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	27	42	577	36	6	299
Future Vol, veh/h	27	42	577	36	6	299
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	86	86	86	86	86	86
Heavy Vehicles, %	0	0	4	8	33	10
Mvmt Flow	31	49	671	42	7	348










Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1054	692	0	0	713	0
Stage 1	692	-	-	-	-	-
Stage 2	362	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.43	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.497	-
Pot Cap-1 Maneuver	252	447	-	-	760	-
Stage 1	500	-	-	-	-	-
Stage 2	709	-	-	-	-	-
Platoon blocked, %			-	-		
Mov Cap-1 Maneuver	249	447	-	-	760	-
Mov Cap-2 Maneuver	249	-	-	-	-	-
Stage 1	500	-	-	-	-	-
Stage 2	701	-	-	-	-	-

Approach	WB		NB		SB
HCM Control Delay, s	18.8		0		0.2
HCM LOS	C				

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	341	760
HCM Lane V/C Ratio	-	-	0.235	0.009
HCM Control Delay (s)	-	-	18.8	9.8
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	0.9	0

3: Chester Road & Park Place
Lanes, Volumes, Timings

2028 Build
Timing Plan: Weekday AM

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	11	1	0	560	333	3
Future Volume (vph)	11	1	0	560	333	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.990				0.999	
Flt Protected	0.956					
Satd. Flow (prot)	1798	0	0	1810	1742	0
Flt Permitted	0.956					
Satd. Flow (perm)	1798	0	0	1810	1742	0
Link Speed (mph)	30			40	40	
Link Distance (ft)	724			1477	1156	
Travel Time (s)	16.5			25.2	19.7	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	0%	0%	0%	5%	9%	0%
Adj. Flow (vph)	13	1	0	651	387	3
Shared Lane Traffic (%)						
Lane Group Flow (vph)	14	0	0	651	390	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 39.5% ICU Level of Service A
Analysis Period (min) 15

Intersection

Int Delay, s/veh 0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y			4	4	
Traffic Vol, veh/h	11	1	0	560	333	3
Future Vol, veh/h	11	1	0	560	333	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	86	86	86	86	86	86
Heavy Vehicles, %	0	0	0	5	9	0
Mvmt Flow	13	1	0	651	387	3










Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1040	389	391	0	-	0
Stage 1	389	-	-	-	-	-
Stage 2	651	-	-	-	-	-
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	257	664	1179	-	-	-
Stage 1	689	-	-	-	-	-
Stage 2	523	-	-	-	-	-
Platoon blocked, %						
Mov Cap-1 Maneuver	257	664	1179	-	-	-
Mov Cap-2 Maneuver	257	-	-	-	-	-
Stage 1	689	-	-	-	-	-
Stage 2	523	-	-	-	-	-

Approach	EB		NB		SB
HCM Control Delay, s	19		0		0
HCM LOS	C				

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1179	-	271	-	-
HCM Lane V/C Ratio	-	-	0.051	-	-
HCM Control Delay (s)	0	-	19	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

4: Chester Road & Blueberry Hill Road
Lanes, Volumes, Timings

2028 Build
Timing Plan: Weekday AM

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	19	86	474	10	24	310
Future Volume (vph)	19	86	474	10	24	310
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.890		0.997			
Flt Protected	0.991					0.996
Satd. Flow (prot)	1636	0	1796	0	0	1725
Flt Permitted	0.991					0.996
Satd. Flow (perm)	1636	0	1796	0	0	1725
Link Speed (mph)	30		40			40
Link Distance (ft)	1650		246			1477
Travel Time (s)	37.5		4.2			25.2
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	0%	3%	5%	29%	19%	9%
Adj. Flow (vph)	22	99	545	11	28	356
Shared Lane Traffic (%)						
Lane Group Flow (vph)	121	0	556	0	0	384
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 49.1% ICU Level of Service A
Analysis Period (min) 15

4: Chester Road & Blueberry Hill Road
 HCM 2010 TWSC

2028 Build
 Timing Plan: Weekday AM

Intersection

Int Delay, s/veh	2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		T			T
Traffic Vol, veh/h	19	86	474	10	24	310
Future Vol, veh/h	19	86	474	10	24	310
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	87	87	87	87	87	87
Heavy Vehicles, %	0	3	5	29	19	9
Mvmt Flow	22	99	545	11	28	356










Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	962	551	0	0	556	0
Stage 1	551	-	-	-	-	-
Stage 2	411	-	-	-	-	-
Critical Hdwy	6.4	6.23	-	-	4.29	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.327	-	-	2.371	-
Pot Cap-1 Maneuver	286	532	-	-	935	-
Stage 1	581	-	-	-	-	-
Stage 2	674	-	-	-	-	-
Platoon blocked, %			-	-		
Mov Cap-1 Maneuver	275	532	-	-	935	-
Mov Cap-2 Maneuver	275	-	-	-	-	-
Stage 1	581	-	-	-	-	-
Stage 2	649	-	-	-	-	-

Approach	WB		NB		SB
HCM Control Delay, s	15.7		0		0.6
HCM LOS	C				

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	- 455	935	-
HCM Lane V/C Ratio	-	- 0.265	0.03	-
HCM Control Delay (s)	-	- 15.7	9	0
HCM Lane LOS	-	- C	A	A
HCM 95th %tile Q(veh)	-	- 1.1	0.1	-

5: Fremont Road & Brown Road
Lanes, Volumes, Timings

2028 Build
Timing Plan: Weekday AM

						
Lane Group	EBL	EBR	SET	SER	NWL	NWT
Lane Configurations						
Traffic Volume (vph)	0	52	181	0	17	269
Future Volume (vph)	0	52	181	0	17	269
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t	0.865					
Fl _t Protected						0.997
Satd. Flow (prot)	1596	0	1827	0	0	1793
Fl _t Permitted						0.997
Satd. Flow (perm)	1596	0	1827	0	0	1793
Link Speed (mph)	30		40			40
Link Distance (ft)	2474		543			673
Travel Time (s)	56.2		9.3			11.5
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	3%	4%	0%	0%	6%
Adj. Flow (vph)	0	55	191	0	18	283
Shared Lane Traffic (%)						
Lane Group Flow (vph)	55	0	191	0	0	301
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 38.0% ICU Level of Service A
 Analysis Period (min) 15

Intersection

Int Delay, s/veh 1.2

Movement	EBL	EBR	SET	SER	NWL	NWT
Lane Configurations						
Traffic Vol, veh/h	0	52	181	0	17	269
Future Vol, veh/h	0	52	181	0	17	269
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	95	95	95	95	95	95
Heavy Vehicles, %	0	3	4	0	0	6
Mvmt Flow	0	55	191	0	18	283










Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	510	191	0	0	191	0
Stage 1	191	-	-	-	-	-
Stage 2	319	-	-	-	-	-
Critical Hdwy	6.4	6.23	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.327	-	-	2.2	-
Pot Cap-1 Maneuver	527	848	-	-	1395	-
Stage 1	846	-	-	-	-	-
Stage 2	741	-	-	-	-	-
Platoon blocked, %			-	-		
Mov Cap-1 Maneuver	519	848	-	-	1395	-
Mov Cap-2 Maneuver	519	-	-	-	-	-
Stage 1	846	-	-	-	-	-
Stage 2	730	-	-	-	-	-

Approach	EB		SE		NW
HCM Control Delay, s	9.5		0		0.5
HCM LOS	A				

Minor Lane/Major Mvmt	NWL	NWT	EBLn1	SET	SER
Capacity (veh/h)	1395	-	848	-	-
HCM Lane V/C Ratio	0.013	-	0.065	-	-
HCM Control Delay (s)	7.6	0	9.5	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

6: Chester Road & Site Driveway
Lanes, Volumes, Timings

2028 Build
Timing Plan: Weekday AM

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	46	20	4	567	316	10
Future Volume (vph)	46	20	4	567	316	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.959				0.996	
Flt Protected	0.966					
Satd. Flow (prot)	1726	0	0	1827	1740	0
Flt Permitted	0.966					
Satd. Flow (perm)	1726	0	0	1827	1740	0
Link Speed (mph)	30			40	40	
Link Distance (ft)	446			1156	724	
Travel Time (s)	10.1			19.7	12.3	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	2%	2%	2%	4%	9%	2%
Adj. Flow (vph)	51	22	4	630	351	11
Shared Lane Traffic (%)						
Lane Group Flow (vph)	73	0	0	634	362	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 43.5% ICU Level of Service A
 Analysis Period (min) 15

Intersection

Int Delay, s/veh	1.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	46	20	4	567	316	10
Future Vol, veh/h	46	20	4	567	316	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	4	9	2
Mvmt Flow	51	22	4	630	351	11

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	996	357	362	0	-	0
Stage 1	357	-	-	-	-	-
Stage 2	639	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	271	687	1197	-	-	-
Stage 1	708	-	-	-	-	-
Stage 2	526	-	-	-	-	-
Platoon blocked, %						
Mov Cap-1 Maneuver	270	687	1197	-	-	-
Mov Cap-2 Maneuver	270	-	-	-	-	-
Stage 1	708	-	-	-	-	-
Stage 2	523	-	-	-	-	-

Approach	EB		NB		SB
HCM Control Delay, s	18.9		0.1		0
HCM LOS	C				

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1197	-	331	-	-
HCM Lane V/C Ratio	0.004	-	0.222	-	-
HCM Control Delay (s)	8	0	18.9	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.8	-	-

1: Chester Road/Freetown Road & Old Freemont Rd/Pine Acre
Lanes, Volumes, Timings

2028 Build
Timing Plan: Weekday PM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	12	0	93	6	0	13	70	744	13	12	994	22
Future Volume (vph)	12	0	93	6	0	13	70	744	13	12	994	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	16	16	16	12	12	12	12	12	12
Storage Length (ft)	0		0	0		0	315		0	315		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.881			0.905			0.997			0.997	
Flt Protected		0.994			0.985		0.950			0.950		
Satd. Flow (prot)	0	1607	0	0	1920	0	1687	1840	0	1597	1856	0
Flt Permitted		0.994			0.985		0.950			0.950		
Satd. Flow (perm)	0	1607	0	0	1920	0	1687	1840	0	1597	1856	0
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		827			248			4402			601	
Travel Time (s)		18.8			5.6			75.0			10.2	
Confl. Bikes (#/hr)			1									1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	4%	0%	0%	0%	7%	3%	0%	13%	2%	5%
Adj. Flow (vph)	13	0	97	6	0	14	73	775	14	13	1035	23
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	110	0	0	20	0	73	789	0	13	1058	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	0.85	0.85	0.85	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 71.7%
 Analysis Period (min) 15
 ICU Level of Service C

1: Chester Road/Freetown Road & Old Freemont Rd/Pine Acre
 HCM 2010 TWSC

2028 Build
 Timing Plan: Weekday PM

Intersection

Int Delay, s/veh	4.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↔	↔		↔	↔	
Traffic Vol, veh/h	12	0	93	6	0	13	70	744	13	12	994	22
Future Vol, veh/h	12	0	93	6	0	13	70	744	13	12	994	22
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	-	-	-	-	-	-	315	-	-	315	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	0	4	0	0	0	7	3	0	13	2	5
Mvmt Flow	13	0	97	6	0	14	73	775	14	13	1035	23










Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2006	2006	1047	2048	2011	782	1058	0	0	789	0	0
Stage 1	1072	1072	-	928	928	-	-	-	-	-	-	-
Stage 2	934	934	-	1120	1083	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.24	7.1	6.5	6.2	4.17	-	-	4.23	-	-
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	3.336	3.5	4	3.3	2.263	-	-	2.317	-	-
Pot Cap-1 Maneuver	45	60	275	42	60	397	639	-	-	784	-	-
Stage 1	269	299	-	324	349	-	-	-	-	-	-	-
Stage 2	322	347	-	253	296	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	39	52	275	25	52	397	639	-	-	784	-	-
Mov Cap-2 Maneuver	39	52	-	25	52	-	-	-	-	-	-	-
Stage 1	238	294	-	287	309	-	-	-	-	-	-	-
Stage 2	275	307	-	161	291	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	63.3	75.6	1	0.1
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	639	-	-	163	70	784	-	-
HCM Lane V/C Ratio	0.114	-	-	0.671	0.283	0.016	-	-
HCM Control Delay (s)	11.4	-	-	63.3	75.6	9.7	-	-
HCM Lane LOS	B	-	-	F	F	A	-	-
HCM 95th %tile Q(veh)	0.4	-	-	3.9	1	0	-	-

2: Chester Road & Brown Road
Lanes, Volumes, Timings

2028 Build
Timing Plan: Weekday PM

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	43	13	460	53	22	599
Future Volume (vph)	43	13	460	53	22	599
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.968		0.986			
Flt Protected	0.963					0.998
Satd. Flow (prot)	1771	0	1857	0	0	1860
Flt Permitted	0.963					0.998
Satd. Flow (perm)	1771	0	1857	0	0	1860
Link Speed (mph)	30		40			40
Link Distance (ft)	2493		724			4402
Travel Time (s)	56.7		12.3			75.0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	1%	0%	0%	2%
Adj. Flow (vph)	46	14	489	56	23	637
Shared Lane Traffic (%)						
Lane Group Flow (vph)	60	0	545	0	0	660
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 59.3% ICU Level of Service B
Analysis Period (min) 15

Intersection

Int Delay, s/veh	1.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		T			T
Traffic Vol, veh/h	43	13	460	53	22	599
Future Vol, veh/h	43	13	460	53	22	599
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	94	94	94	94	94	94
Heavy Vehicles, %	0	0	1	0	0	2
Mvmt Flow	46	14	489	56	23	637










Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1202	518	0	0	546	0
Stage 1	518	-	-	-	-	-
Stage 2	684	-	-	-	-	-
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	206	562	-	-	1033	-
Stage 1	602	-	-	-	-	-
Stage 2	505	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	199	562	-	-	1033	-
Mov Cap-2 Maneuver	199	-	-	-	-	-
Stage 1	602	-	-	-	-	-
Stage 2	488	-	-	-	-	-

Approach	WB		NB		SB
HCM Control Delay, s	25.6		0		0.3
HCM LOS	D				

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	- 234	1033	-
HCM Lane V/C Ratio	-	- 0.255	0.023	-
HCM Control Delay (s)	-	- 25.6	8.6	0
HCM Lane LOS	-	- D	A	A
HCM 95th %tile Q(veh)	-	- 1	0.1	-

3: Chester Road & Park Place Lanes, Volumes, Timings

2028 Build
Timing Plan: Weekday PM

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	12	0	3	498	596	11
Future Volume (vph)	12	0	3	498	596	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt					0.998	
Flt Protected	0.950					
Satd. Flow (prot)	1805	0	0	1881	1860	0
Flt Permitted	0.950					
Satd. Flow (perm)	1805	0	0	1881	1860	0
Link Speed (mph)	30			40	40	
Link Distance (ft)	724			1516	1156	
Travel Time (s)	16.5			25.8	19.7	
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	0%	0%	1%	2%	0%
Adj. Flow (vph)	13	0	3	553	662	12
Shared Lane Traffic (%)						
Lane Group Flow (vph)	13	0	0	556	674	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 42.0% ICU Level of Service A
Analysis Period (min) 15

Intersection

Int Delay, s/veh	0.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			W	W	
Traffic Vol, veh/h	12	0	3	498	596	11
Future Vol, veh/h	12	0	3	498	596	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	1	2	0
Mvmt Flow	13	0	3	553	662	12










Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1228	668	674	0	-	0
Stage 1	668	-	-	-	-	-
Stage 2	560	-	-	-	-	-
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	199	462	927	-	-	-
Stage 1	513	-	-	-	-	-
Stage 2	576	-	-	-	-	-
Platoon blocked, %						
Mov Cap-1 Maneuver	198	462	927	-	-	-
Mov Cap-2 Maneuver	198	-	-	-	-	-
Stage 1	513	-	-	-	-	-
Stage 2	573	-	-	-	-	-

Approach	EB		NB		SB
HCM Control Delay, s	24.5		0.1		0
HCM LOS	C				

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	927	-	198	-	-
HCM Lane V/C Ratio	0.004	-	0.067	-	-
HCM Control Delay (s)	8.9	0	24.5	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

4: Chester Road & Blueberry Hill Road
Lanes, Volumes, Timings

2028 Build
Timing Plan: Weekday PM

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	8	36	465	12	66	530
Future Volume (vph)	8	36	465	12	66	530
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.890		0.997			
Flt Protected	0.991					0.995
Satd. Flow (prot)	1676	0	1876	0	0	1857
Flt Permitted	0.991					0.995
Satd. Flow (perm)	1676	0	1876	0	0	1857
Link Speed (mph)	30		40			40
Link Distance (ft)	1226		618			1516
Travel Time (s)	27.9		10.5			25.8
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	0%	0%	1%	0%	0%	2%
Adj. Flow (vph)	9	40	522	13	74	596
Shared Lane Traffic (%)						
Lane Group Flow (vph)	49	0	535	0	0	670
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 70.1% ICU Level of Service C
Analysis Period (min) 15

4: Chester Road & Blueberry Hill Road
 HCM 2010 TWSC

2028 Build
 Timing Plan: Weekday PM

Intersection

Int Delay, s/veh 1.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		T			T
Traffic Vol, veh/h	8	36	465	12	66	530
Future Vol, veh/h	8	36	465	12	66	530
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	89	89	89	89	89	89
Heavy Vehicles, %	0	0	1	0	0	2
Mvmt Flow	9	40	522	13	74	596










Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1273	529	0	0	536	0
Stage 1	529	-	-	-	-	-
Stage 2	744	-	-	-	-	-
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	187	554	-	-	1042	-
Stage 1	595	-	-	-	-	-
Stage 2	473	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	167	554	-	-	1042	-
Mov Cap-2 Maneuver	167	-	-	-	-	-
Stage 1	595	-	-	-	-	-
Stage 2	423	-	-	-	-	-

Approach	WB		NB		SB
HCM Control Delay, s	15.6		0		1
HCM LOS	C				

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	390	1042	-
HCM Lane V/C Ratio	-	-	0.127	0.071	-
HCM Control Delay (s)	-	-	15.6	8.7	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	0.4	0.2	-

5: Fremont Road & Brown Road
Lanes, Volumes, Timings

2028 Build
Timing Plan: Weekday PM

						
Lane Group	EBL	EBR	SET	SER	NWL	NWT
Lane Configurations						
Traffic Volume (vph)	1	47	332	0	59	337
Future Volume (vph)	1	47	332	0	59	337
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.868					
Flt Protected	0.999					0.993
Satd. Flow (prot)	1600	0	1863	0	0	1825
Flt Permitted	0.999					0.993
Satd. Flow (perm)	1600	0	1863	0	0	1825
Link Speed (mph)	30		40			40
Link Distance (ft)	2493		449			616
Travel Time (s)	56.7		7.7			10.5
Confl. Bikes (#/hr)		1		1		
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	3%	2%	0%	0%	4%
Adj. Flow (vph)	1	52	365	0	65	370
Shared Lane Traffic (%)						
Lane Group Flow (vph)	53	0	365	0	0	435
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 51.8% ICU Level of Service A
 Analysis Period (min) 15

Intersection

Int Delay, s/veh	1.3					
Movement	EBL	EBR	SET	SER	NWL	NWT
Lane Configurations						
Traffic Vol, veh/h	1	47	332	0	59	337
Future Vol, veh/h	1	47	332	0	59	337
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	91	91	91	91	91	91
Heavy Vehicles, %	0	3	2	0	0	4
Mvmt Flow	1	52	365	0	65	370










Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	865	365	0	0	365	0
Stage 1	365	-	-	-	-	-
Stage 2	500	-	-	-	-	-
Critical Hdwy	6.4	6.23	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.327	-	-	2.2	-
Pot Cap-1 Maneuver	327	678	-	-	1205	-
Stage 1	707	-	-	-	-	-
Stage 2	613	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	305	678	-	-	1205	-
Mov Cap-2 Maneuver	305	-	-	-	-	-
Stage 1	707	-	-	-	-	-
Stage 2	571	-	-	-	-	-

Approach	EB		SE		NW
HCM Control Delay, s	10.9		0		1.2
HCM LOS	B				

Minor Lane/Major Mvmt	NWL	NWT	EBLn1	SET	SER
Capacity (veh/h)	1205	-	661	-	-
HCM Lane V/C Ratio	0.054	-	0.08	-	-
HCM Control Delay (s)	8.2	0	10.9	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.2	-	0.3	-	-

6: Chester Road & Site Driveway
Lanes, Volumes, Timings

2028 Build
Timing Plan: Weekday PM

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	22	9	19	491	598	44
Future Volume (vph)	22	9	19	491	598	44
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.960				0.991	
Flt Protected	0.966			0.998		
Satd. Flow (prot)	1727	0	0	1877	1846	0
Flt Permitted	0.966			0.998		
Satd. Flow (perm)	1727	0	0	1877	1846	0
Link Speed (mph)	30			40	40	
Link Distance (ft)	446			1156	724	
Travel Time (s)	10.1			19.7	12.3	
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	2%	2%	2%	1%	2%	2%
Adj. Flow (vph)	24	10	21	546	664	49
Shared Lane Traffic (%)						
Lane Group Flow (vph)	34	0	0	567	713	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 51.2% ICU Level of Service A
 Analysis Period (min) 15

Intersection

Int Delay, s/veh	0.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			4	1	
Traffic Vol, veh/h	22	9	19	491	598	44
Future Vol, veh/h	22	9	19	491	598	44
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	1	2	2
Mvmt Flow	24	10	21	546	664	49



















Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1277	689	713	0	-	0
Stage 1	689	-	-	-	-	-
Stage 2	588	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	184	446	887	-	-	-
Stage 1	498	-	-	-	-	-
Stage 2	555	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	178	446	887	-	-	-
Mov Cap-2 Maneuver	178	-	-	-	-	-
Stage 1	498	-	-	-	-	-
Stage 2	536	-	-	-	-	-

Approach	EB		NB		SB
HCM Control Delay, s	24.8		0.3		0
HCM LOS	C				

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	887	-	216	-	-
HCM Lane V/C Ratio	0.024	-	0.159	-	-
HCM Control Delay (s)	9.2	0	24.8	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.6	-	-

1: Chester Road/Freetown Rd & Old Freemont Rd/Pine Acre
Lanes, Volumes, Timings

2028 Build
Timing Plan: Saturday MIDDAY

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	13	3	34	7	0	37	36	747	5	48	728	24
Future Volume (vph)	13	3	34	7	0	37	36	747	5	48	728	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	16	16	16	12	12	12	12	12	12
Storage Length (ft)	0		0	0		0	315		0	315		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.907			0.887			0.999			0.995	
Flt Protected		0.987			0.992		0.950			0.950		
Satd. Flow (prot)	0	1656	0	0	1895	0	1752	1879	0	1805	1872	0
Flt Permitted		0.987			0.992		0.950			0.950		
Satd. Flow (perm)	0	1656	0	0	1895	0	1752	1879	0	1805	1872	0
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		827			248			4402			656	
Travel Time (s)		18.8			5.6			75.0			11.2	
Confl. Peds. (#/hr)	1		1	1		1	1		1	1		1
Confl. Bikes (#/hr)			1									1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	4%	0%	0%	0%	3%	1%	0%	0%	1%	0%
Adj. Flow (vph)	14	3	37	8	0	40	39	803	5	52	783	26
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	54	0	0	48	0	39	808	0	52	809	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	0.85	0.85	0.85	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 51.7%
 Analysis Period (min) 15
 ICU Level of Service A

1: Chester Road/Freetown Rd & Old Freemont Rd/Pine Acre
 HCM 2010 TWSC

2028 Build
 Timing Plan: Saturday MIDDAY

Intersection

Int Delay, s/veh	2.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↔	↔		↔	↔	
Traffic Vol, veh/h	13	3	34	7	0	37	36	747	5	48	728	24
Future Vol, veh/h	13	3	34	7	0	37	36	747	5	48	728	24
Conflicting Peds, #/hr	1	0	1	1	0	1	1	0	1	1	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	315	-	-	315	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	4	0	0	0	3	1	0	0	1	0
Mvmt Flow	14	3	37	8	0	40	39	803	5	52	783	26










Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1804	1787	798	1804	1797	808	810	0	0	810	0	0
Stage 1	900	900	-	884	884	-	-	-	-	-	-	-
Stage 2	904	887	-	920	913	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.24	7.1	6.5	6.2	4.13	-	-	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	3.336	3.5	4	3.3	2.227	-	-	2.2	-	-
Pot Cap-1 Maneuver	62	82	383	62	81	384	811	-	-	825	-	-
Stage 1	336	360	-	343	366	-	-	-	-	-	-	-
Stage 2	334	365	-	327	355	-	-	-	-	-	-	-
Platoon blocked, %							-	-	-	-	-	-
Mov Cap-1 Maneuver	51	73	382	50	72	383	810	-	-	824	-	-
Mov Cap-2 Maneuver	51	73	-	50	72	-	-	-	-	-	-	-
Stage 1	320	337	-	326	348	-	-	-	-	-	-	-
Stage 2	285	347	-	274	332	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	51	30.8	0.4	0.6
HCM LOS	F	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	810	-	-	130	186	824	-	-
HCM Lane V/C Ratio	0.048	-	-	0.414	0.254	0.063	-	-
HCM Control Delay (s)	9.7	-	-	51	30.8	9.7	-	-
HCM Lane LOS	A	-	-	F	D	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	1.8	1	0.2	-	-

2: Chester Road & Brown Road
Lanes, Volumes, Timings

2028 Build
Timing Plan: Saturday MIDDAY

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	38	25	425	43	24	419
Future Volume (vph)	38	25	425	43	24	419
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.946		0.988			
Flt Protected	0.971					0.997
Satd. Flow (prot)	1745	0	1839	0	0	1877
Flt Permitted	0.971					0.997
Satd. Flow (perm)	1745	0	1839	0	0	1877
Link Speed (mph)	30		40			40
Link Distance (ft)	2493		724			4402
Travel Time (s)	56.7		12.3			75.0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	2%	3%	0%	1%
Adj. Flow (vph)	39	26	438	44	25	432
Shared Lane Traffic (%)						
Lane Group Flow (vph)	65	0	482	0	0	457
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 52.0% ICU Level of Service A
 Analysis Period (min) 15

Intersection

Int Delay, s/veh	1.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		T			T
Traffic Vol, veh/h	38	25	425	43	24	419
Future Vol, veh/h	38	25	425	43	24	419
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	97	97	97	97	97	97
Heavy Vehicles, %	0	0	2	3	0	1
Mvmt Flow	39	26	438	44	25	432










Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	941	460	0	0	482	0
Stage 1	460	-	-	-	-	-
Stage 2	481	-	-	-	-	-
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	295	605	-	-	1091	-
Stage 1	640	-	-	-	-	-
Stage 2	626	-	-	-	-	-
Platoon blocked, %			-	-		
Mov Cap-1 Maneuver	286	605	-	-	1091	-
Mov Cap-2 Maneuver	286	-	-	-	-	-
Stage 1	640	-	-	-	-	-
Stage 2	607	-	-	-	-	-

Approach	WB		NB		SB
HCM Control Delay, s	17.1		0		0.5
HCM LOS	C				

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	- 362	1091	-
HCM Lane V/C Ratio	-	- 0.179	0.023	-
HCM Control Delay (s)	-	- 17.1	8.4	0
HCM Lane LOS	-	- C	A	A
HCM 95th %tile Q(veh)	-	- 0.6	0.1	-

3: Chester Road & Park Place Lanes, Volumes, Timings

2028 Build
Timing Plan: Saturday MIDDAY

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	8	0	2	446	425	10
Future Volume (vph)	8	0	2	446	425	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt					0.997	
Flt Protected	0.950					
Satd. Flow (prot)	1805	0	0	1863	1876	0
Flt Permitted	0.950					
Satd. Flow (perm)	1805	0	0	1863	1876	0
Link Speed (mph)	30			40	40	
Link Distance (ft)	724			1516	1156	
Travel Time (s)	16.5			25.8	19.7	
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	0%	2%	1%	0%
Adj. Flow (vph)	8	0	2	469	447	11
Shared Lane Traffic (%)						
Lane Group Flow (vph)	8	0	0	471	458	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 35.1% ICU Level of Service A
Analysis Period (min) 15

Intersection

Int Delay, s/veh 0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			4	4	
Traffic Vol, veh/h	8	0	2	446	425	10
Future Vol, veh/h	8	0	2	446	425	10
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	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	2	1	0
Mvmt Flow	8	0	2	469	447	11










Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	927	453	458	0	-	0
Stage 1	453	-	-	-	-	-
Stage 2	474	-	-	-	-	-
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	300	611	1114	-	-	-
Stage 1	645	-	-	-	-	-
Stage 2	630	-	-	-	-	-
Platoon blocked, %						
Mov Cap-1 Maneuver	299	611	1114	-	-	-
Mov Cap-2 Maneuver	299	-	-	-	-	-
Stage 1	645	-	-	-	-	-
Stage 2	629	-	-	-	-	-

Approach	EB		NB		SB
HCM Control Delay, s	17.4		0		0
HCM LOS	C				

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1114	-	299	-	-
HCM Lane V/C Ratio	0.002	-	0.028	-	-
HCM Control Delay (s)	8.2	0	17.4	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

4: Chester Road & Blueberry Hill Road
Lanes, Volumes, Timings

2028 Build
Timing Plan: Saturday MIDDAY

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	7	48	400	13	60	365
Future Volume (vph)	7	48	400	13	60	365
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.881		0.996			
Flt Protected	0.994					0.993
Satd. Flow (prot)	1664	0	1856	0	0	1871
Flt Permitted	0.994					0.993
Satd. Flow (perm)	1664	0	1856	0	0	1871
Link Speed (mph)	30		40			40
Link Distance (ft)	1226		618			1516
Travel Time (s)	27.9		10.5			25.8
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	2%	0%	0%	1%
Adj. Flow (vph)	7	51	421	14	63	384
Shared Lane Traffic (%)						
Lane Group Flow (vph)	58	0	435	0	0	447
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 57.7% ICU Level of Service B
Analysis Period (min) 15

4: Chester Road & Blueberry Hill Road
 HCM 2010 TWSC

2028 Build
 Timing Plan: Saturday MIDDAY

Intersection

Int Delay, s/veh	1.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	7	48	400	13	60	365
Future Vol, veh/h	7	48	400	13	60	365
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	95	95	95	95	95	95
Heavy Vehicles, %	0	0	2	0	0	1
Mvmt Flow	7	51	421	14	63	384










Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	939	428	0	0	435	0
Stage 1	428	-	-	-	-	-
Stage 2	511	-	-	-	-	-
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	295	631	-	-	1135	-
Stage 1	662	-	-	-	-	-
Stage 2	606	-	-	-	-	-
Platoon blocked, %			-	-		
Mov Cap-1 Maneuver	274	631	-	-	1135	-
Mov Cap-2 Maneuver	274	-	-	-	-	-
Stage 1	662	-	-	-	-	-
Stage 2	563	-	-	-	-	-

Approach	WB		NB		SB
HCM Control Delay, s	12.5		0		1.2
HCM LOS	B				

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	- 541	1135	-
HCM Lane V/C Ratio	-	- 0.107	0.056	-
HCM Control Delay (s)	-	- 12.5	8.4	0
HCM Lane LOS	-	- B	A	A
HCM 95th %tile Q(veh)	-	- 0.4	0.2	-

5: Fremont Road & Brown Road
Lanes, Volumes, Timings

2028 Build
Timing Plan: Saturday MIDDAY

						
Lane Group	EBL	EBR	SET	SER	NWL	NWT
Lane Configurations						
Traffic Volume (vph)	1	50	244	1	39	252
Future Volume (vph)	1	50	244	1	39	252
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.867					
Flt Protected	0.999					0.993
Satd. Flow (prot)	1646	0	1881	0	0	1870
Flt Permitted	0.999					0.993
Satd. Flow (perm)	1646	0	1881	0	0	1870
Link Speed (mph)	30		40			40
Link Distance (ft)	2493		449			616
Travel Time (s)	56.7		7.7			10.5
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	0%	0%	1%	0%	0%	1%
Adj. Flow (vph)	1	57	277	1	44	286
Shared Lane Traffic (%)						
Lane Group Flow (vph)	58	0	278	0	0	330
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 41.7% ICU Level of Service A
 Analysis Period (min) 15

Intersection

Int Delay, s/veh	1.4					
Movement	EBL	EBR	SET	SER	NWL	NWT
Lane Configurations						
Traffic Vol, veh/h	1	50	244	1	39	252
Future Vol, veh/h	1	50	244	1	39	252
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	88	88	88	88	88	88
Heavy Vehicles, %	0	0	1	0	0	1
Mvmt Flow	1	57	277	1	44	286










Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	653	278	0	0	278	0
Stage 1	278	-	-	-	-	-
Stage 2	375	-	-	-	-	-
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	435	766	-	-	1296	-
Stage 1	774	-	-	-	-	-
Stage 2	699	-	-	-	-	-
Platoon blocked, %			-	-		
Mov Cap-1 Maneuver	418	766	-	-	1296	-
Mov Cap-2 Maneuver	418	-	-	-	-	-
Stage 1	774	-	-	-	-	-
Stage 2	671	-	-	-	-	-

Approach	EB	SE	NW
HCM Control Delay, s	10.2	0	1.1
HCM LOS	B		

Minor Lane/Major Mvmt	NWL	NWT	EBLn1	SET	SER
Capacity (veh/h)	1296	-	754	-	-
HCM Lane V/C Ratio	0.034	-	0.077	-	-
HCM Control Delay (s)	7.9	0	10.2	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.2	-	-

6: Chester Road & Site Driveway
Lanes, Volumes, Timings

2028 Build
Timing Plan: Saturday MIDDAY

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	29	13	15	439	422	35
Future Volume (vph)	29	13	15	439	422	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.959				0.990	
Flt Protected	0.966			0.998		
Satd. Flow (prot)	1726	0	0	1859	1861	0
Flt Permitted	0.966			0.998		
Satd. Flow (perm)	1726	0	0	1859	1861	0
Link Speed (mph)	30			40	40	
Link Distance (ft)	446			1156	724	
Travel Time (s)	10.1			19.7	12.3	
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	2%	2%	2%	2%	1%	2%
Adj. Flow (vph)	32	14	17	488	469	39
Shared Lane Traffic (%)						
Lane Group Flow (vph)	46	0	0	505	508	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 45.2% ICU Level of Service A
Analysis Period (min) 15

Intersection

Int Delay, s/veh	1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			W	W	
Traffic Vol, veh/h	29	13	15	439	422	35
Future Vol, veh/h	29	13	15	439	422	35
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	1	2
Mvmt Flow	32	14	17	488	469	39

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1009	488	508	0	-	0
Stage 1	488	-	-	-	-	-
Stage 2	521	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	266	580	1057	-	-	-
Stage 1	617	-	-	-	-	-
Stage 2	596	-	-	-	-	-
Platoon blocked, %						
Mov Cap-1 Maneuver	260	580	1057	-	-	-
Mov Cap-2 Maneuver	260	-	-	-	-	-
Stage 1	617	-	-	-	-	-
Stage 2	583	-	-	-	-	-

Approach	EB		NB		SB
HCM Control Delay, s	18.5		0.3		0
HCM LOS	C				

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1057	-	314	-	-
HCM Lane V/C Ratio	0.016	-	0.149	-	-
HCM Control Delay (s)	8.5	0	18.5	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.5	-	-