# Traffic Impact Study
# Technical Appendix Volume III of V

Steeplegate Mall Redevelopment
270 Loudon Road (NH Route 9)
Concord, New Hampshire

*Prepared for:*

Onyx Steeplegate Concord LLC *and*
Onyx Regal Concord, LLC
Needham, Massachusetts

July 2024
Revised May 2026

*Prepared by:*

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Transportation Engineers & Planners

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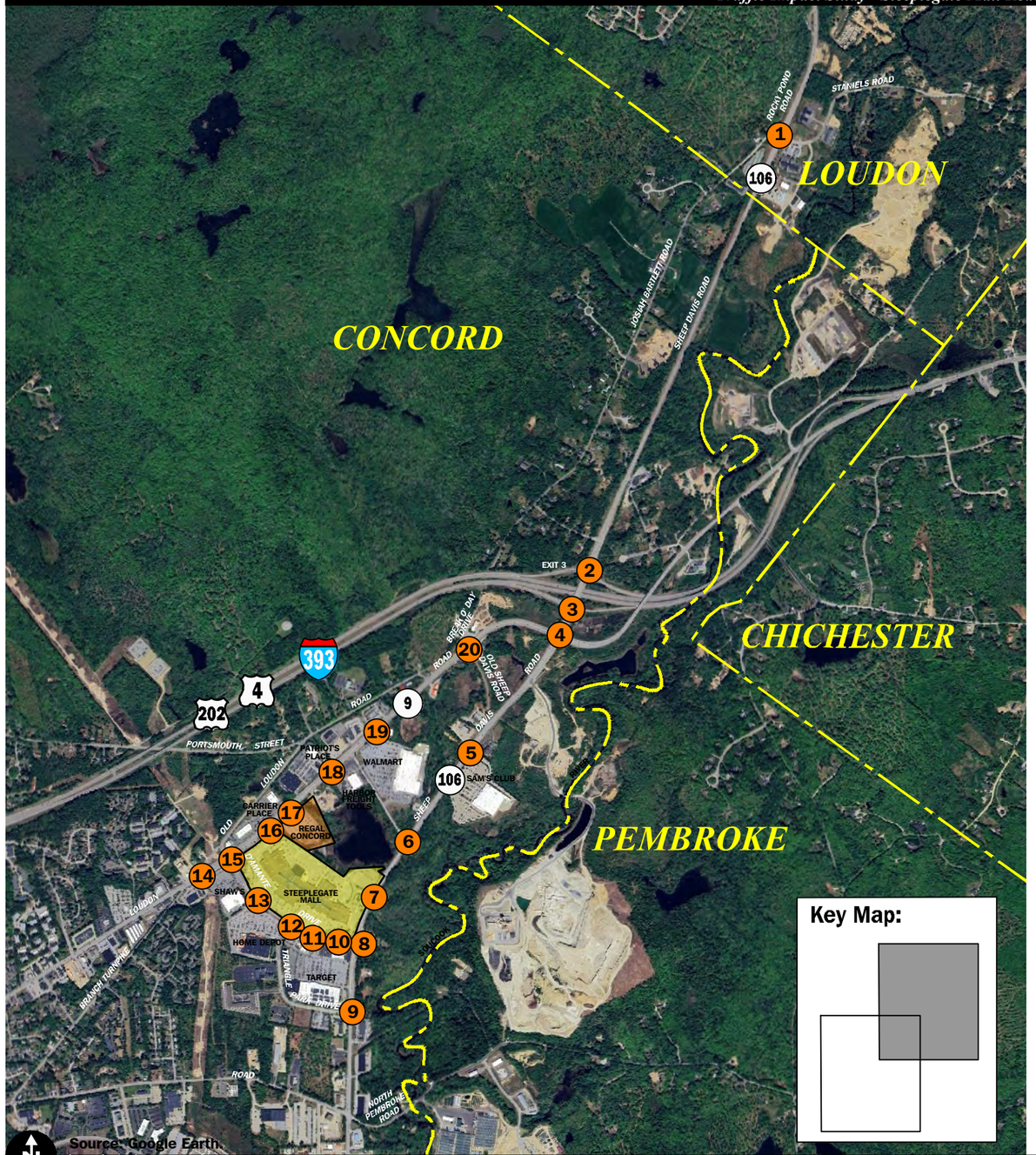
# APPENDIX VOLUME III

BACKGROUND DEVELOPMENT TRAFFIC-VOLUME NETWORKS
GENERAL BACKGROUND TRAFFIC GROWTH
PROPOSED TRIP-GENERATION CALCULATIONS
EXISTING TRIP-GENERATION CALCULATIONS
RESIDENTIAL TRIP DISTRIBUTION
TURN LANE WARRANTS ANALYSIS
TRAFFIC SIGNAL WARRANTS ANALYSIS

# BACKGROUND DEVELOPMENT TRAFFIC-VOLUME NETWORKS



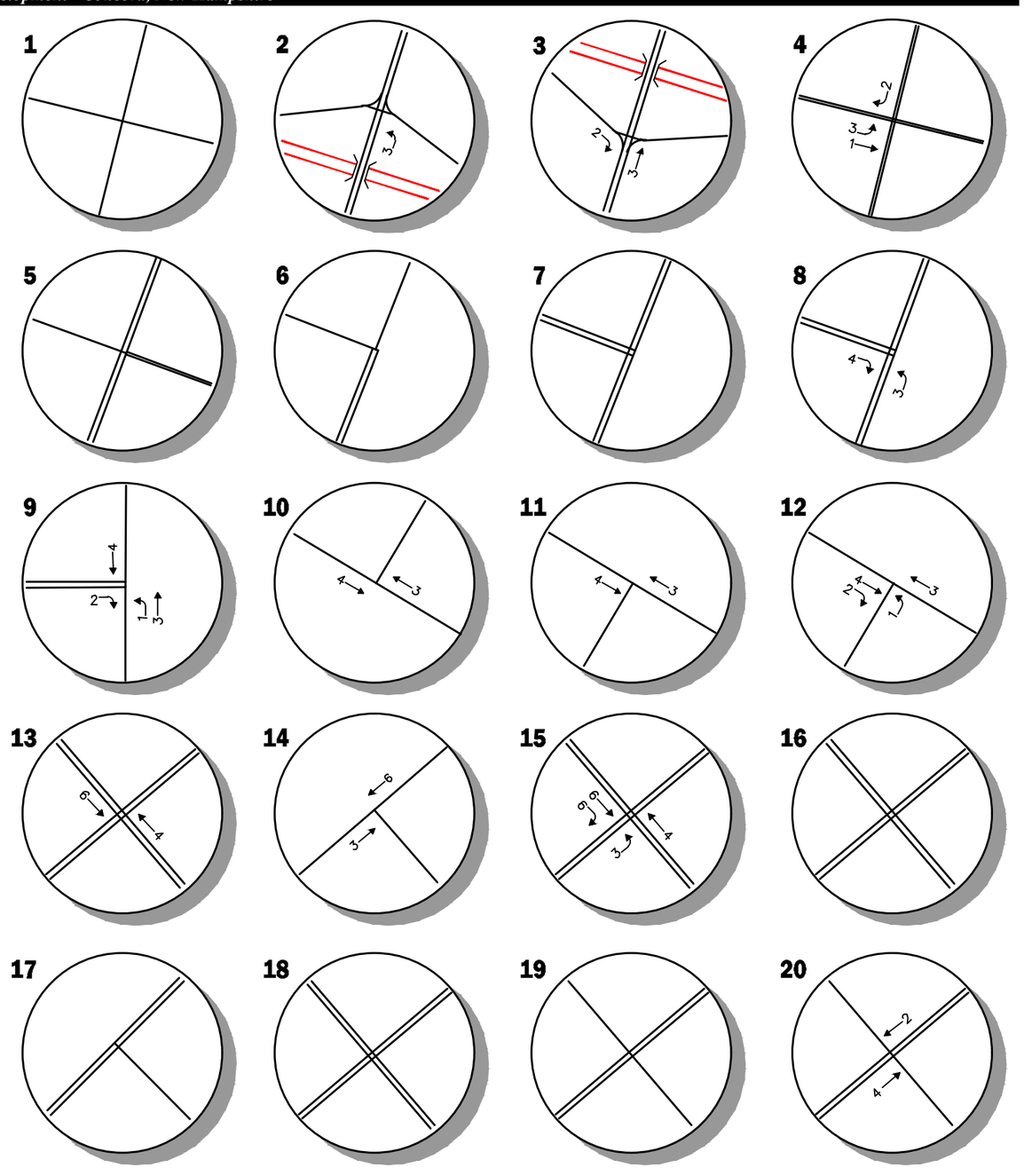




**Figure A-1N**

**Senior Housing Development**
**33 Old Loudon Road**
**Weekday Morning**
**Peak-Hour Traffic Volumes**

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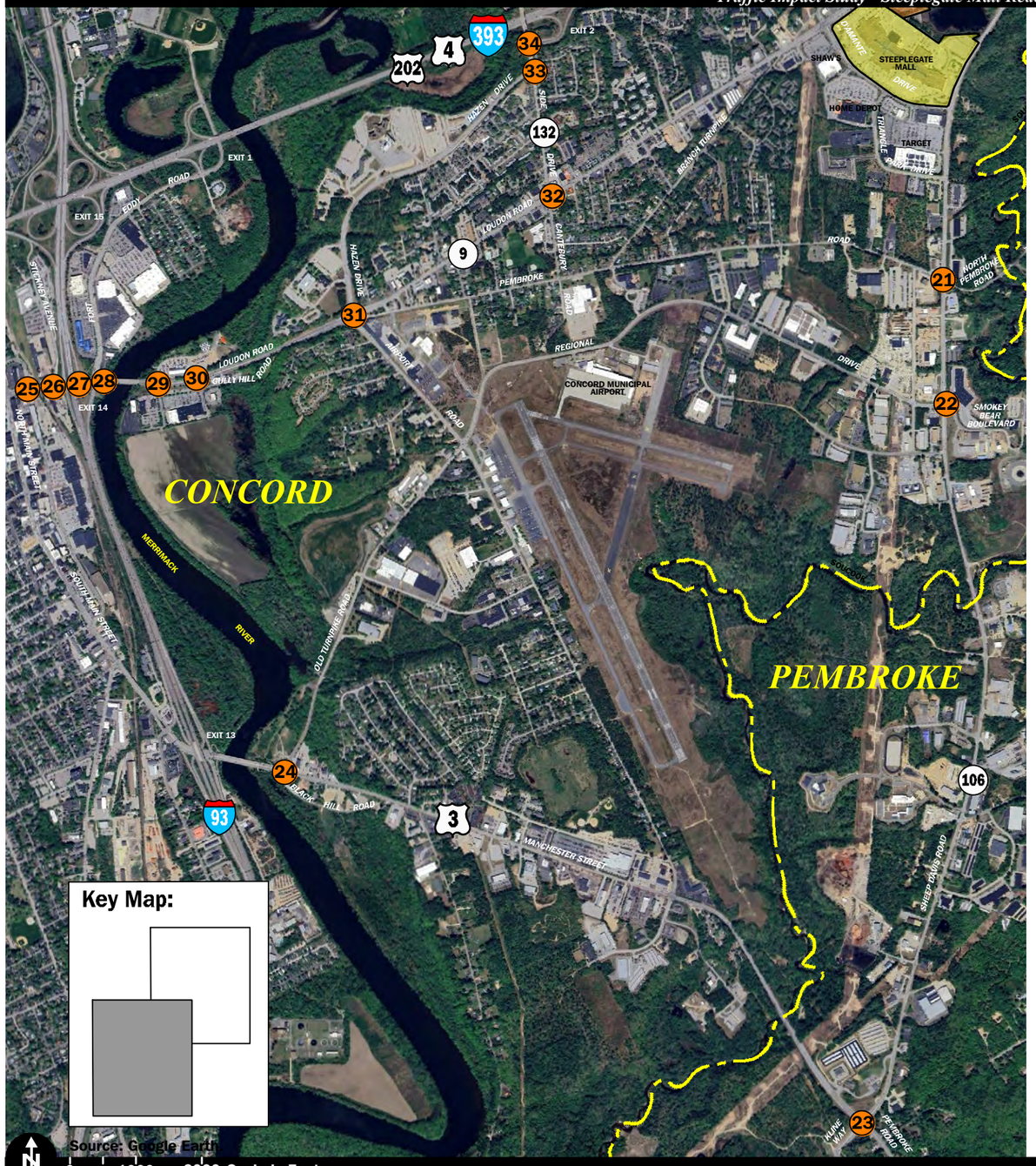


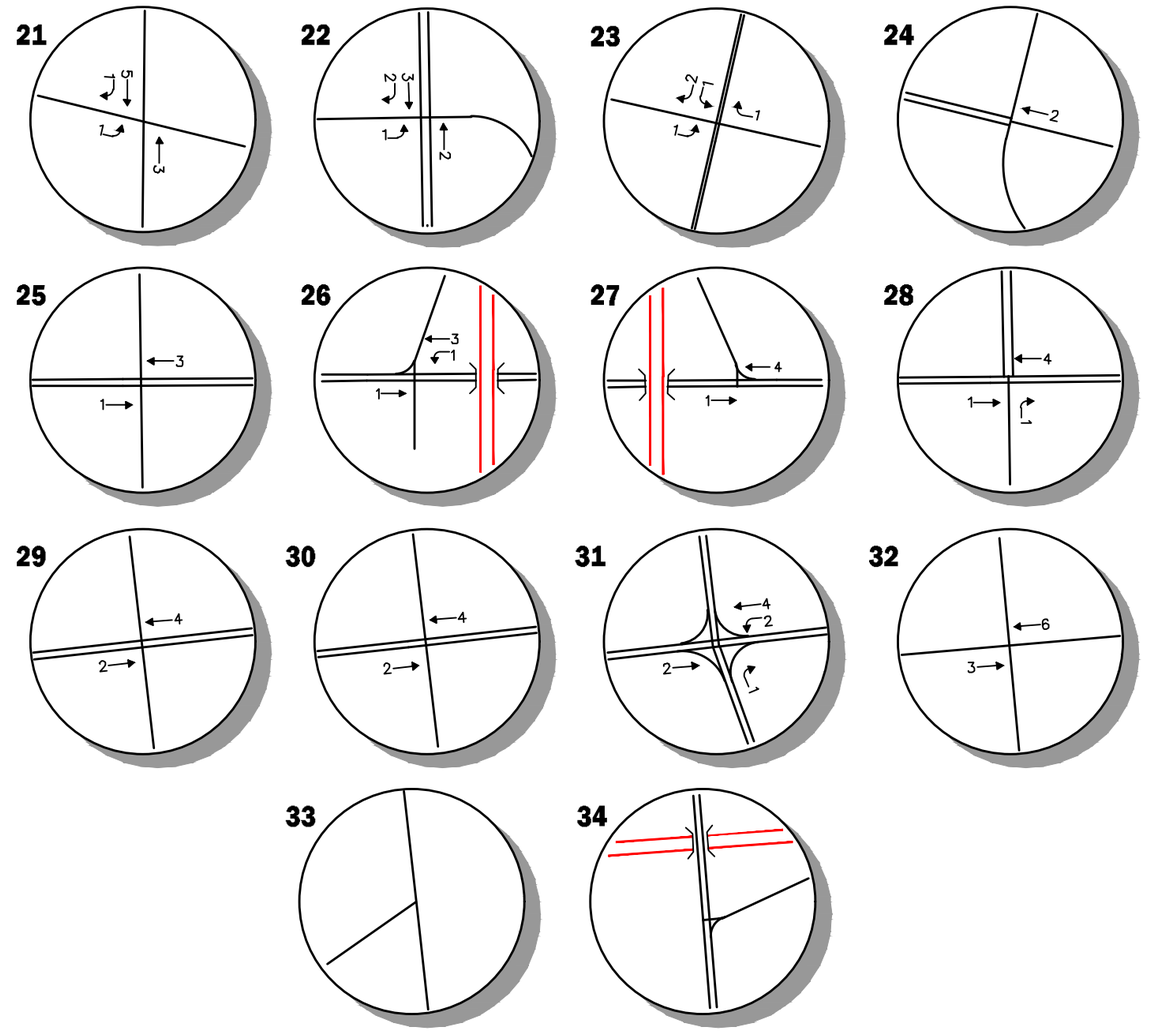


**Figure A-1S**

**Senior Housing Development**
**33 Old Loudon Road**
**Weekday Morning**
**Peak-Hour Traffic Volumes**

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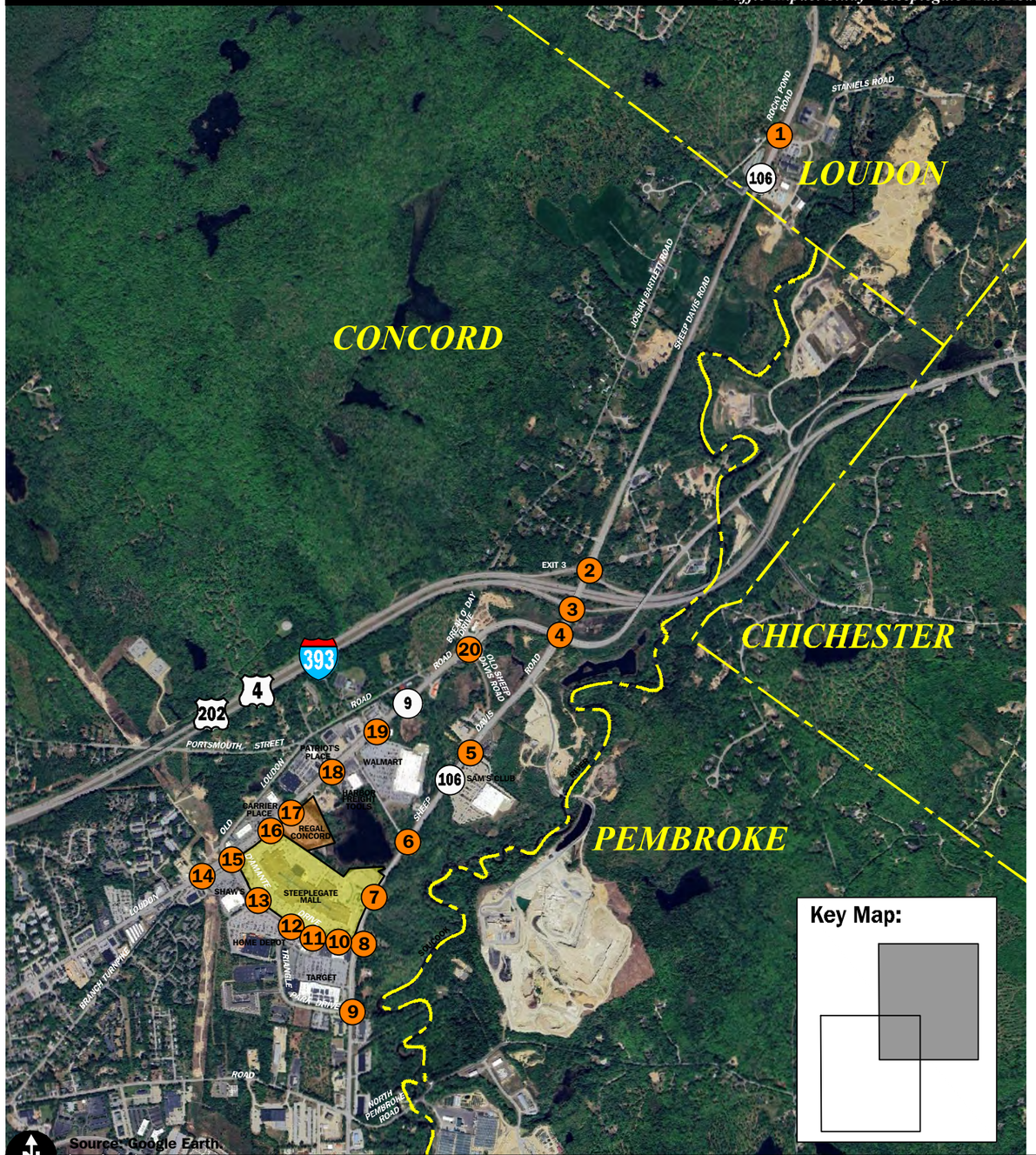


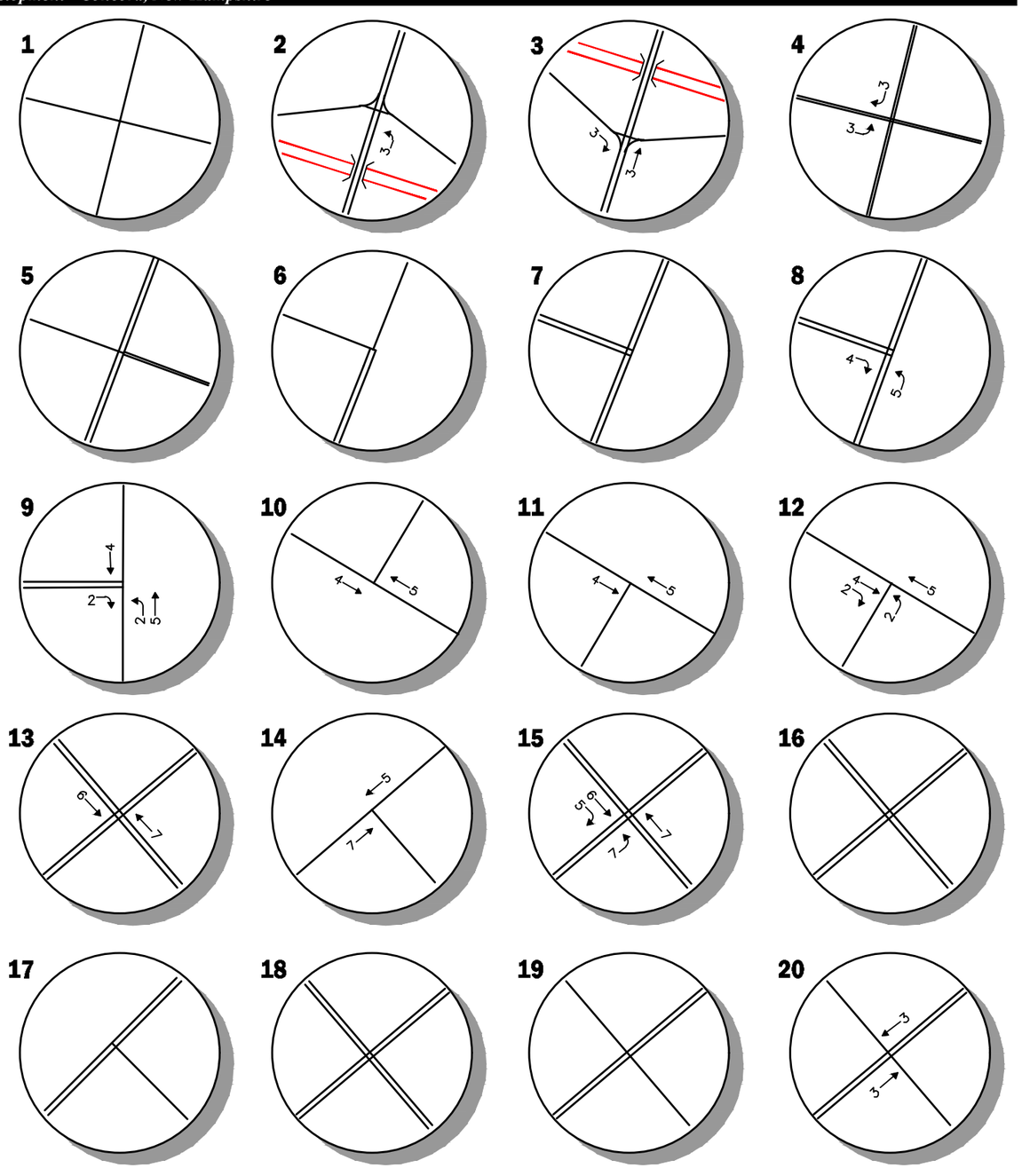


**Figure A-2N**

**Senior Housing Development**
**33 Old Loudon Road**
**Weekday Evening**
**Peak-Hour Traffic Volumes**

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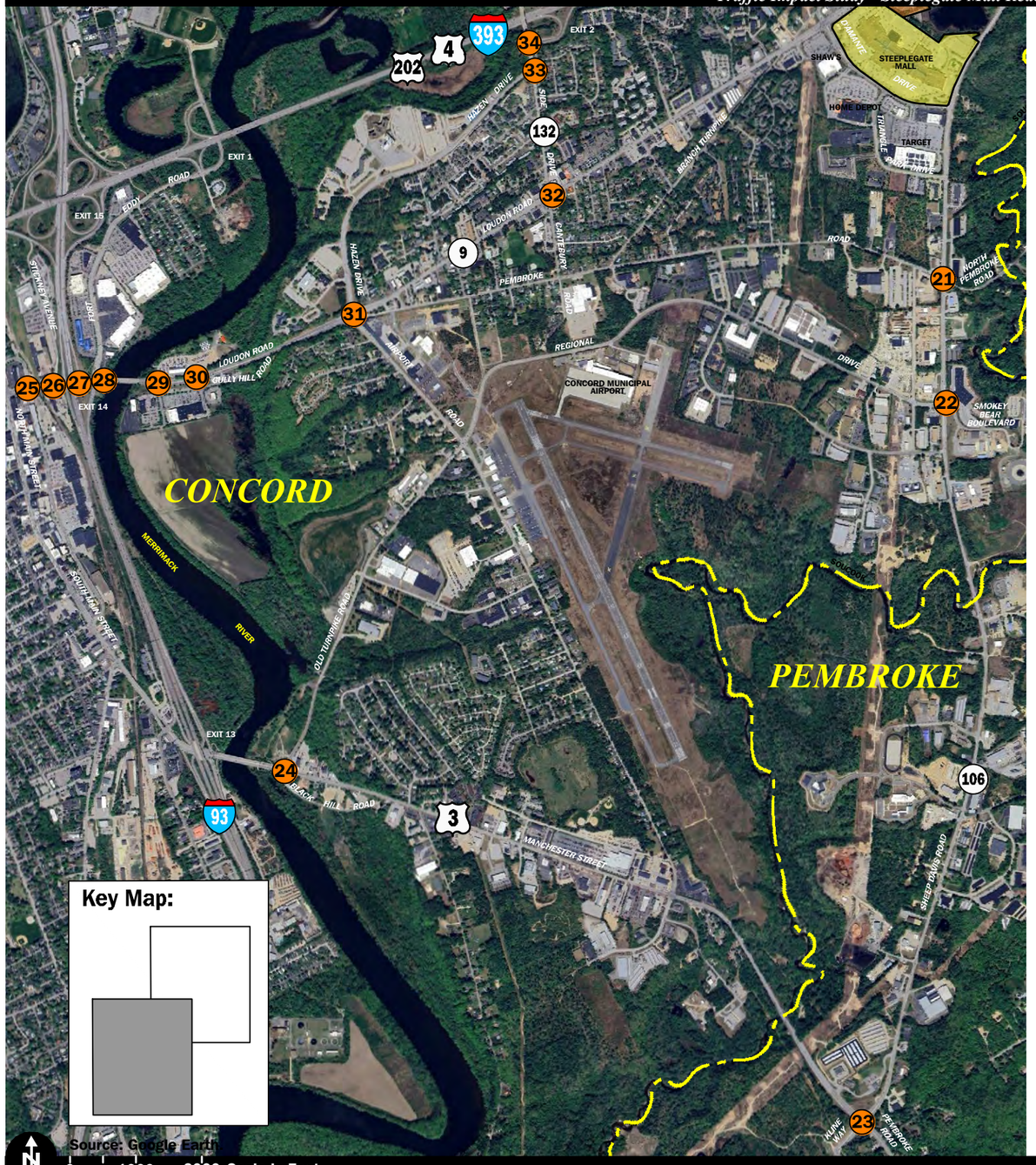


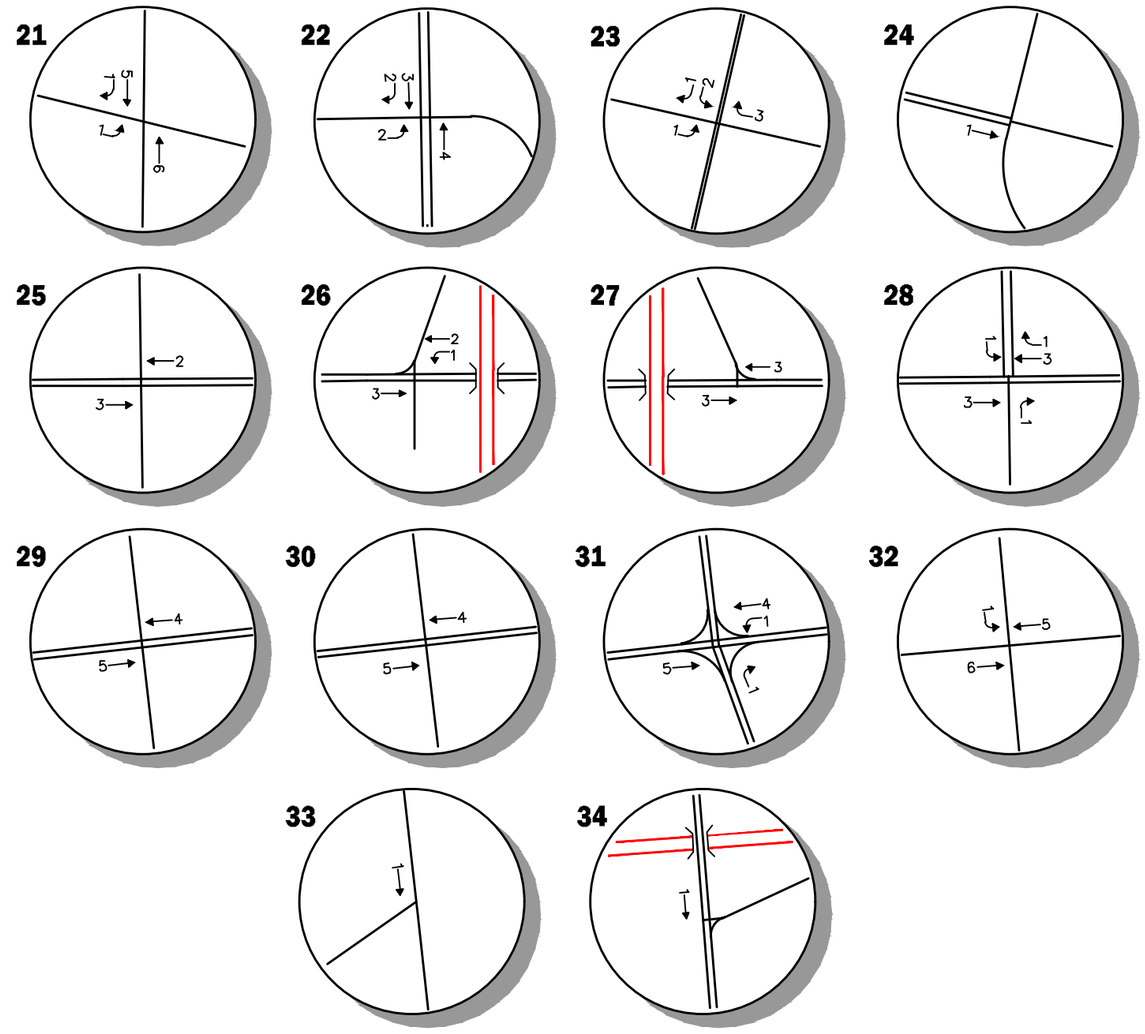


**Figure A-2S**

**Senior Housing Development**
**33 Old Loudon Road**
**Weekday Evening**
**Peak-Hour Traffic Volumes**

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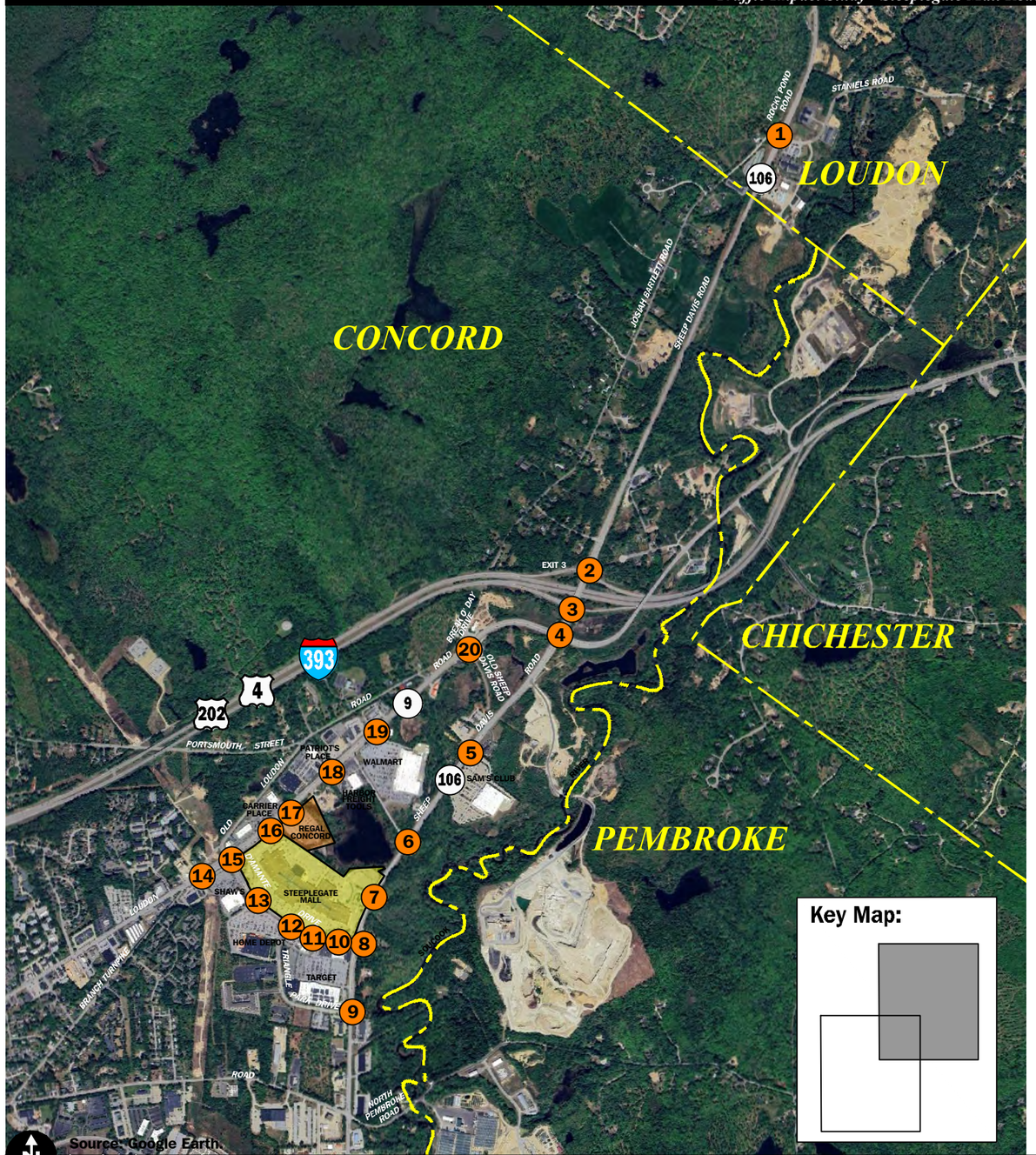


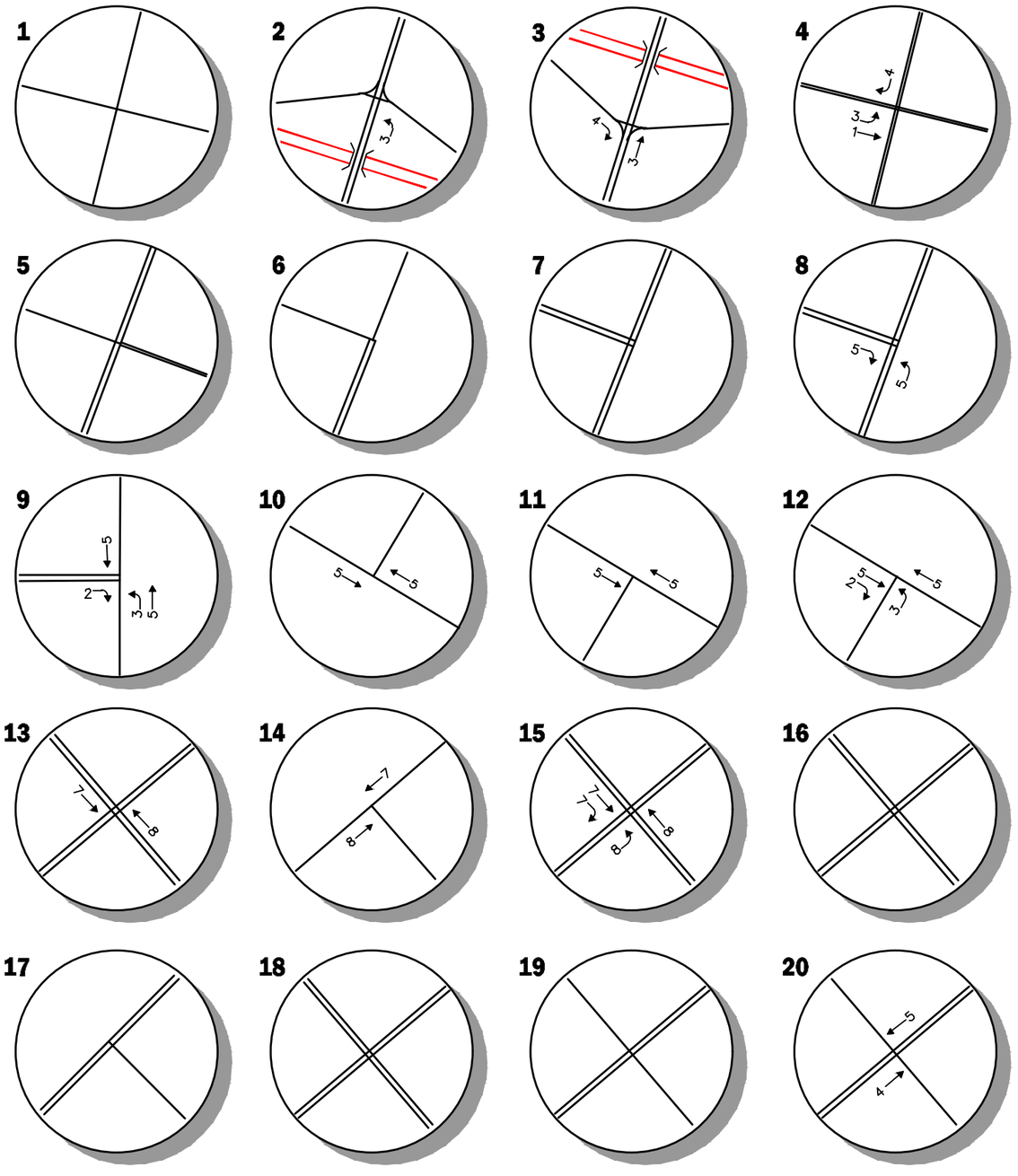


**Figure A-3N**

**Senior Housing Development**
**33 Old Loudon Road**
**Saturday Midday**
**Peak-Hour Traffic Volumes**

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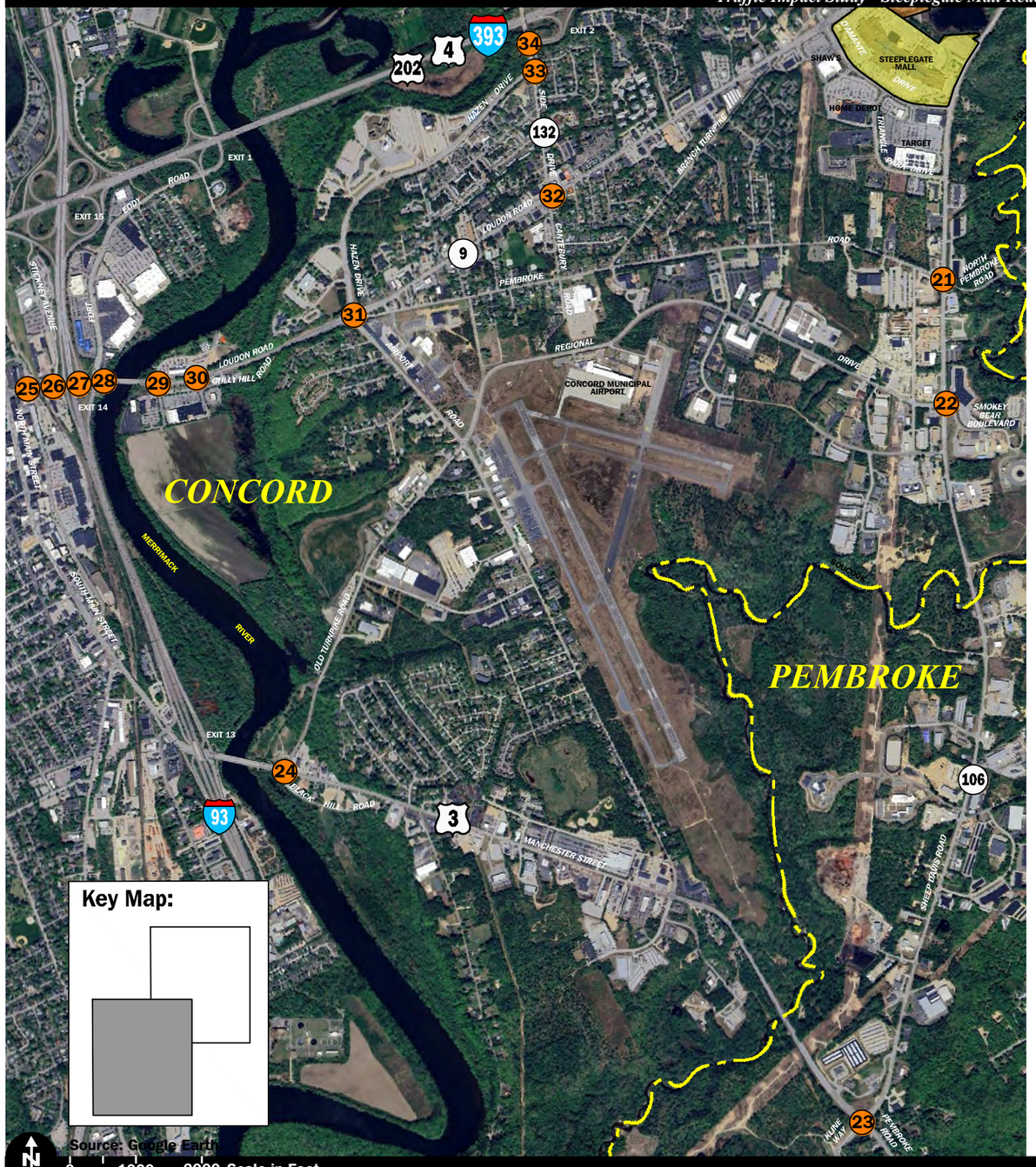


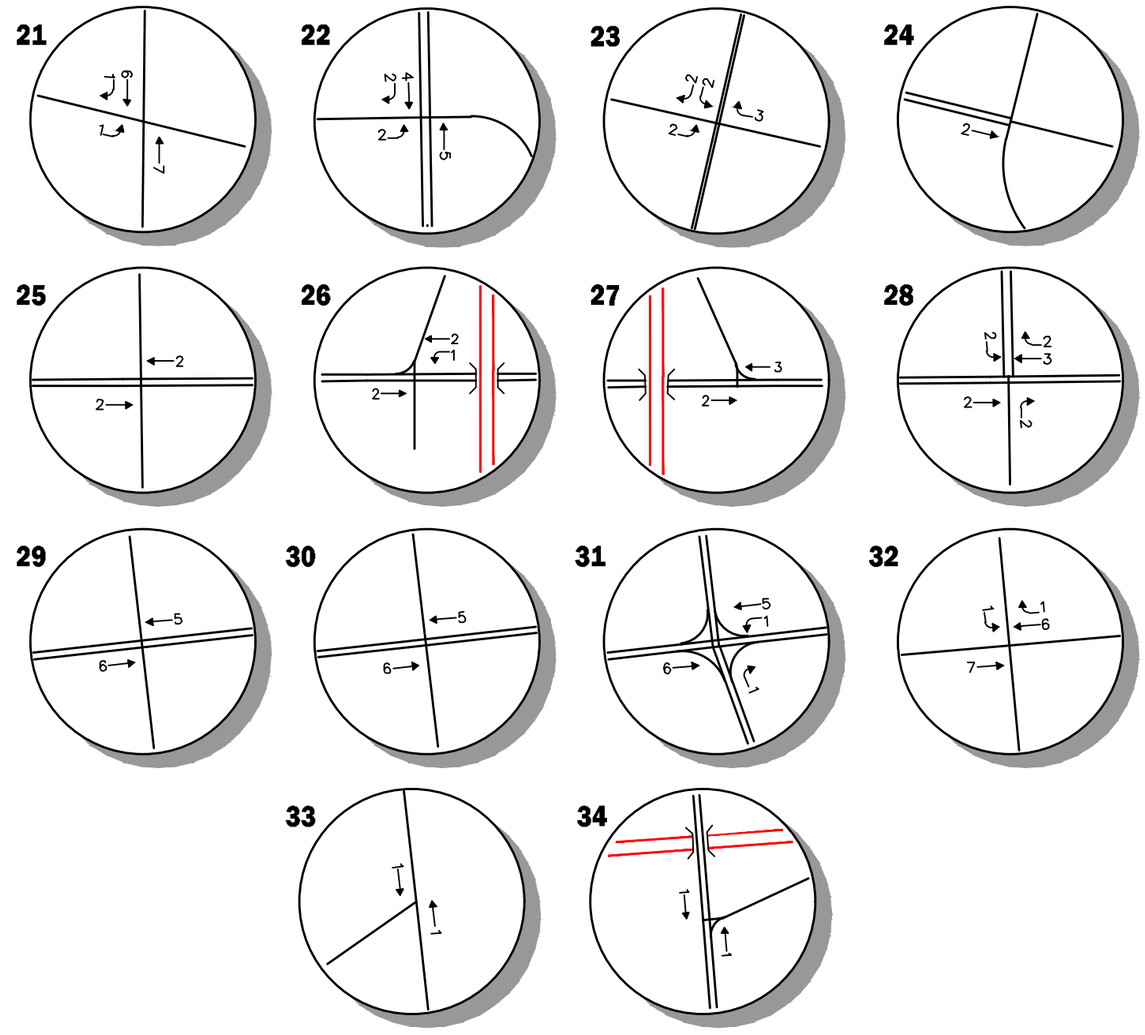


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**Figure A-3S**

**Senior Housing Development**
**33 Old Loudon Road**
**Saturday Midday**
**Peak-Hour Traffic Volumes**

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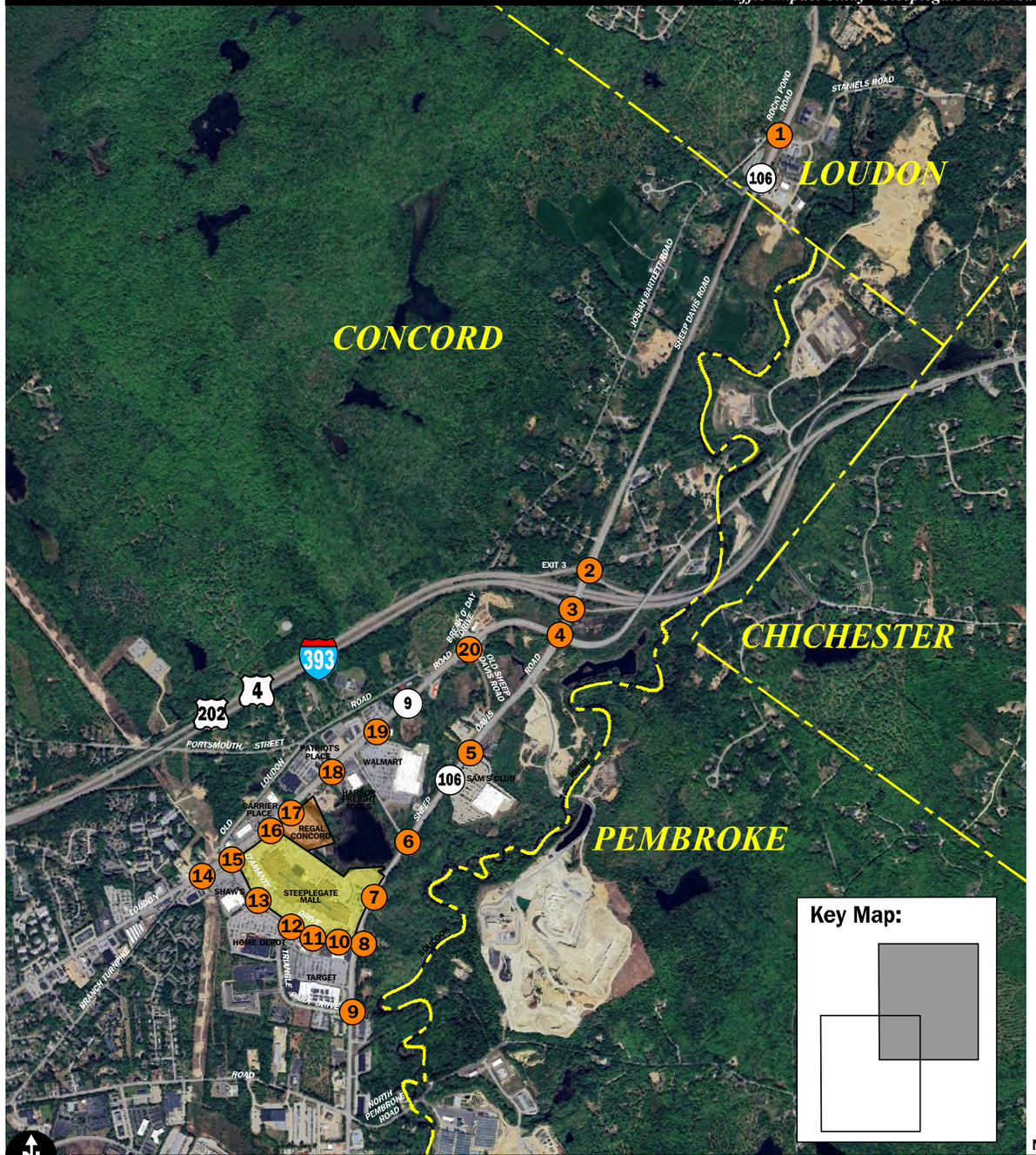


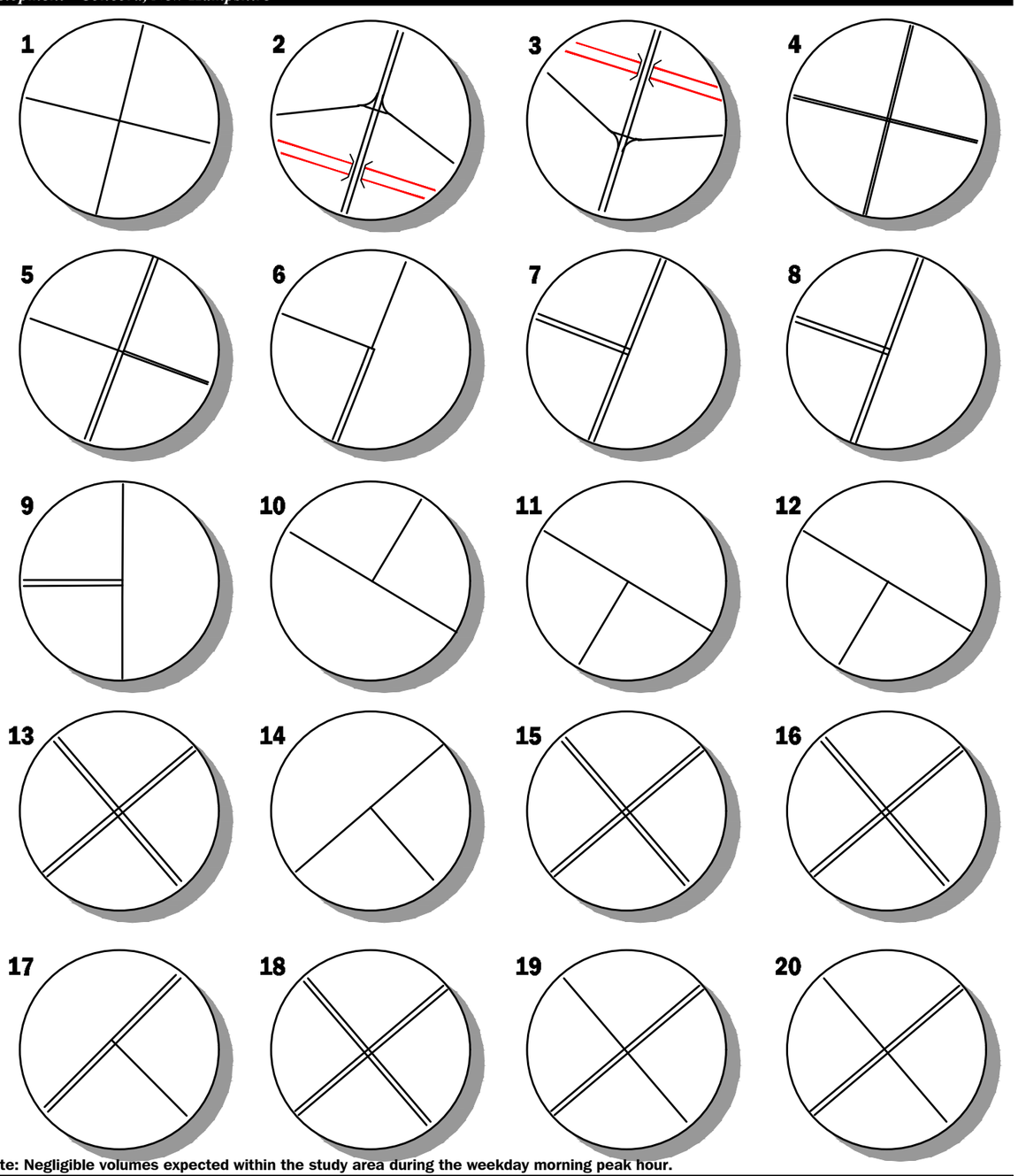


Note: Negligible volumes expected within the study area during the weekday morning peak hour.

**Figure A-4N**

**Hospitality Venue**
**Break O'Day Drive**
**Weekday Morning**
**Peak-Hour Traffic Volumes**

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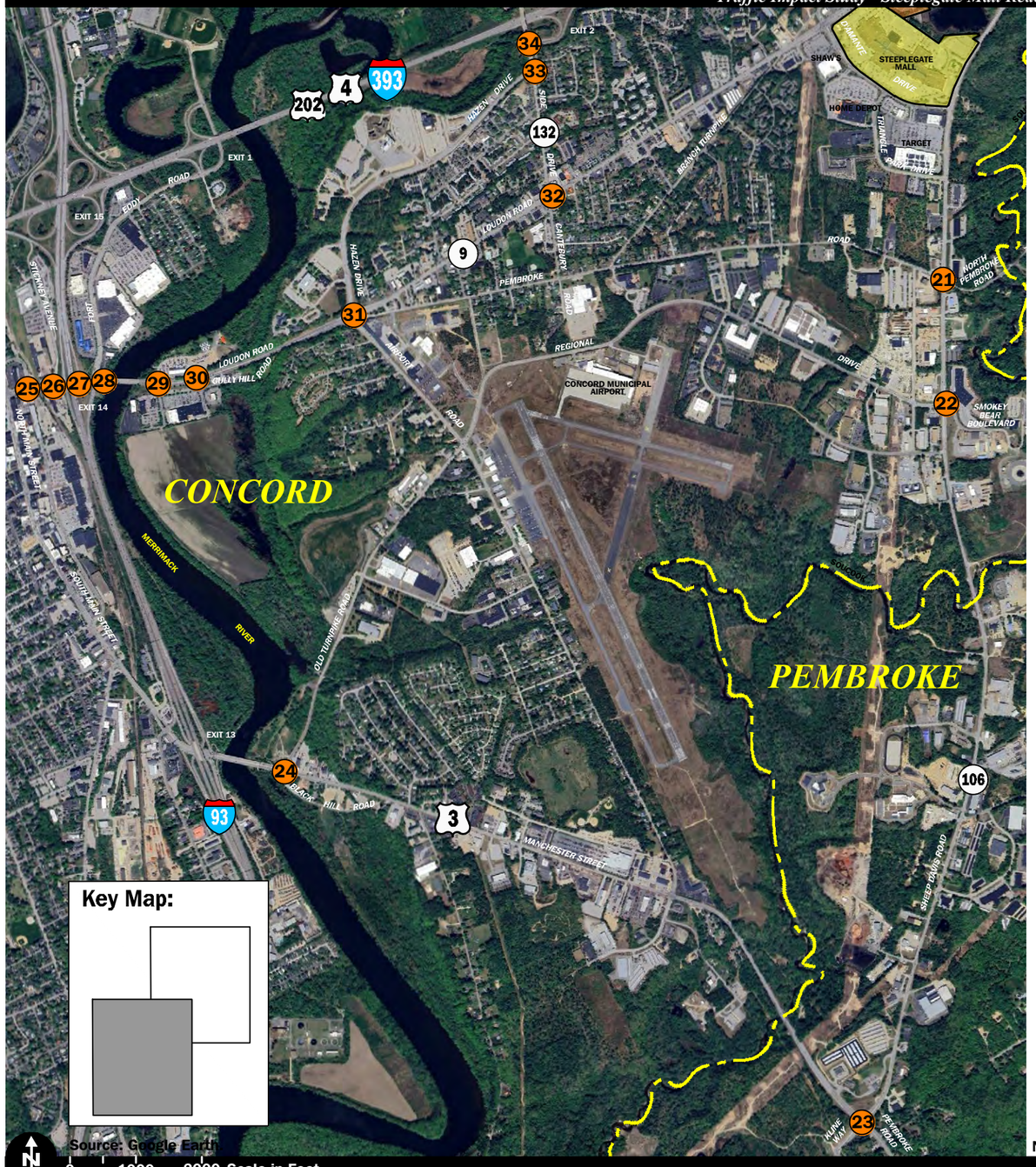


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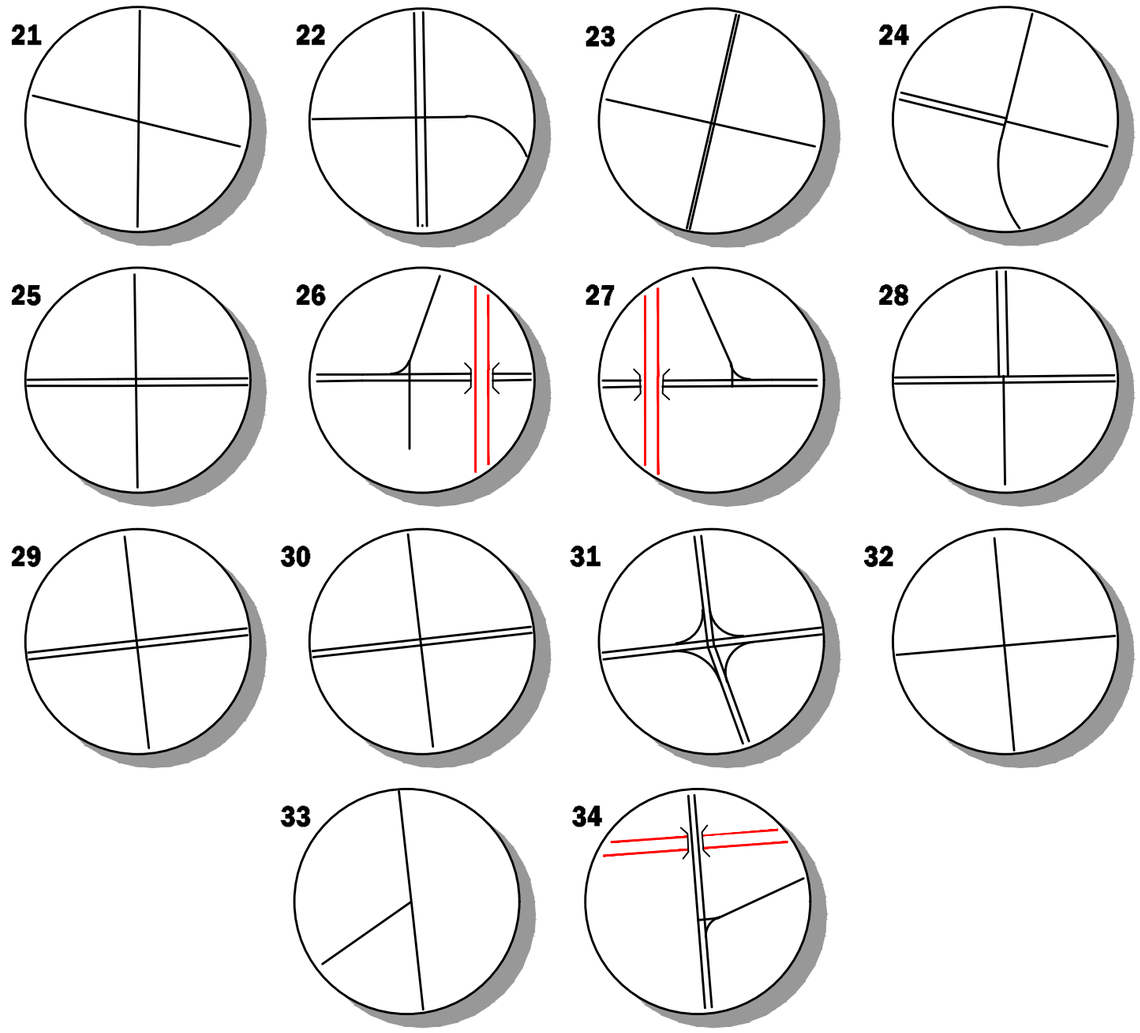


Note: Negligible volumes expected within the study area during the weekday morning peak hour.

**Figure A-4S**

**Hospitality Venue**
**Break O'Day Drive**
**Weekday Morning**
**Peak-Hour Traffic Volumes**

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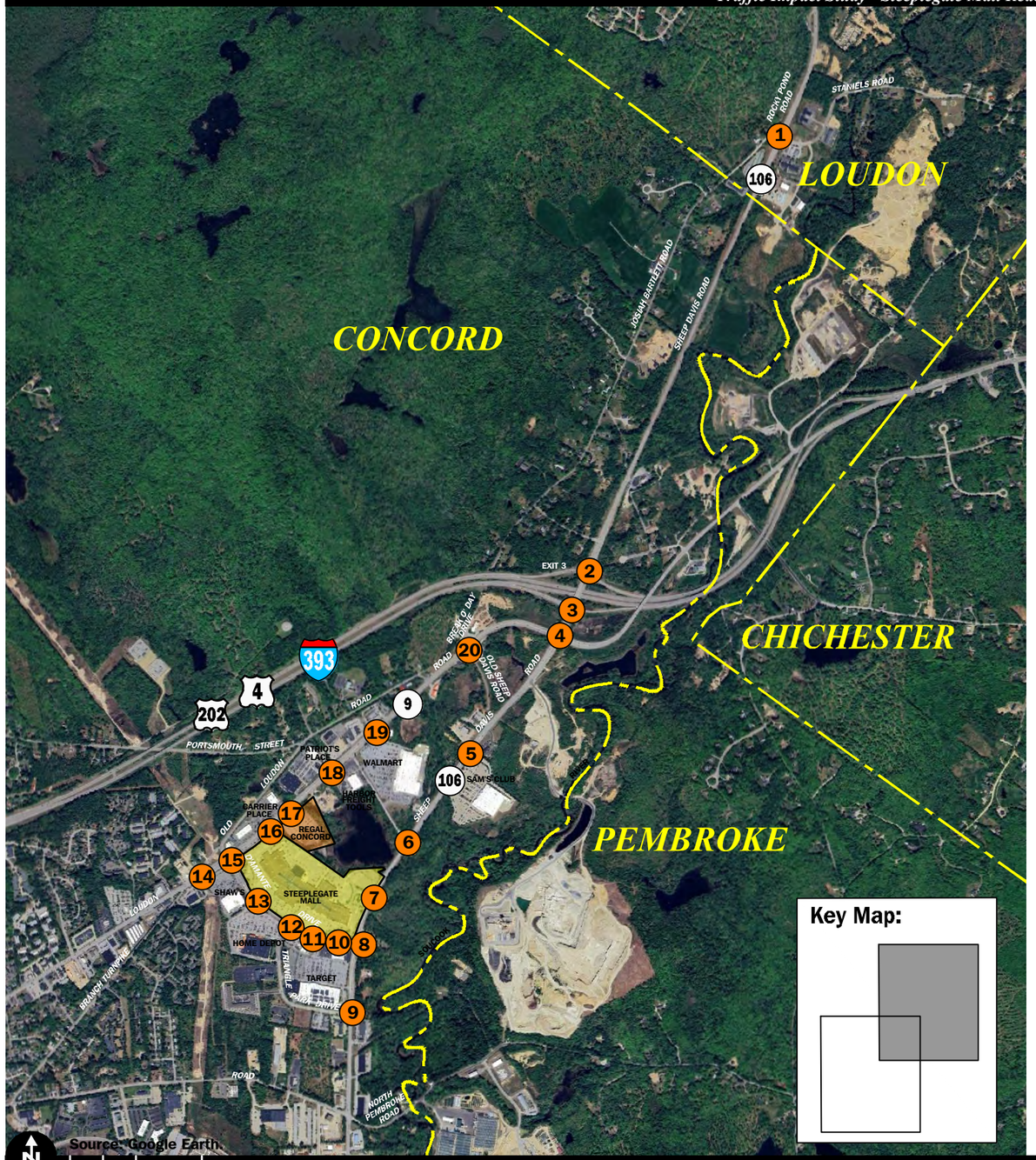


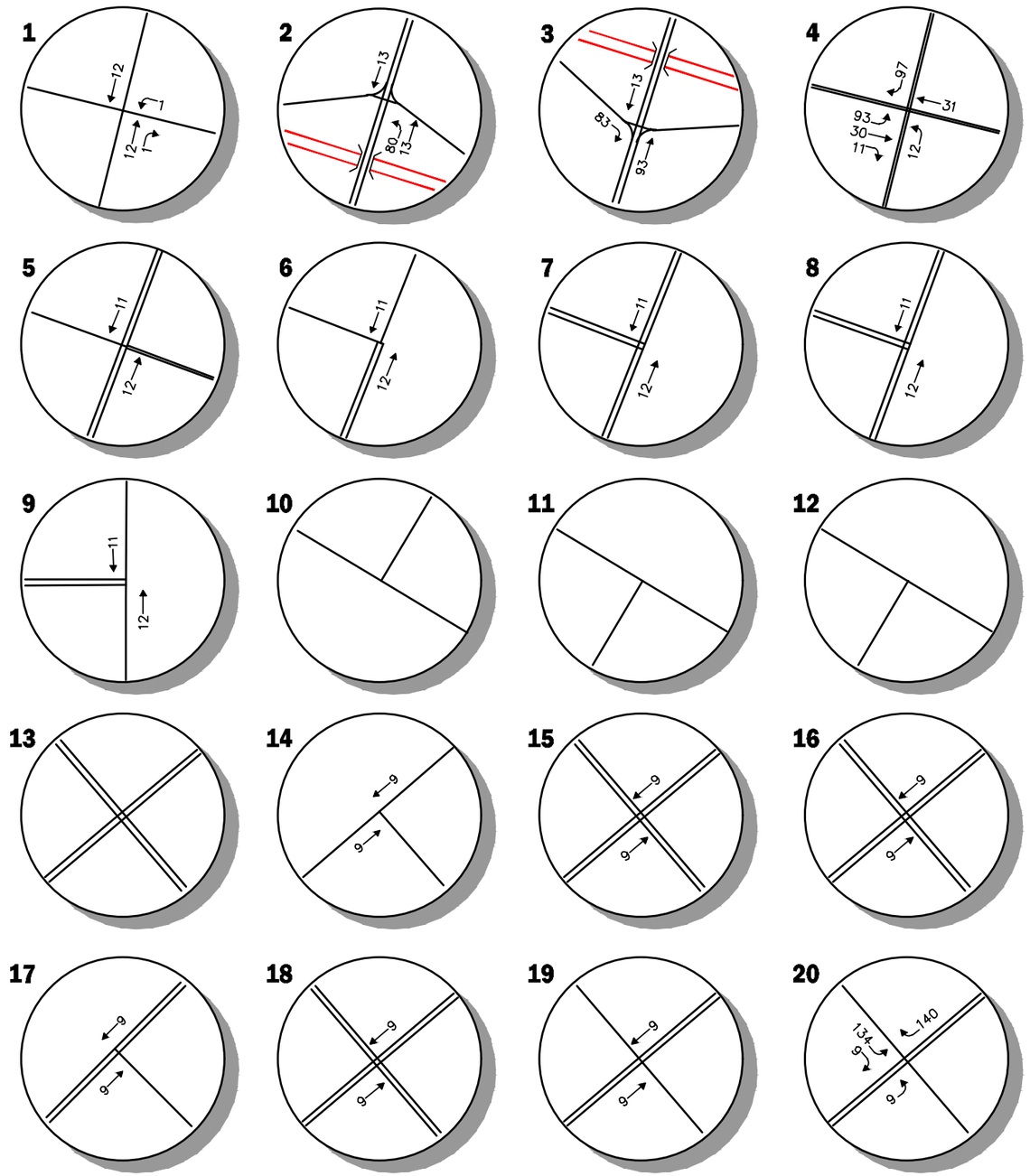


**Figure A-5N**

**Hospitality Venue**
**Break O'Day Drive**
**Weekday Evening**
**Peak-Hour Traffic Volumes**

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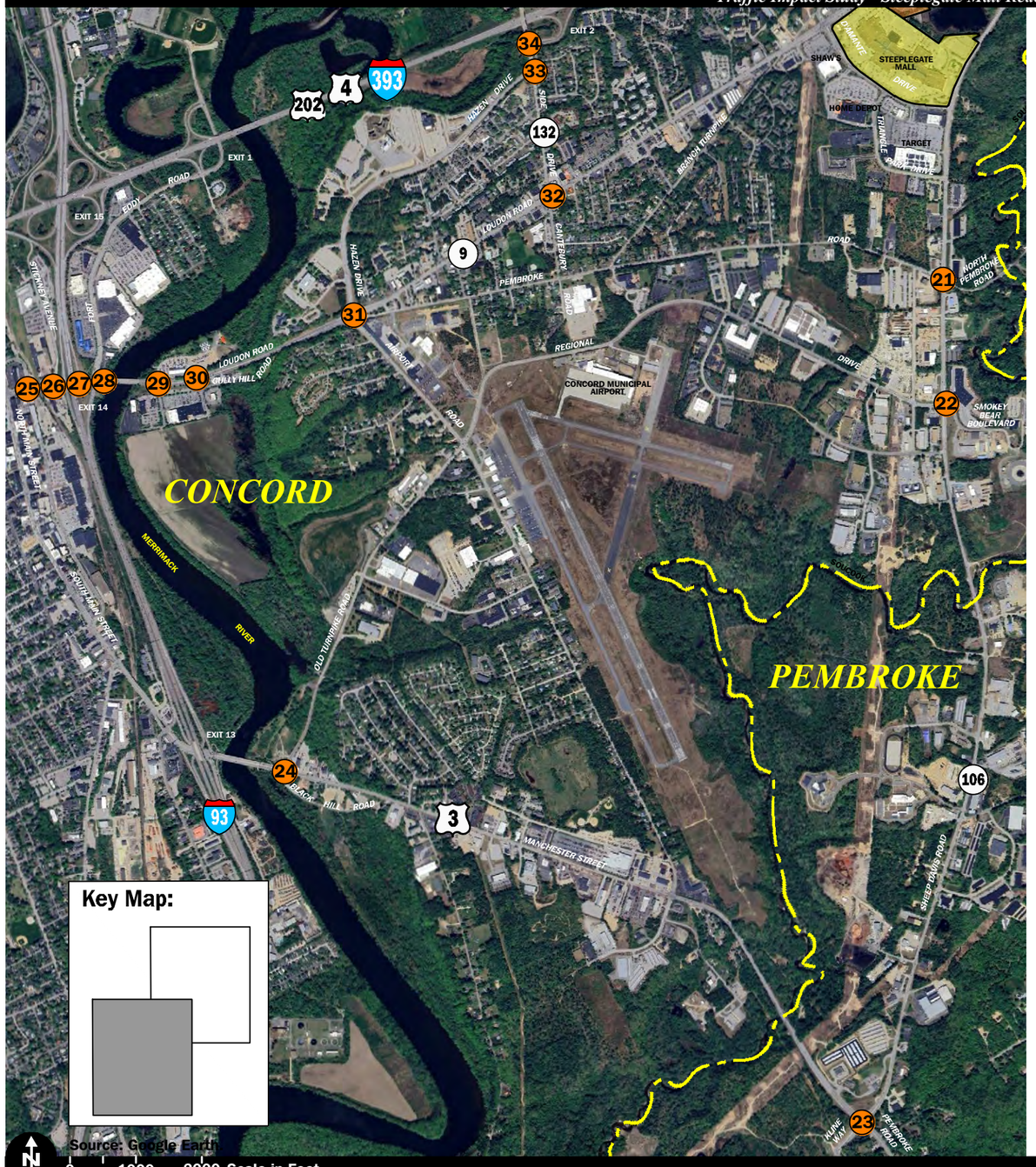


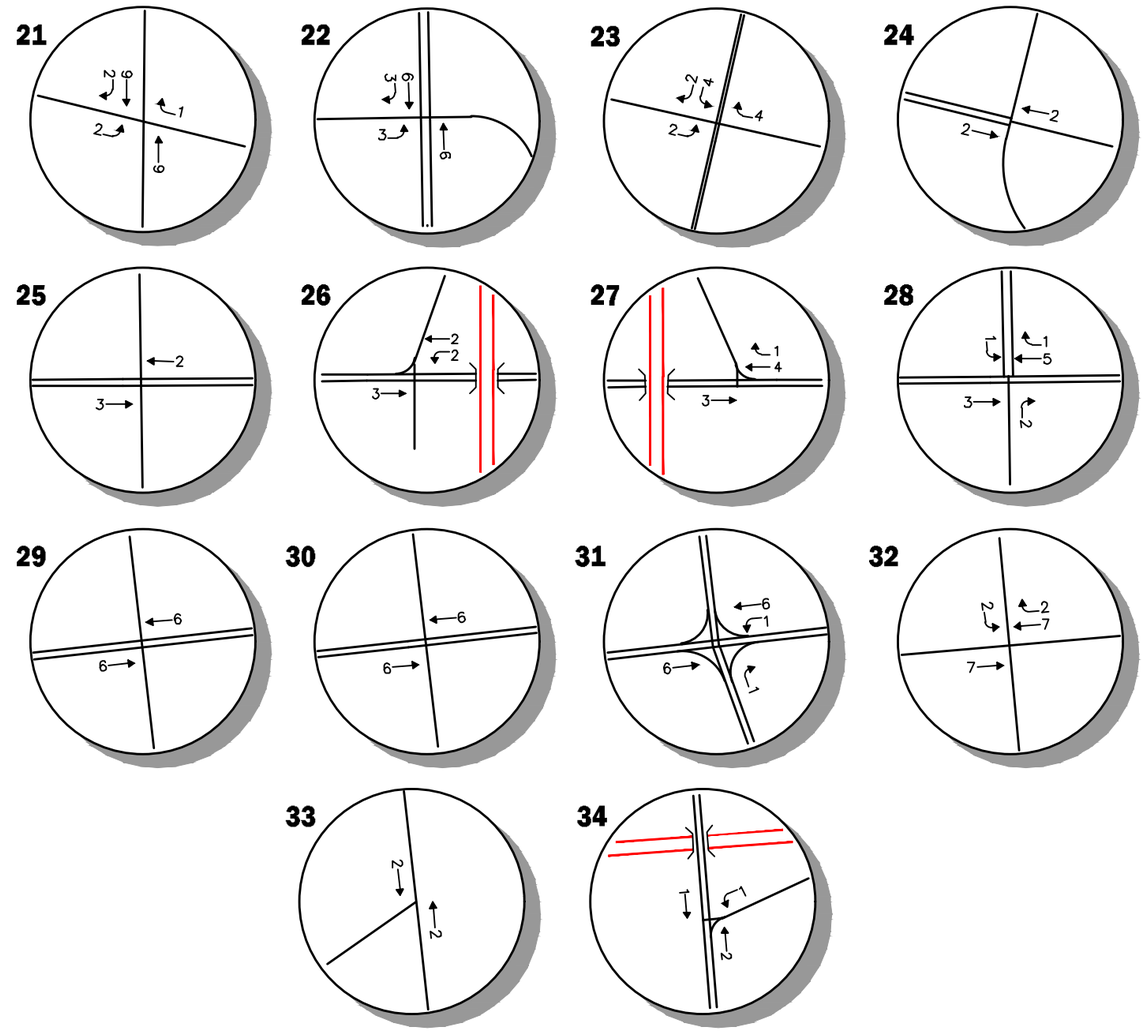


**Figure A-5S**

**Hospitality Venue**
**Break O'Day Drive**
**Weekday Evening**
**Peak-Hour Traffic Volumes**

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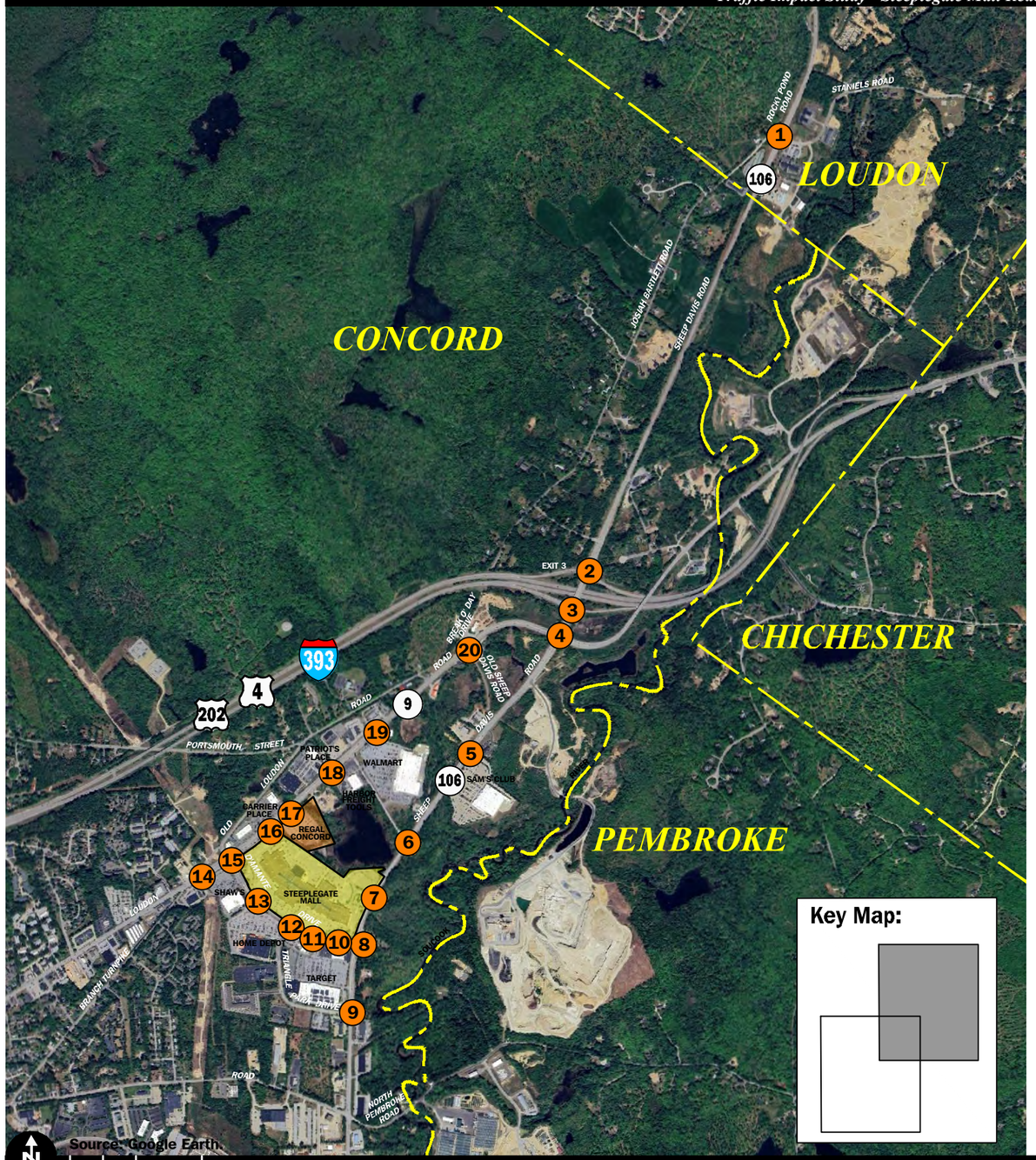


**Key Map:**

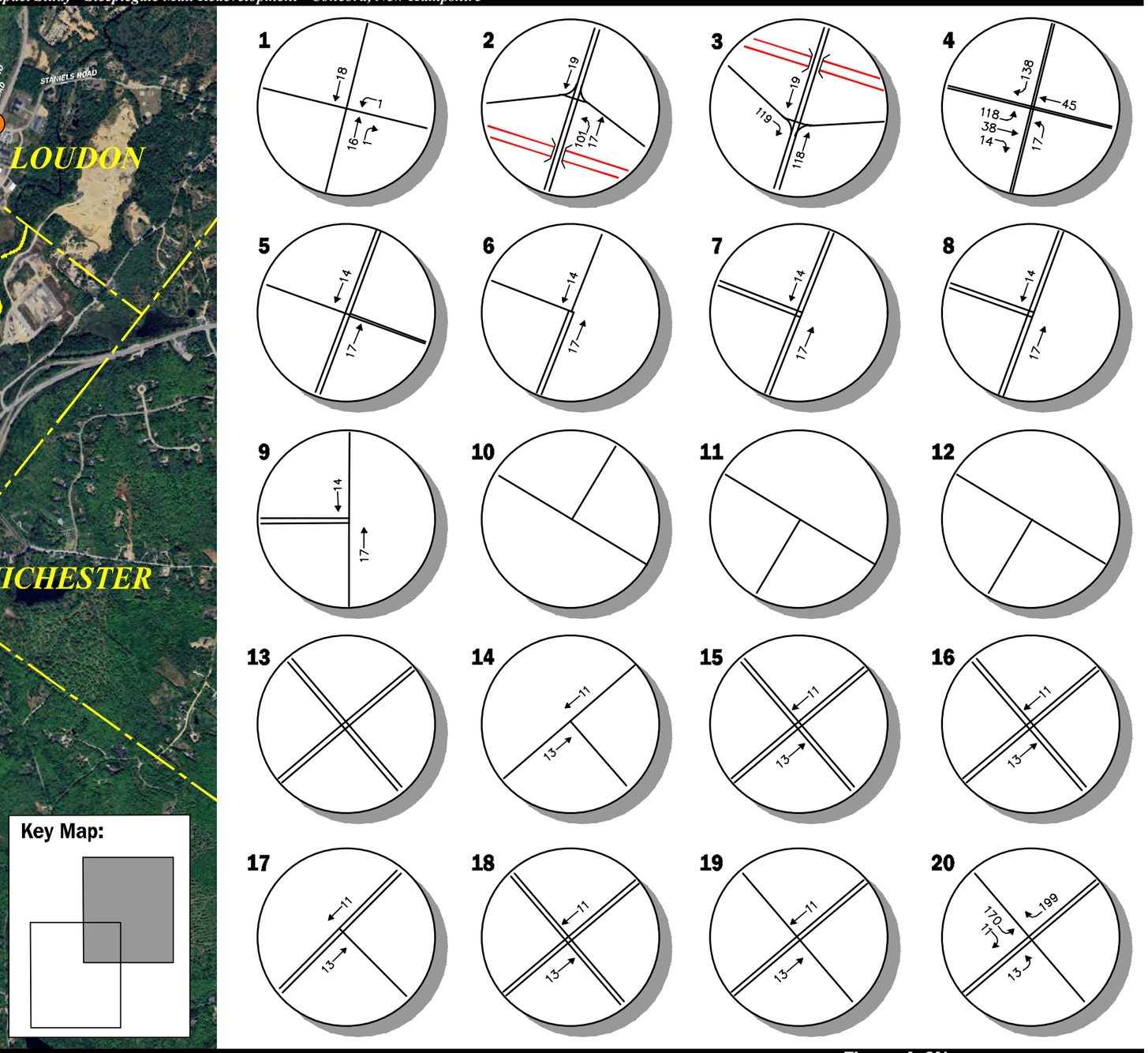


**Figure A-6N**

**Hospitality Venue**
**Break O'Day Drive**
**Saturday Midday**
**Peak-Hour Traffic Volumes**

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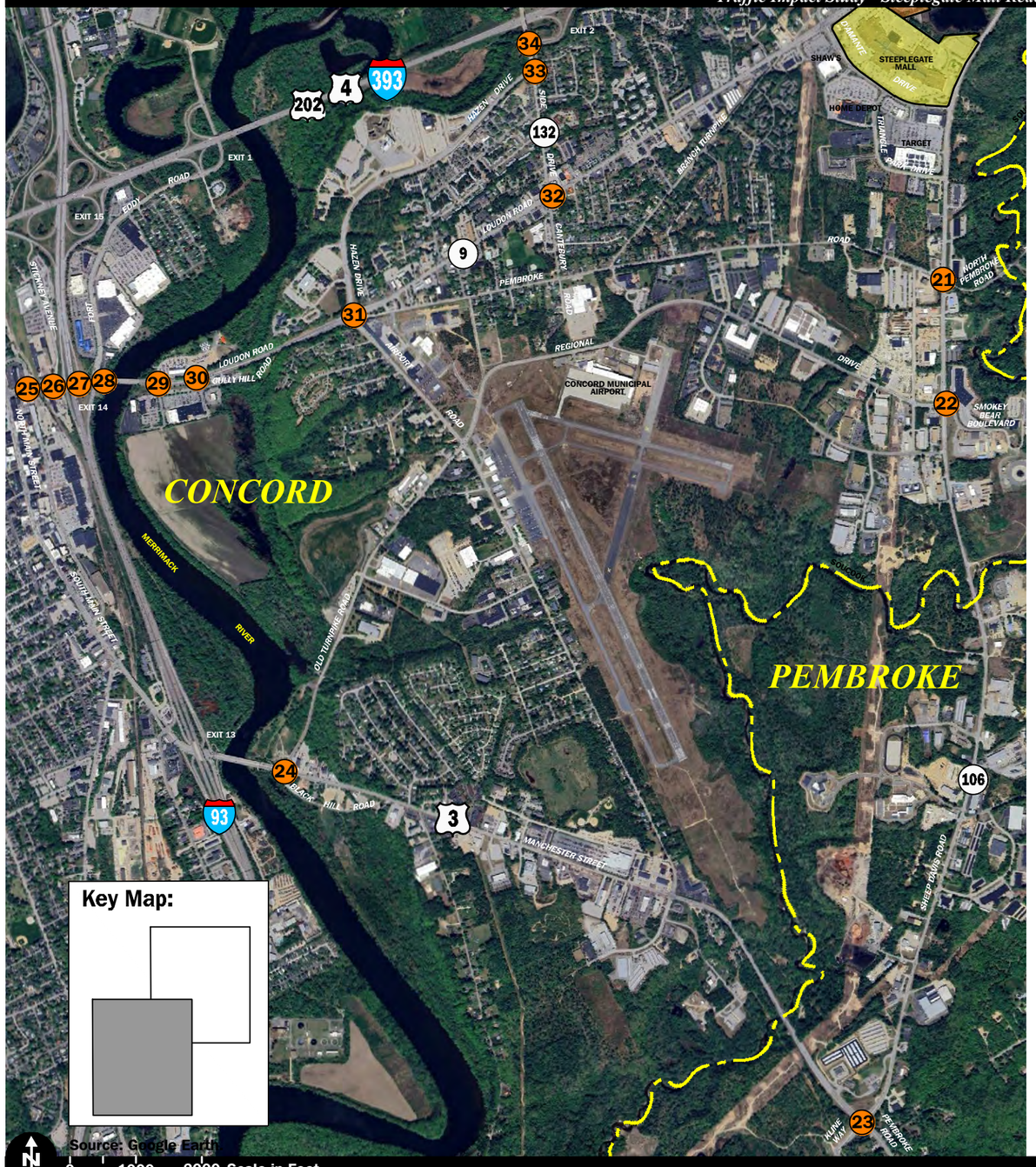


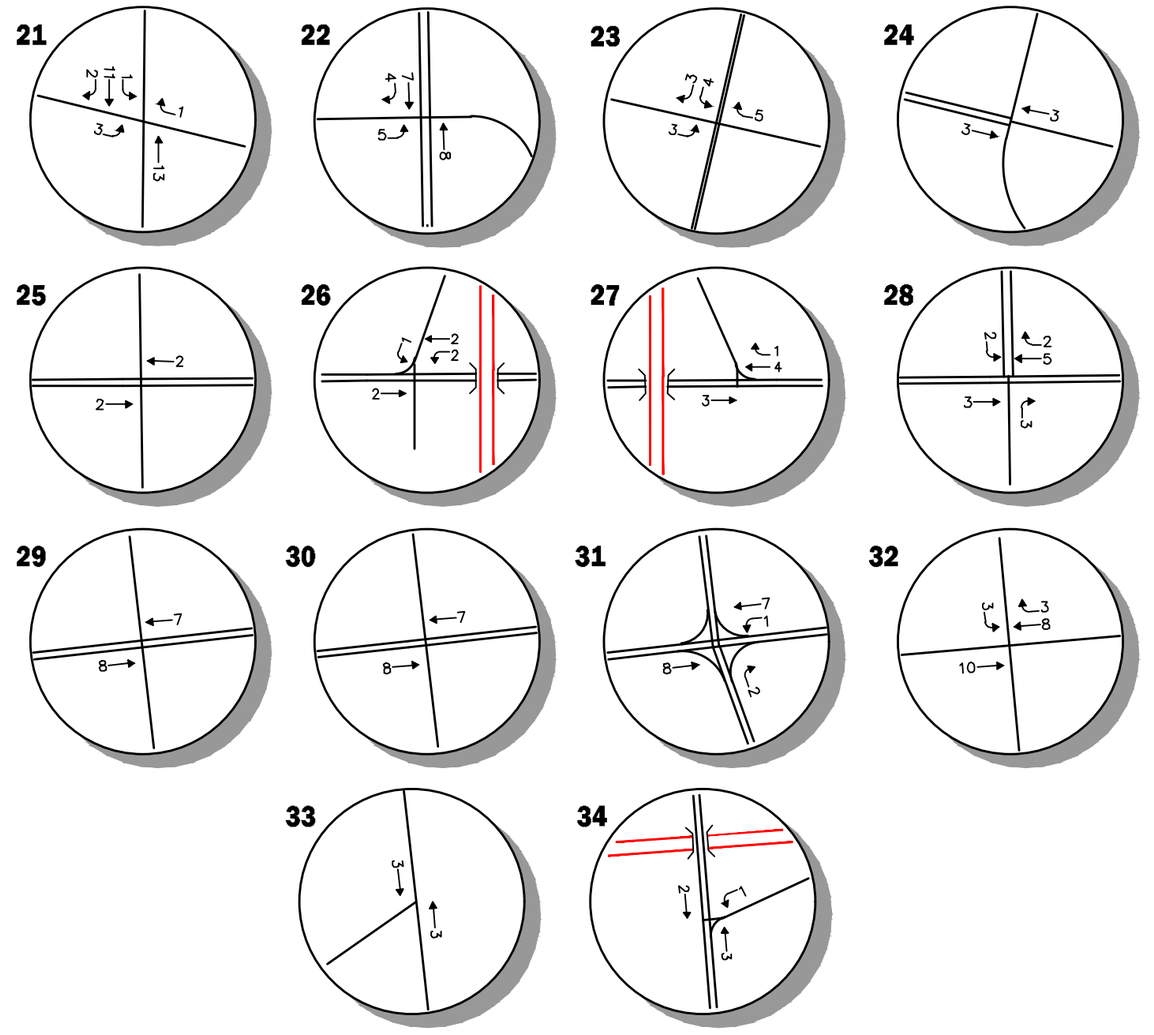


**Figure A-6S**

**Hospitality Venue**
**Break O'Day Drive**
**Saturday Midday**
**Peak-Hour Traffic Volumes**

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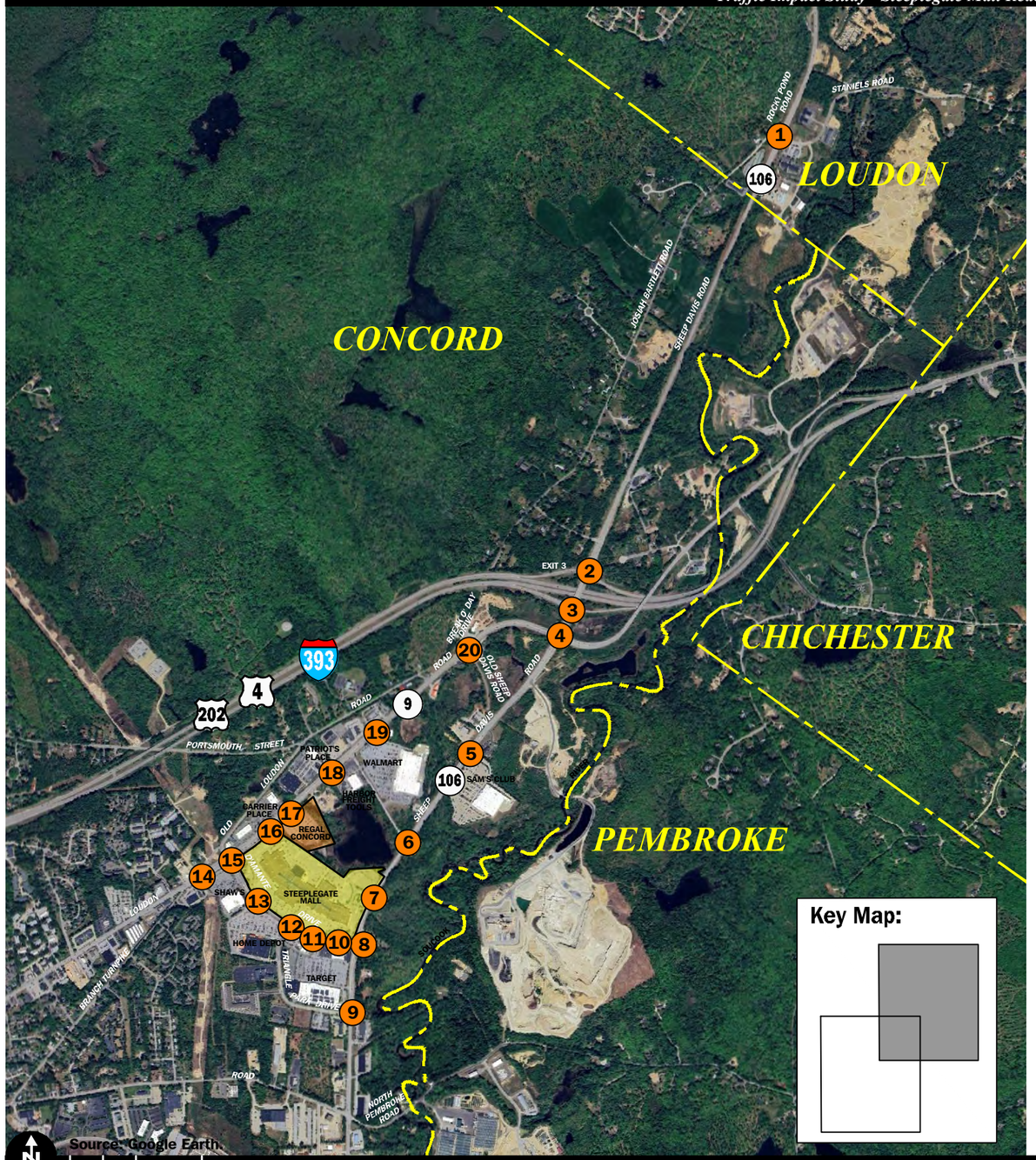


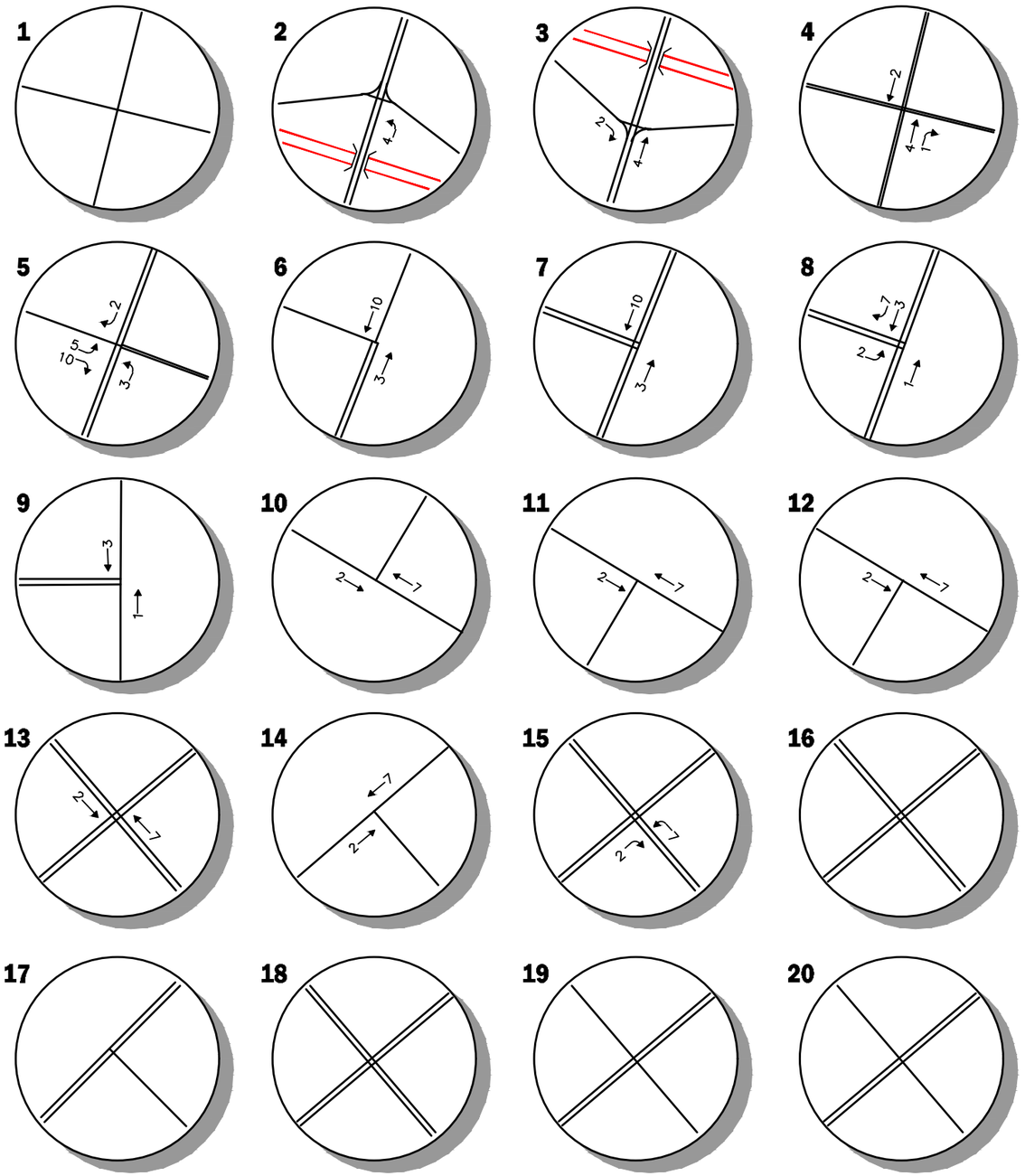


**Figure A-7N**

**Multifamily Residential Development**
**303 Sheep Davis Road**
**Weekday Morning**
**Peak-Hour Traffic Volumes**

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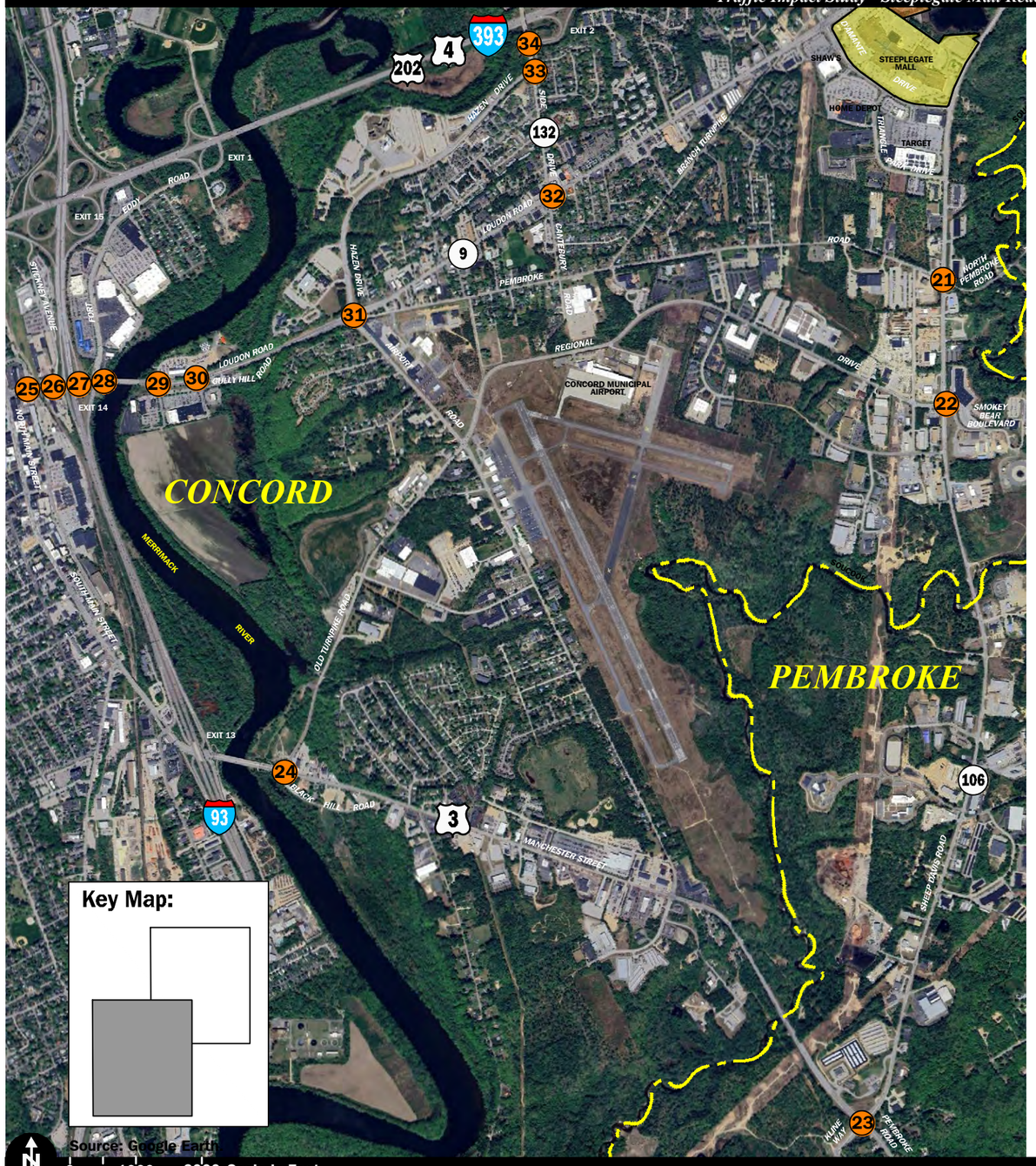


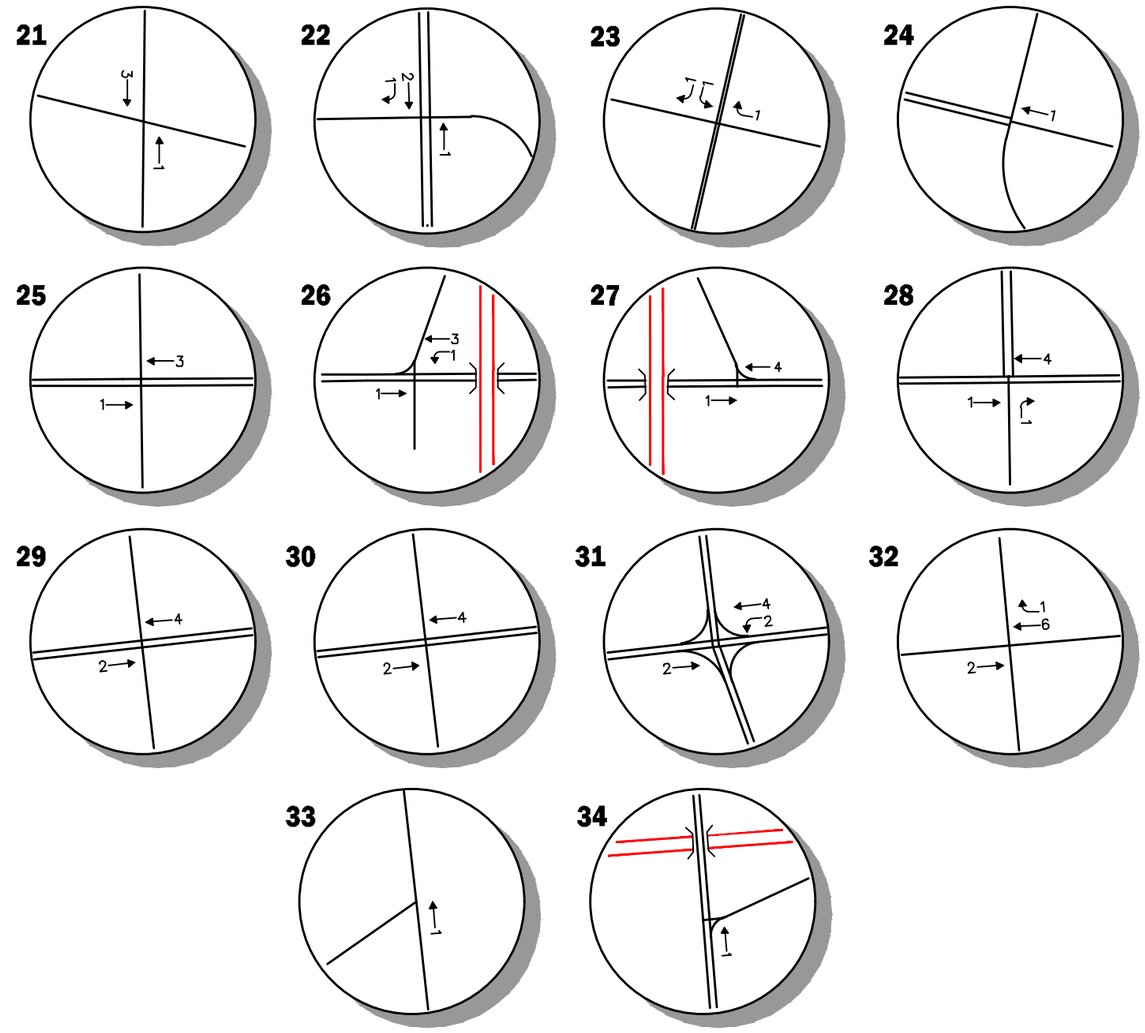


**Figure A-7S**

**Multifamily Residential Development**
**303 Sheep Davis Road**
**Weekday Morning**
**Peak-Hour Traffic Volumes**

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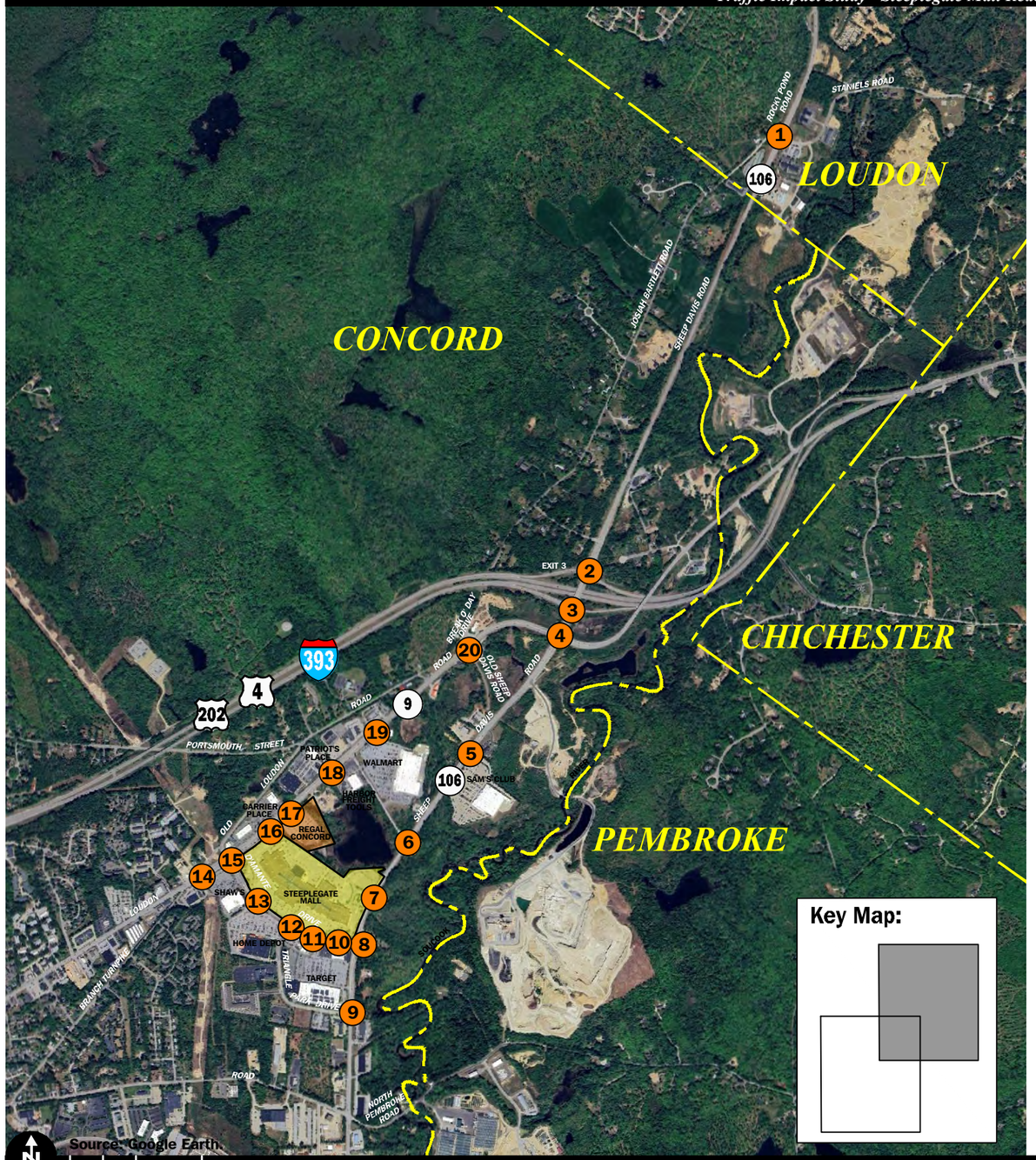


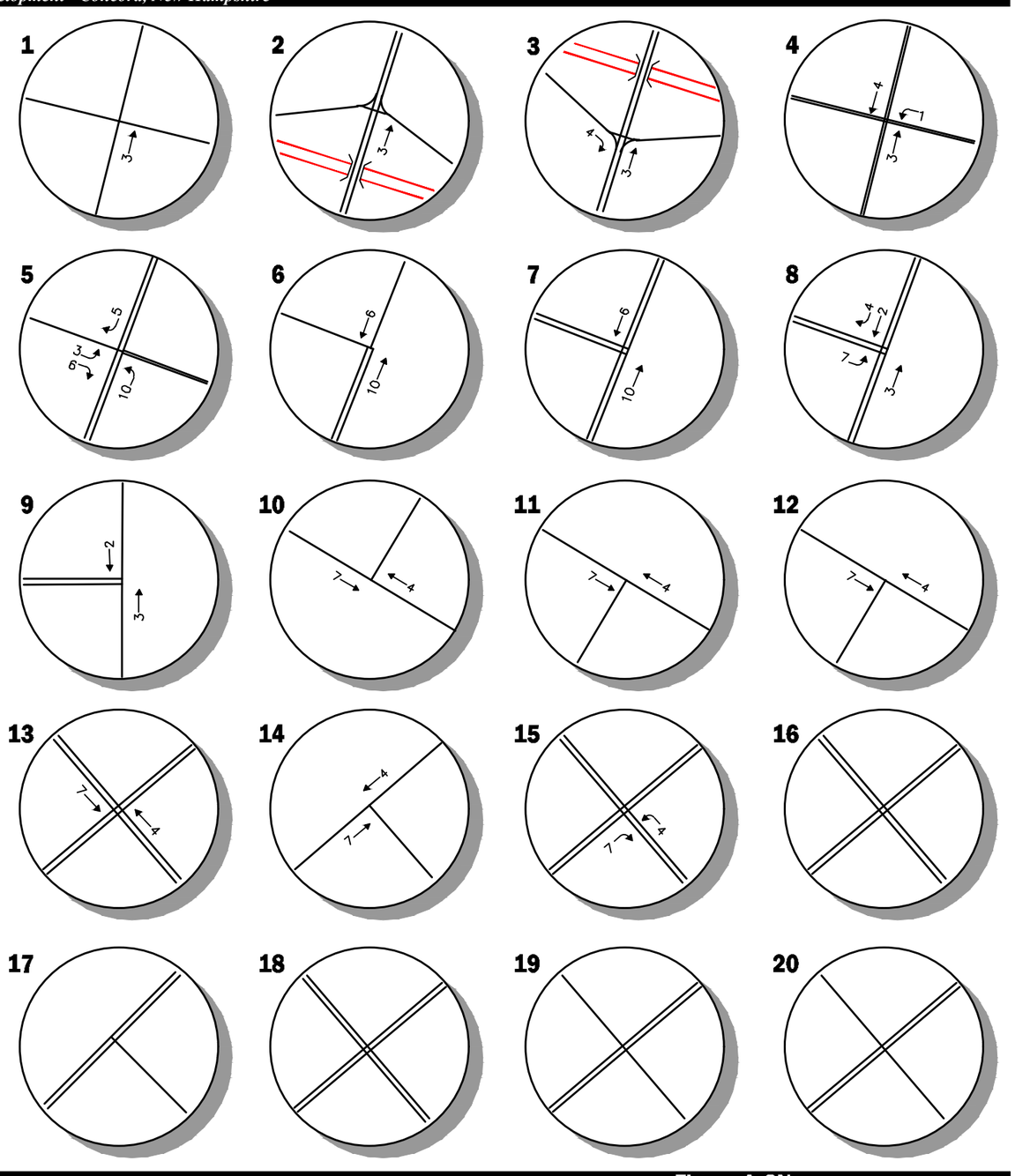


**Figure A-8N**

**Multifamily Residential Development**
**303 Sheep Davis Road**
**Weekday Evening**
**Peak-Hour Traffic Volumes**

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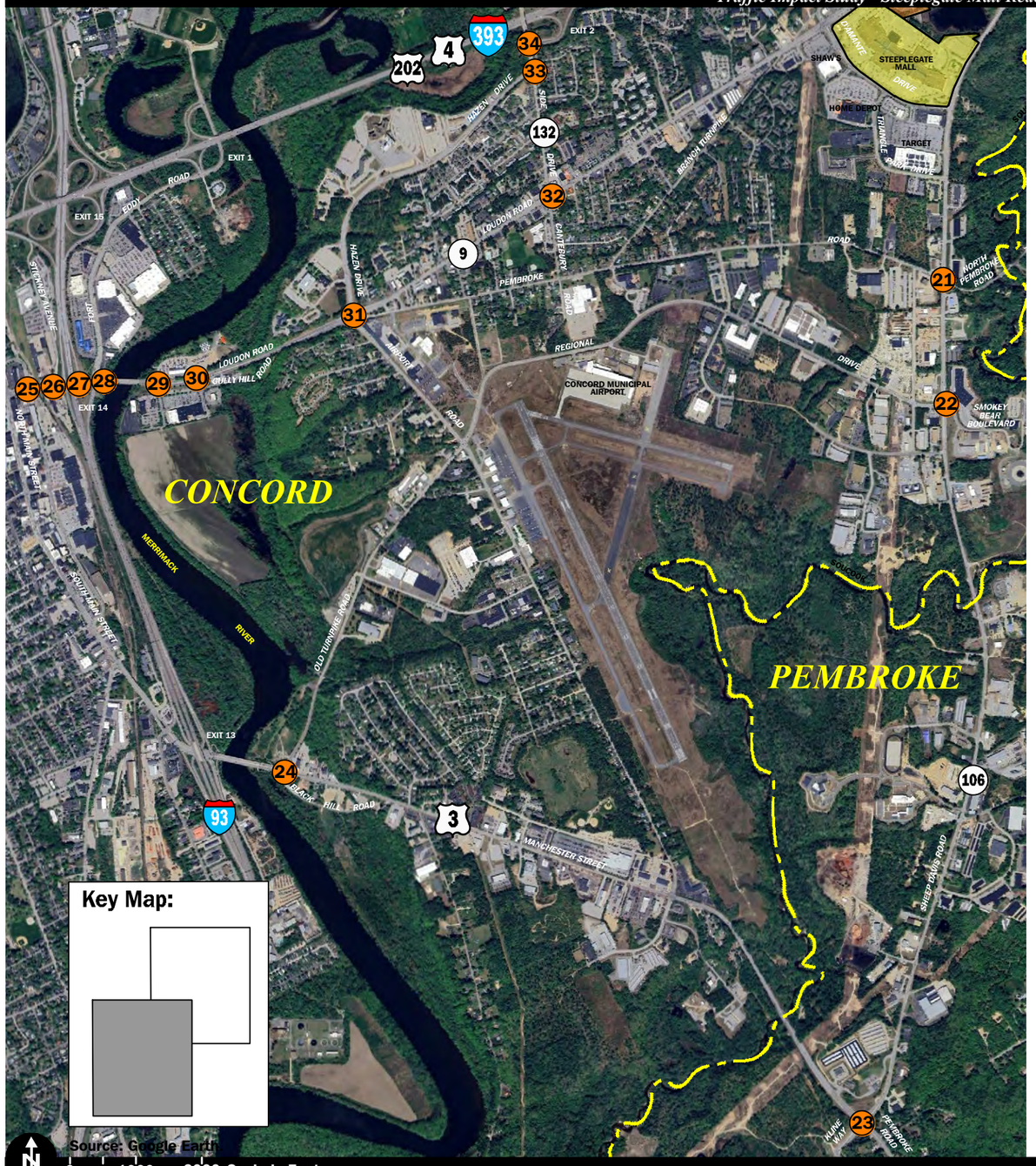


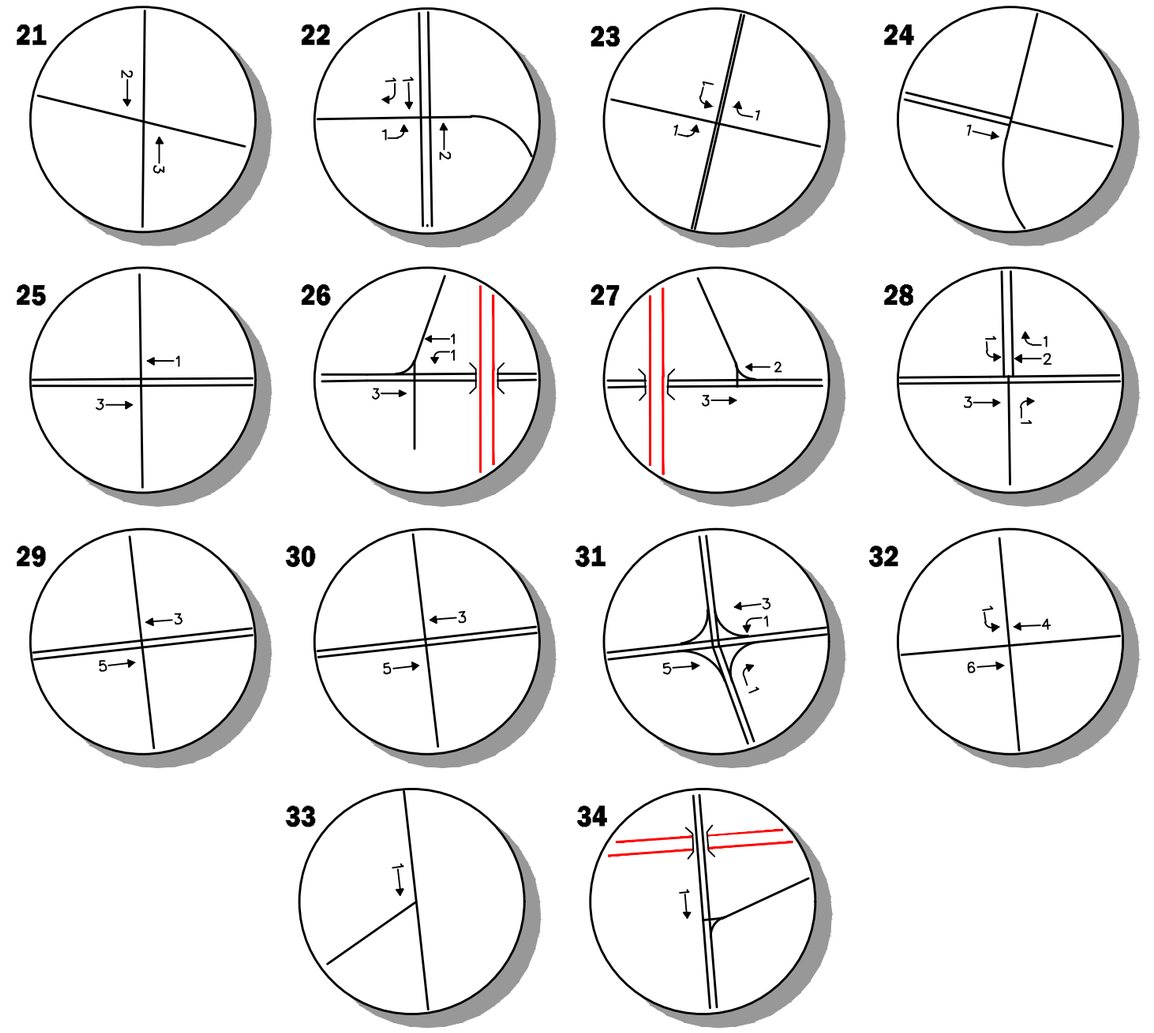


**Figure A-8S**

**Multifamily Residential Development**
**303 Sheep Davis Road**
**Weekday Evening**
**Peak-Hour Traffic Volumes**

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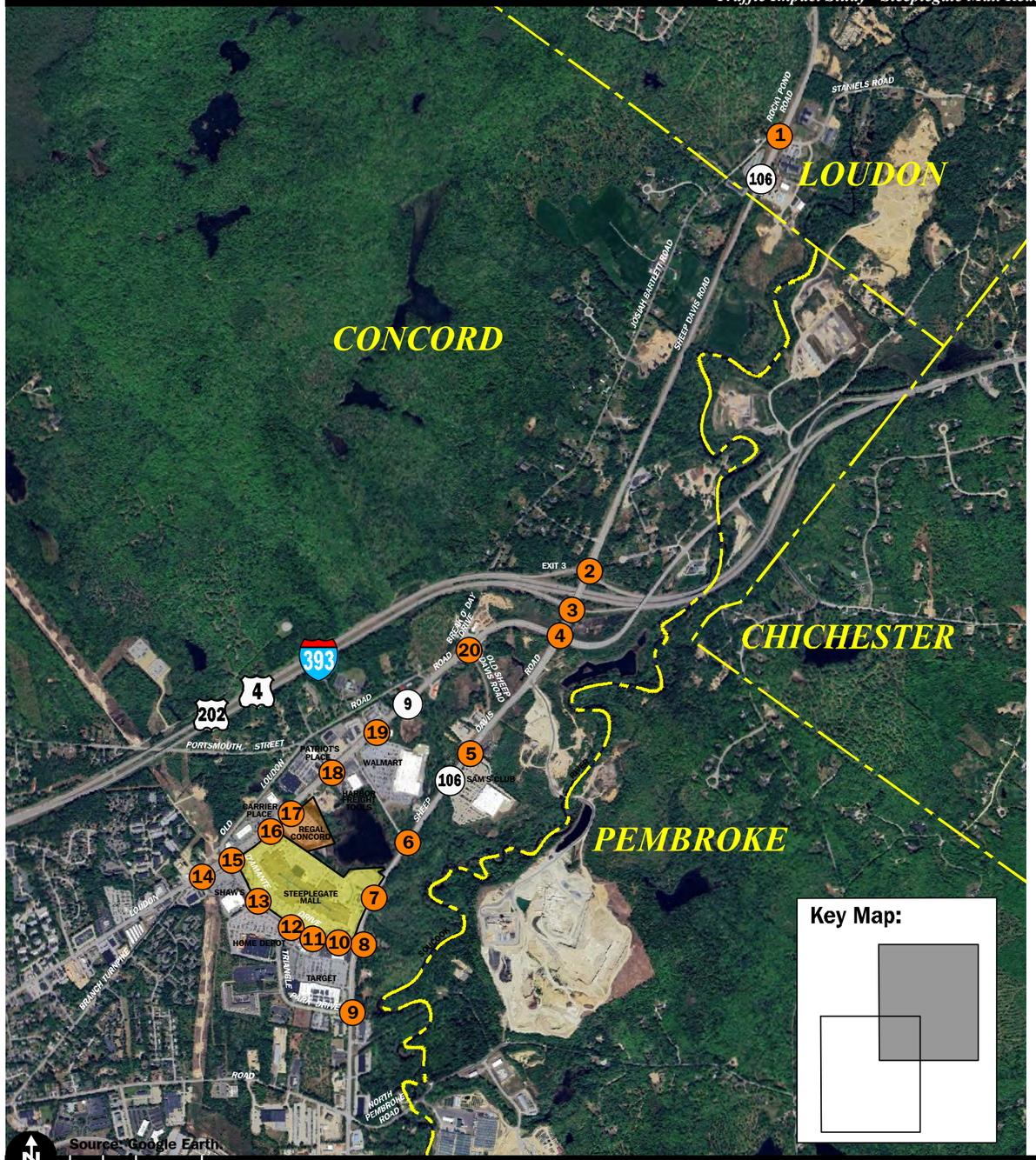


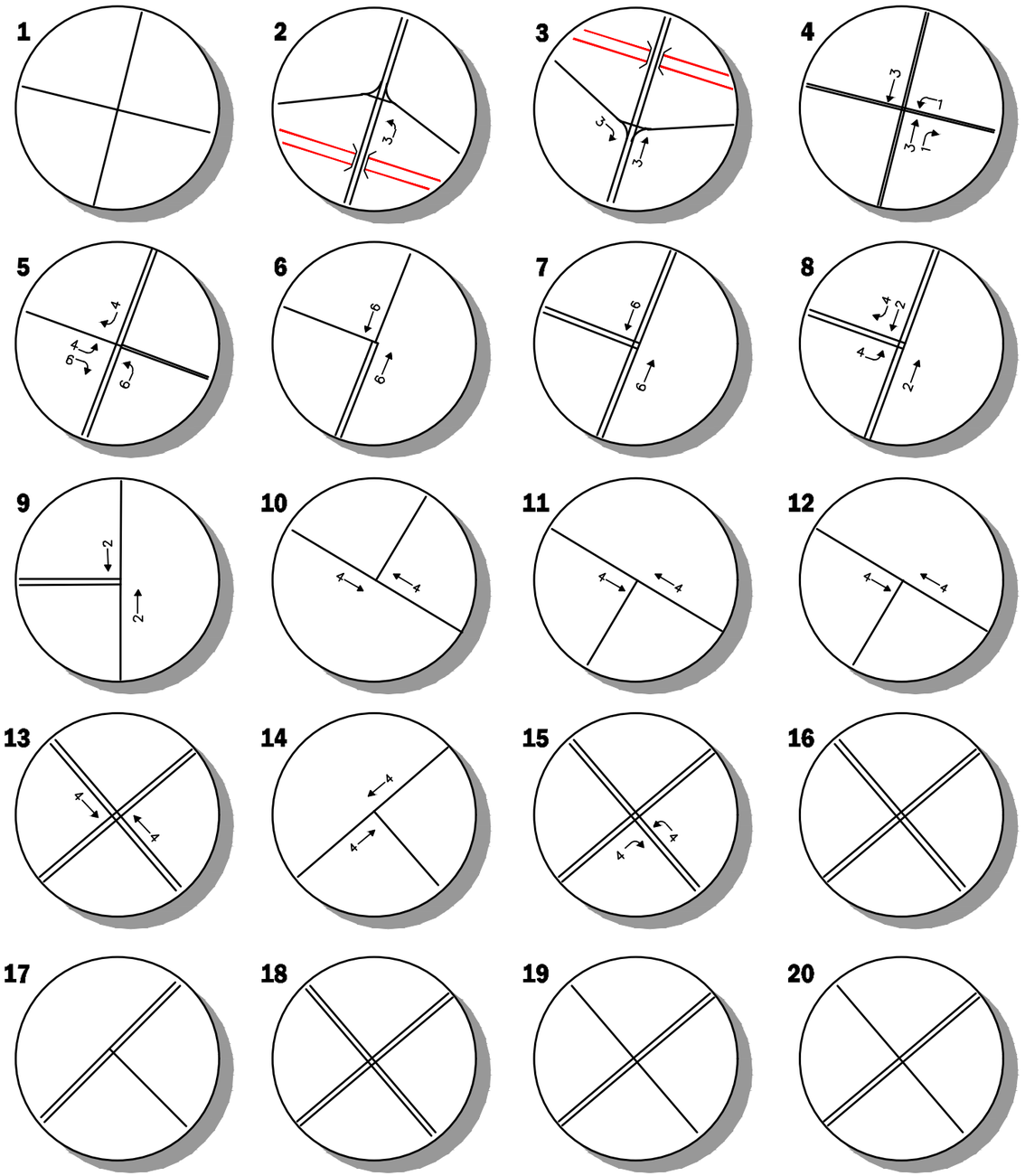


**Figure A-9N**

**Multifamily Residential Development**
**303 Sheep Davis Road**
**Saturday Midday**
**Peak-Hour Traffic Volumes**

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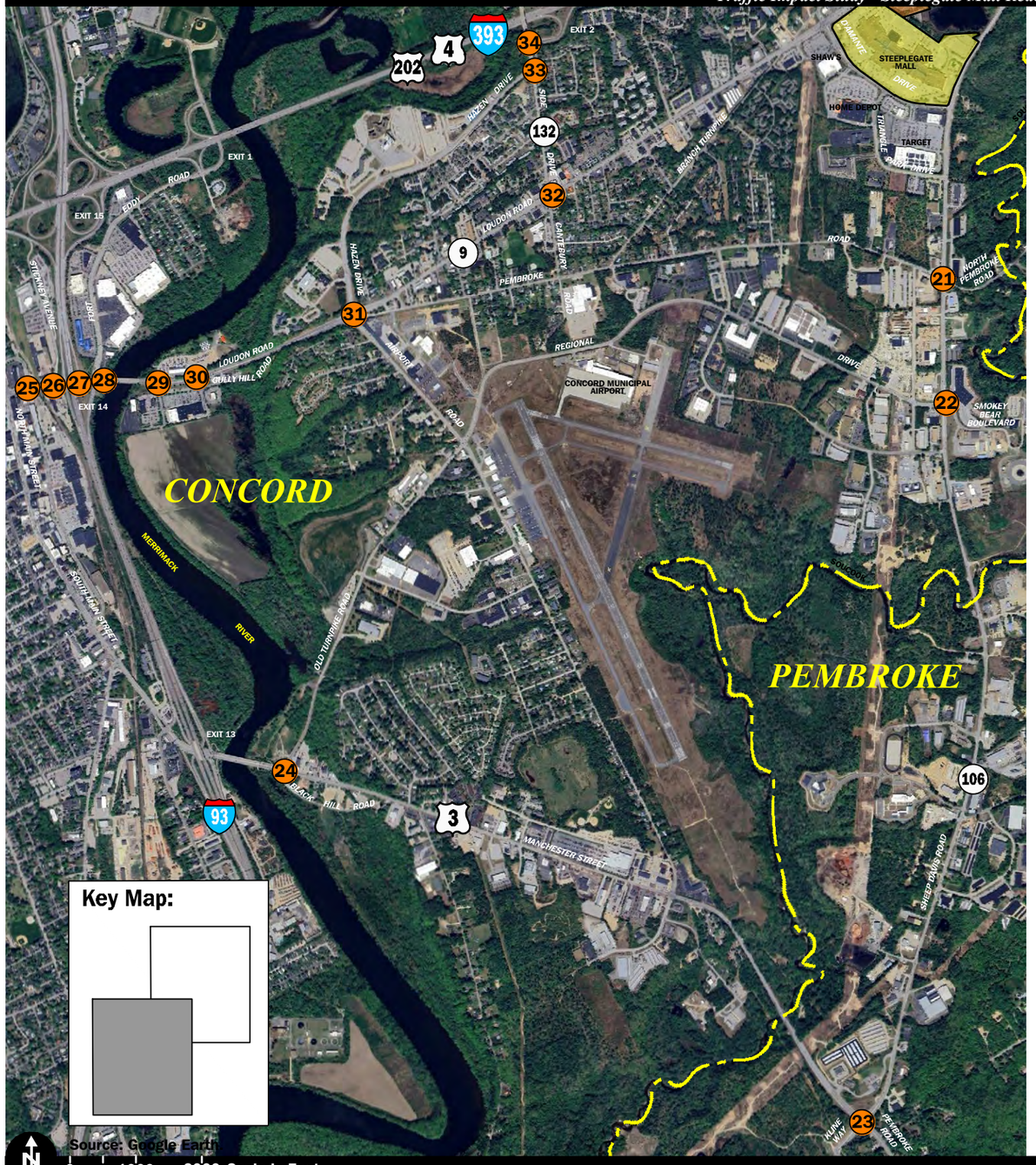


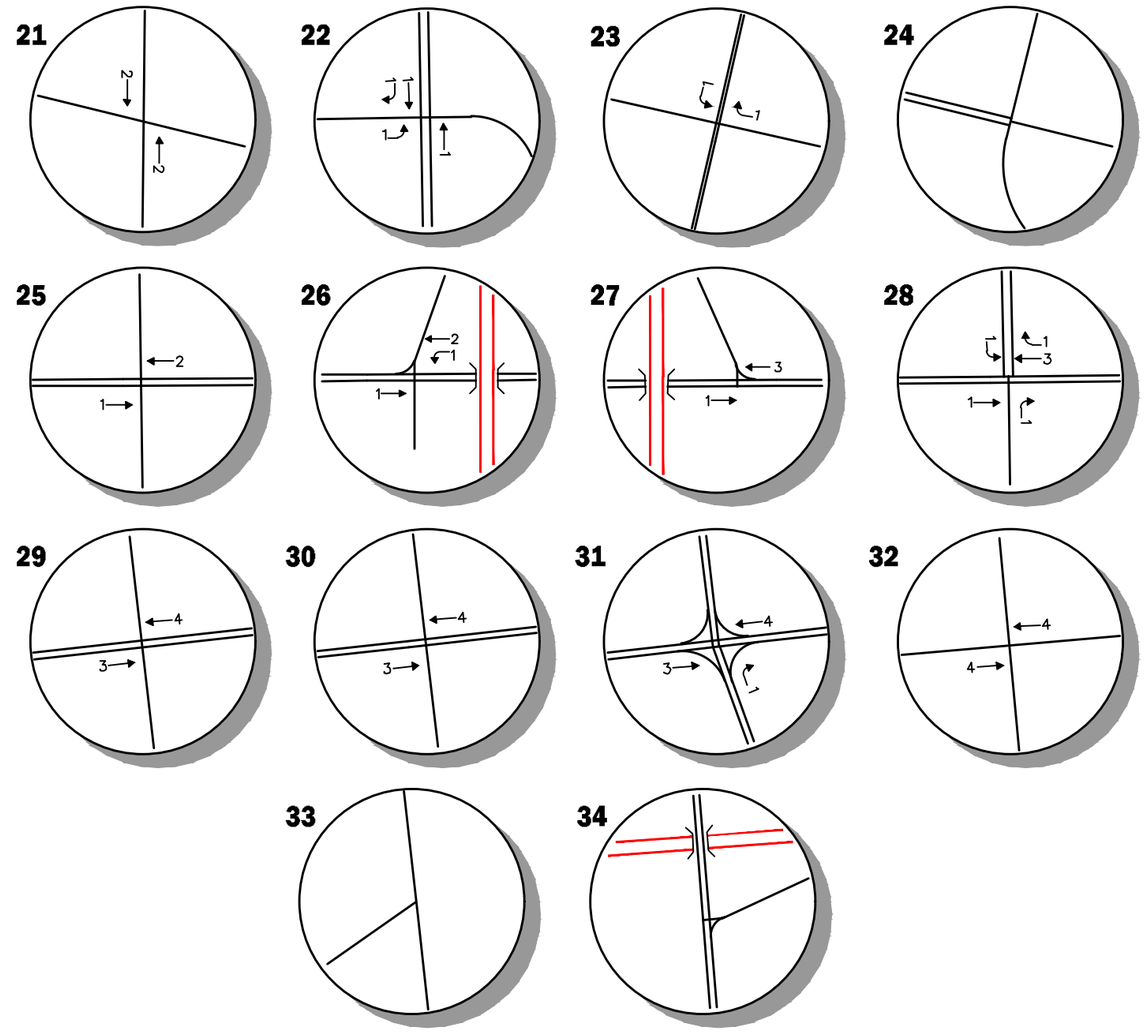


**Figure A-9S**

**Multifamily Residential Development**
**303 Sheep Davis Road**
**Saturday Midday**
**Peak-Hour Traffic Volumes**

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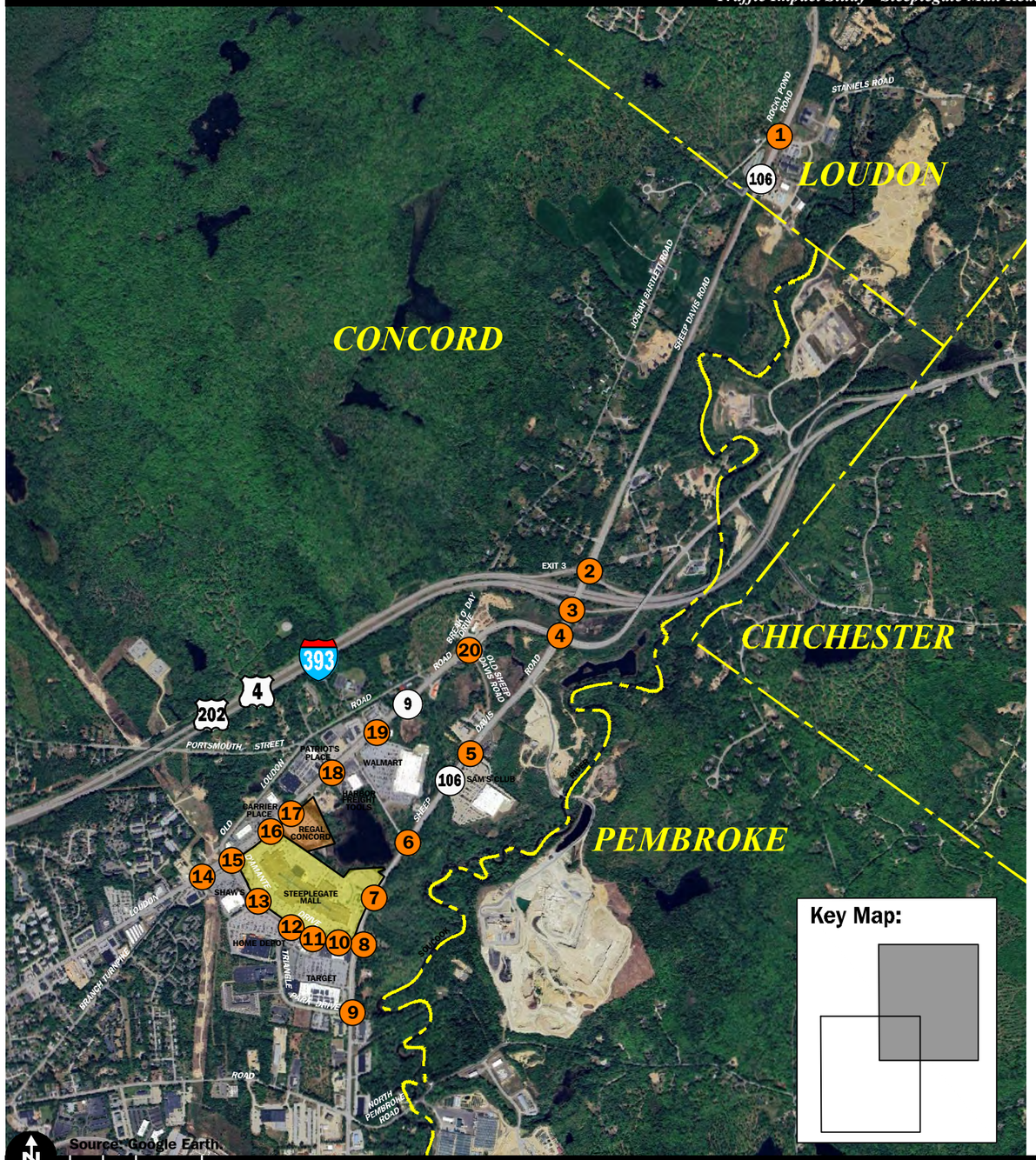


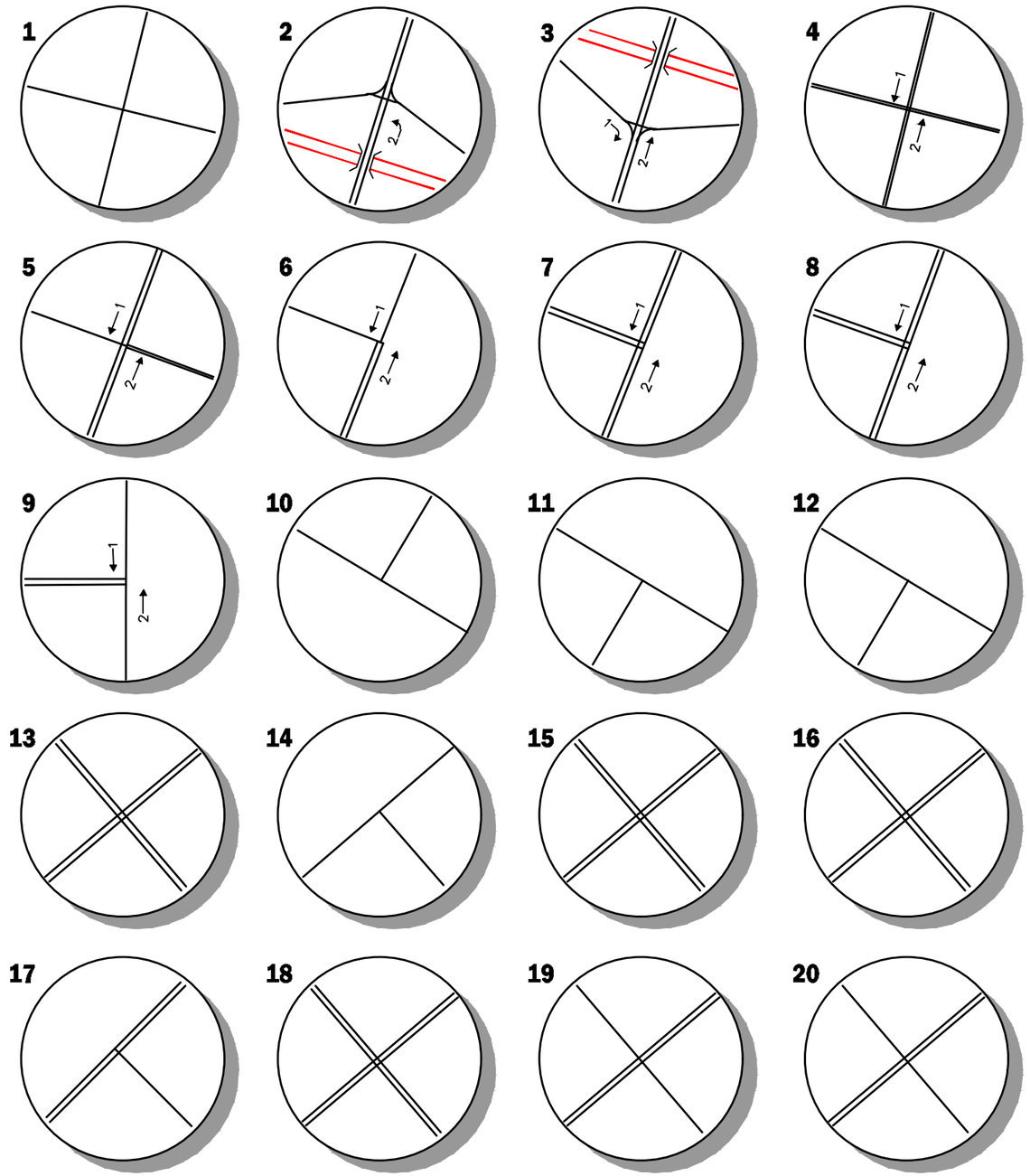


**Figure A-10N**

**Workforce Housing**
**195 Pembroke Road**
**Weekday Morning**
**Peak-Hour Traffic Volumes**

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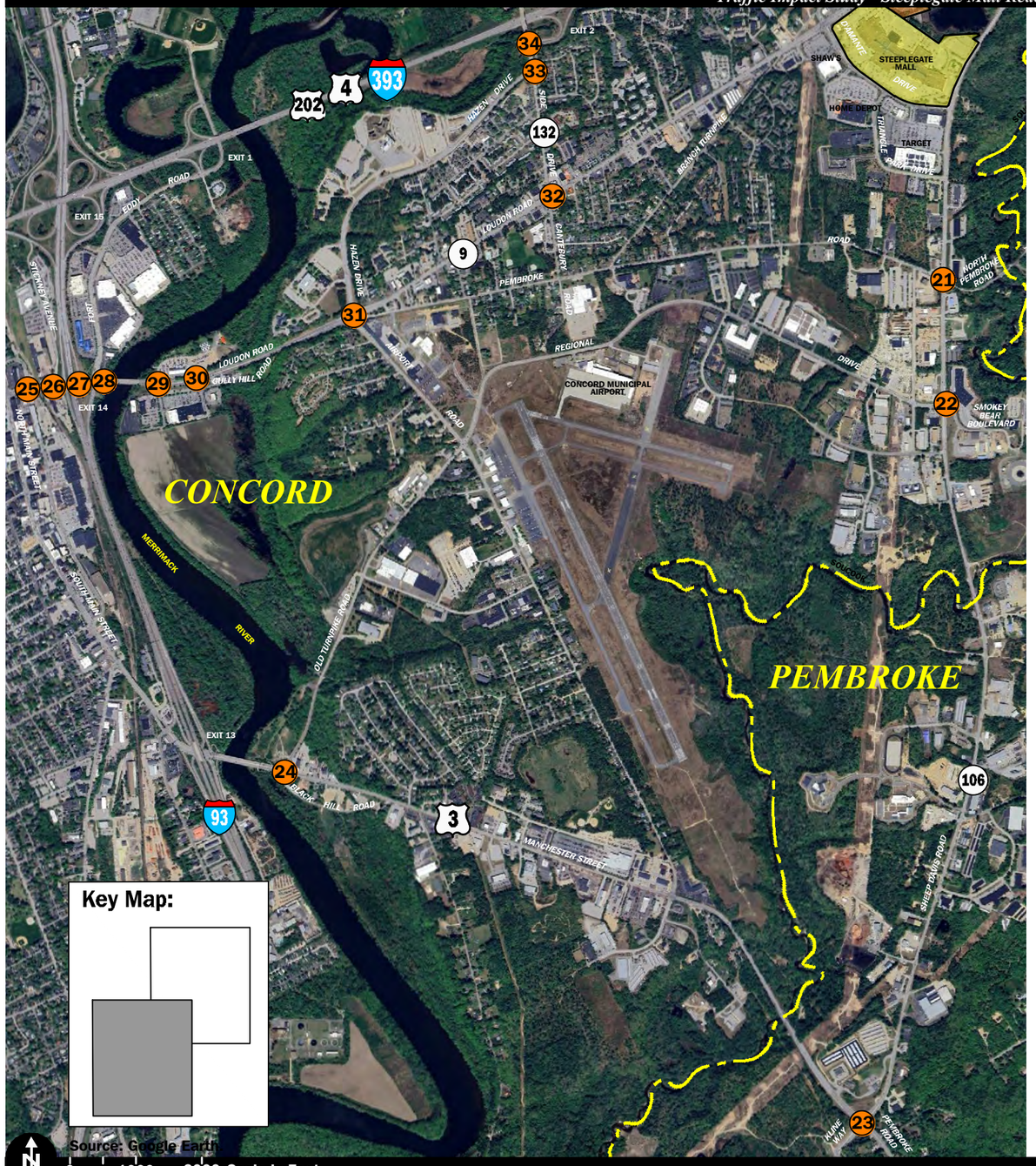


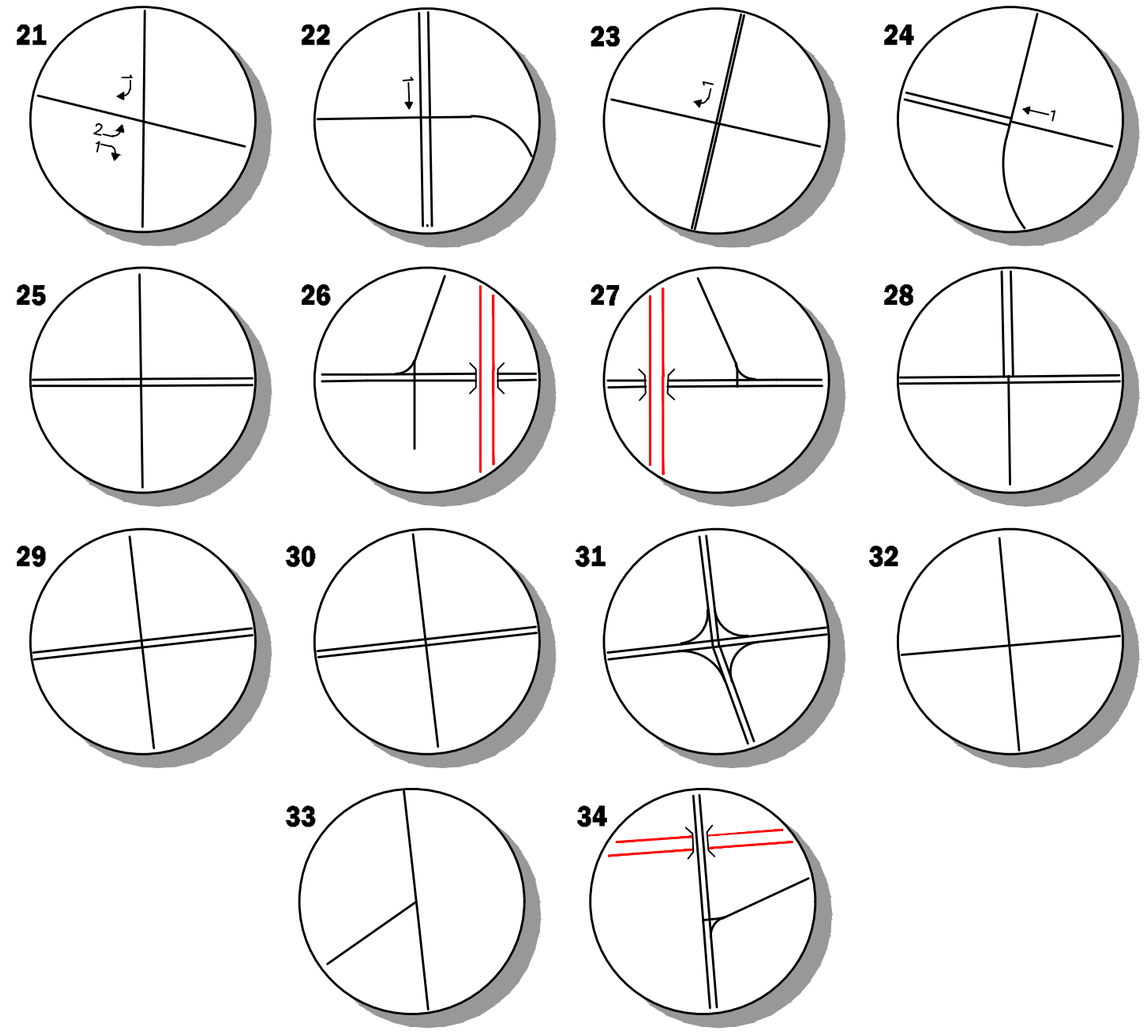


**Figure A-10S**

**Workforce Housing**
**195 Pembroke Road**
**Weekday Morning**
**Peak-Hour Traffic Volumes**

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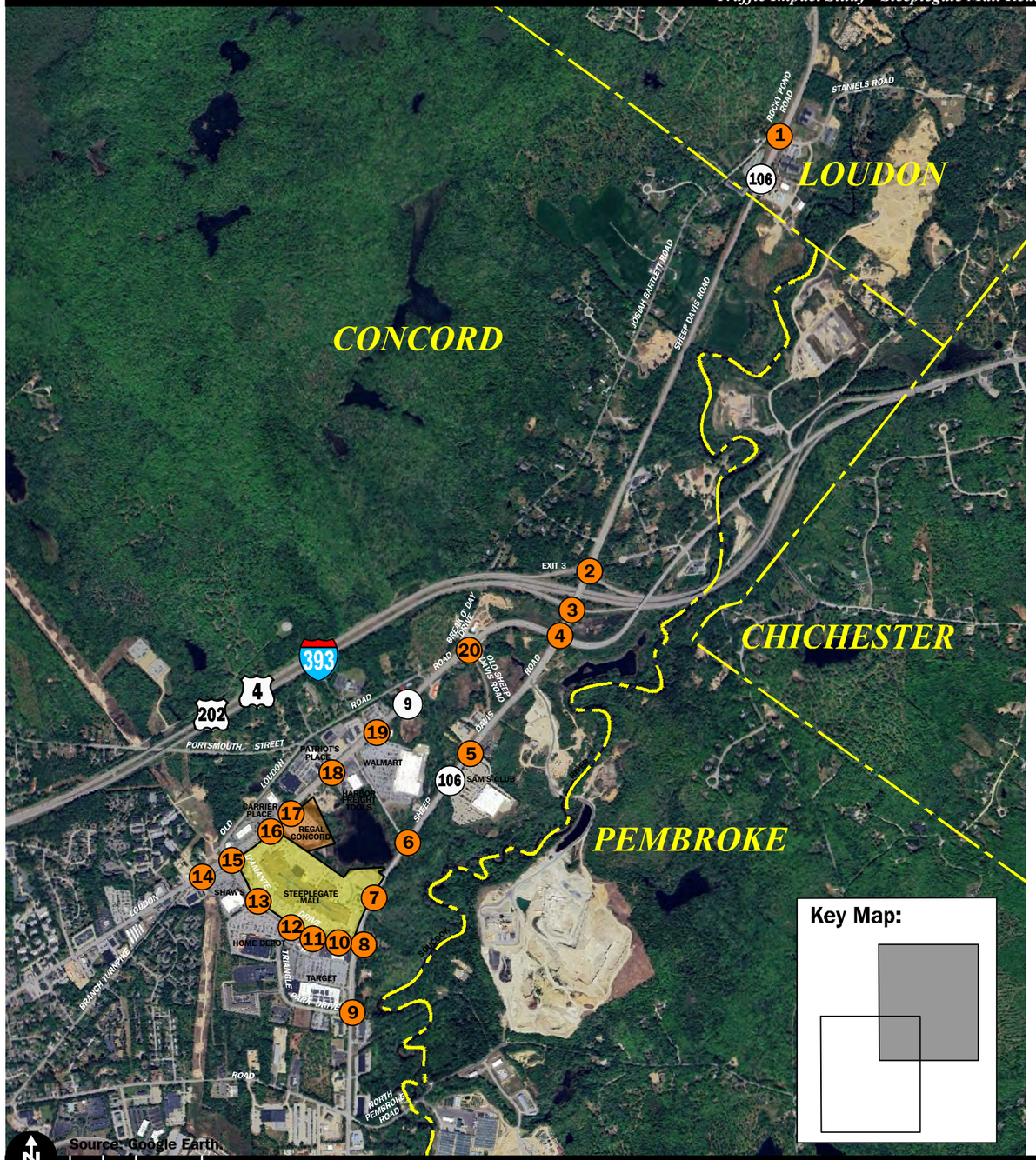


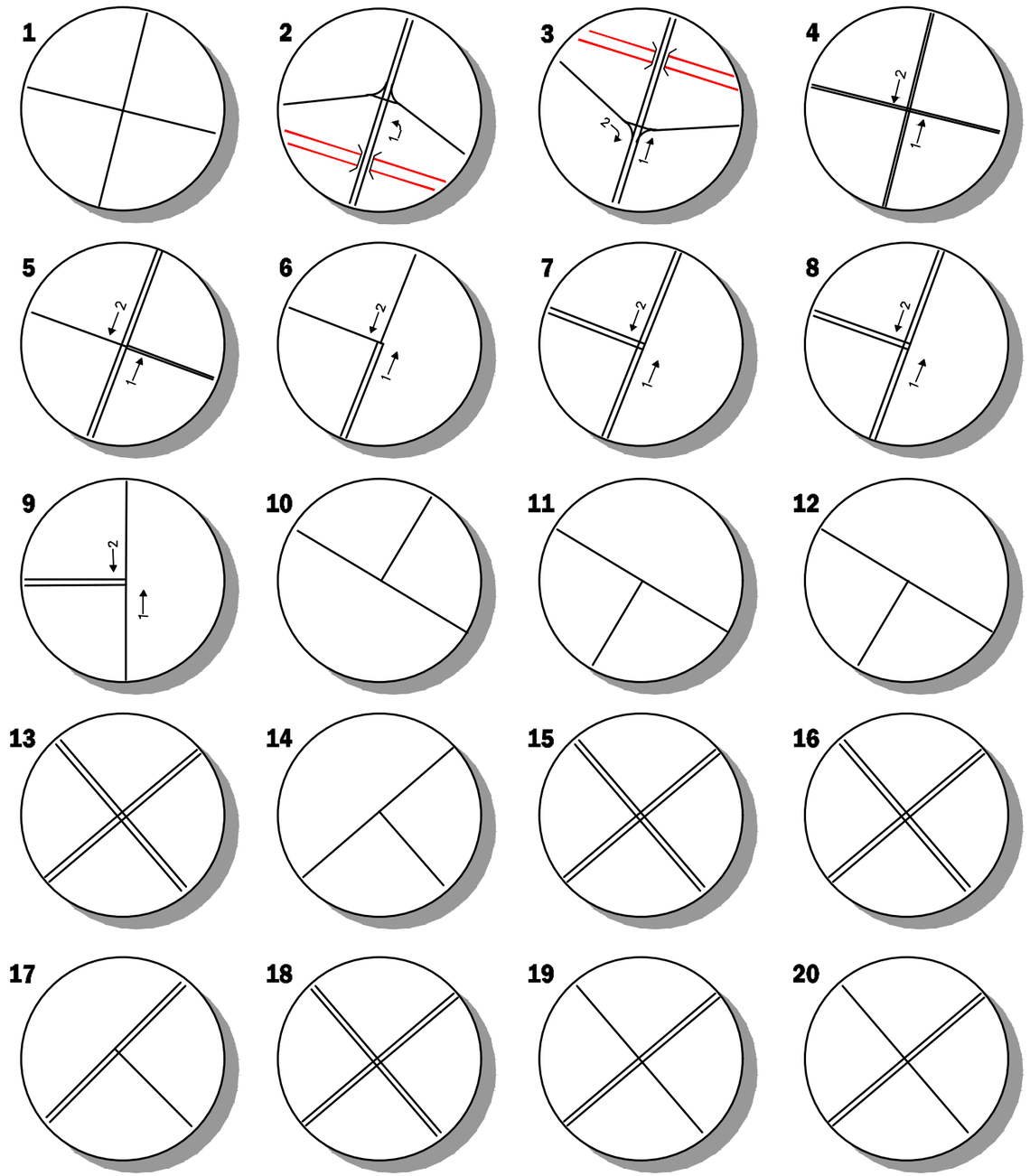


**Figure A-11N**

**Workforce Housing**
**195 Pembroke Road**
**Weekday Evening**
**Peak-Hour Traffic Volumes**

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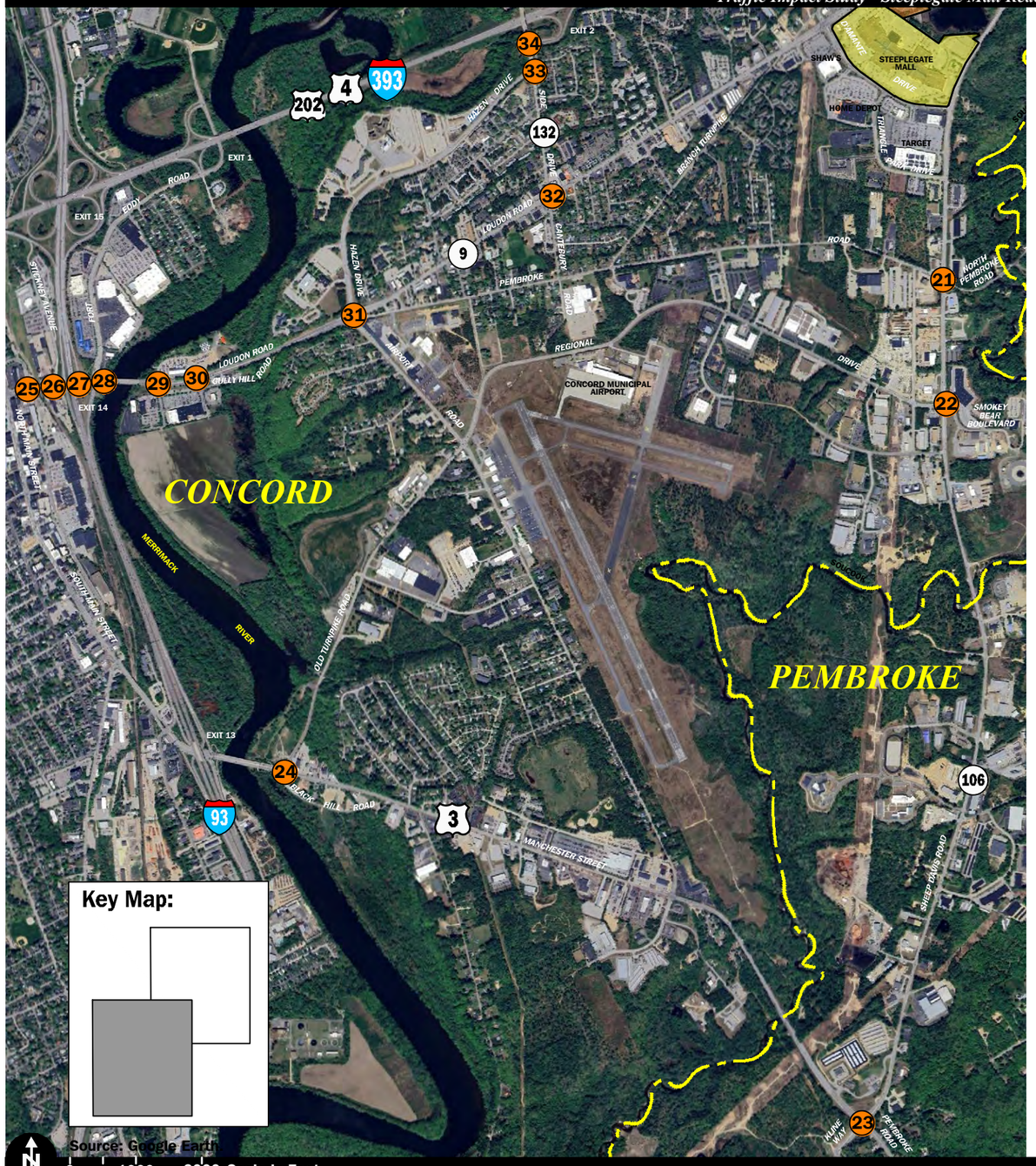


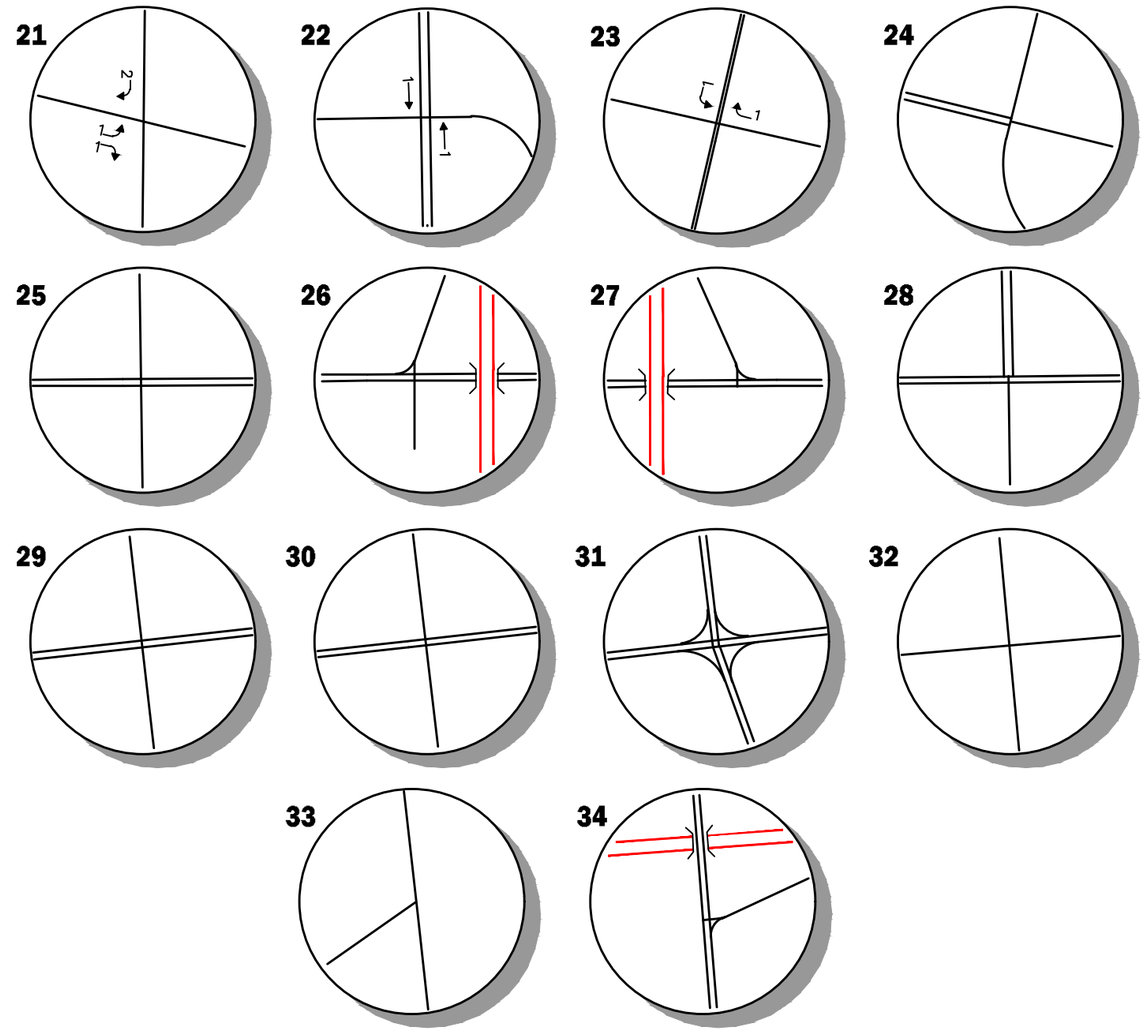


**Figure A-11S**

**Workforce Housing**
**195 Pembroke Road**
**Weekday Evening**
**Peak-Hour Traffic Volumes**

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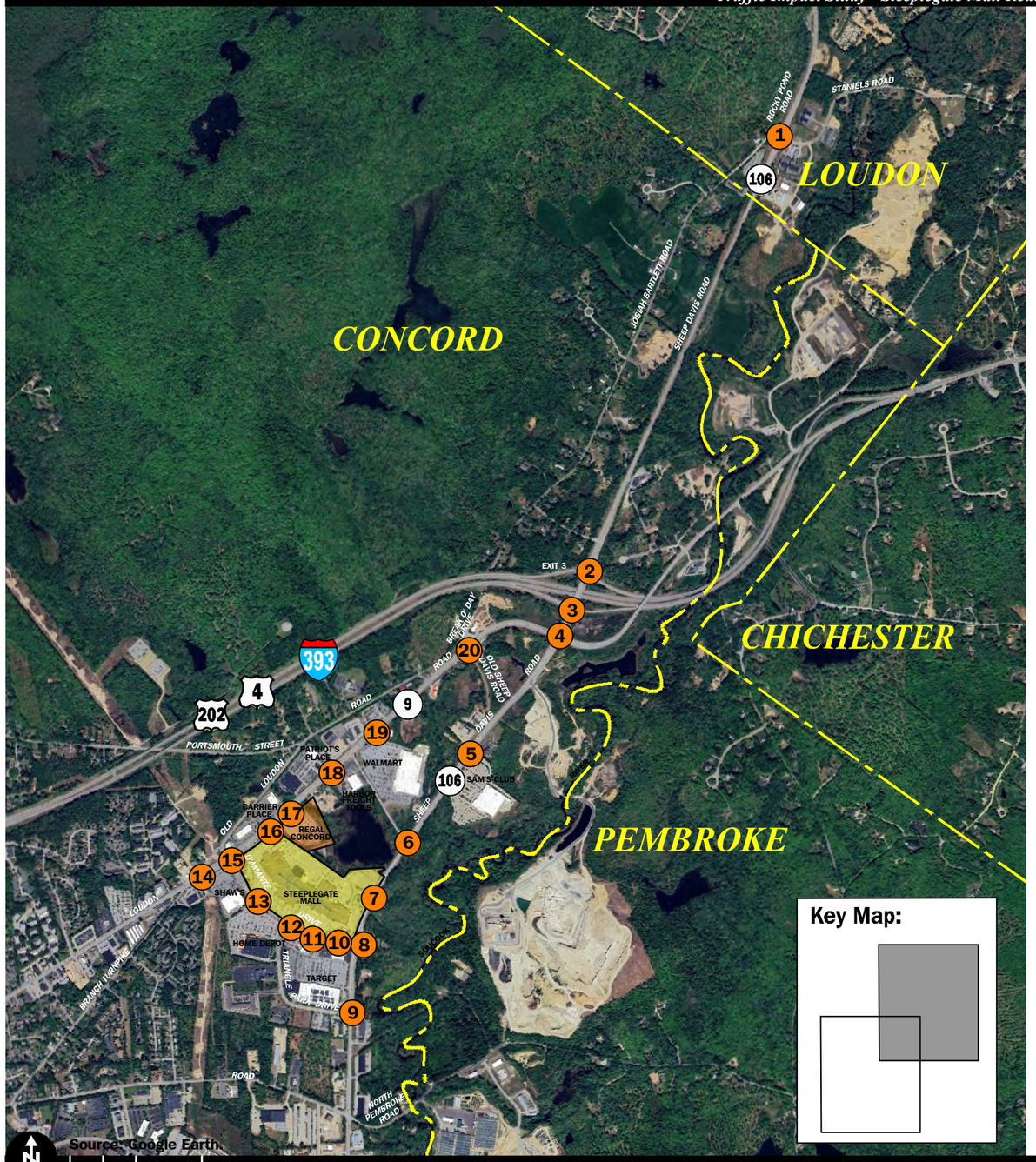


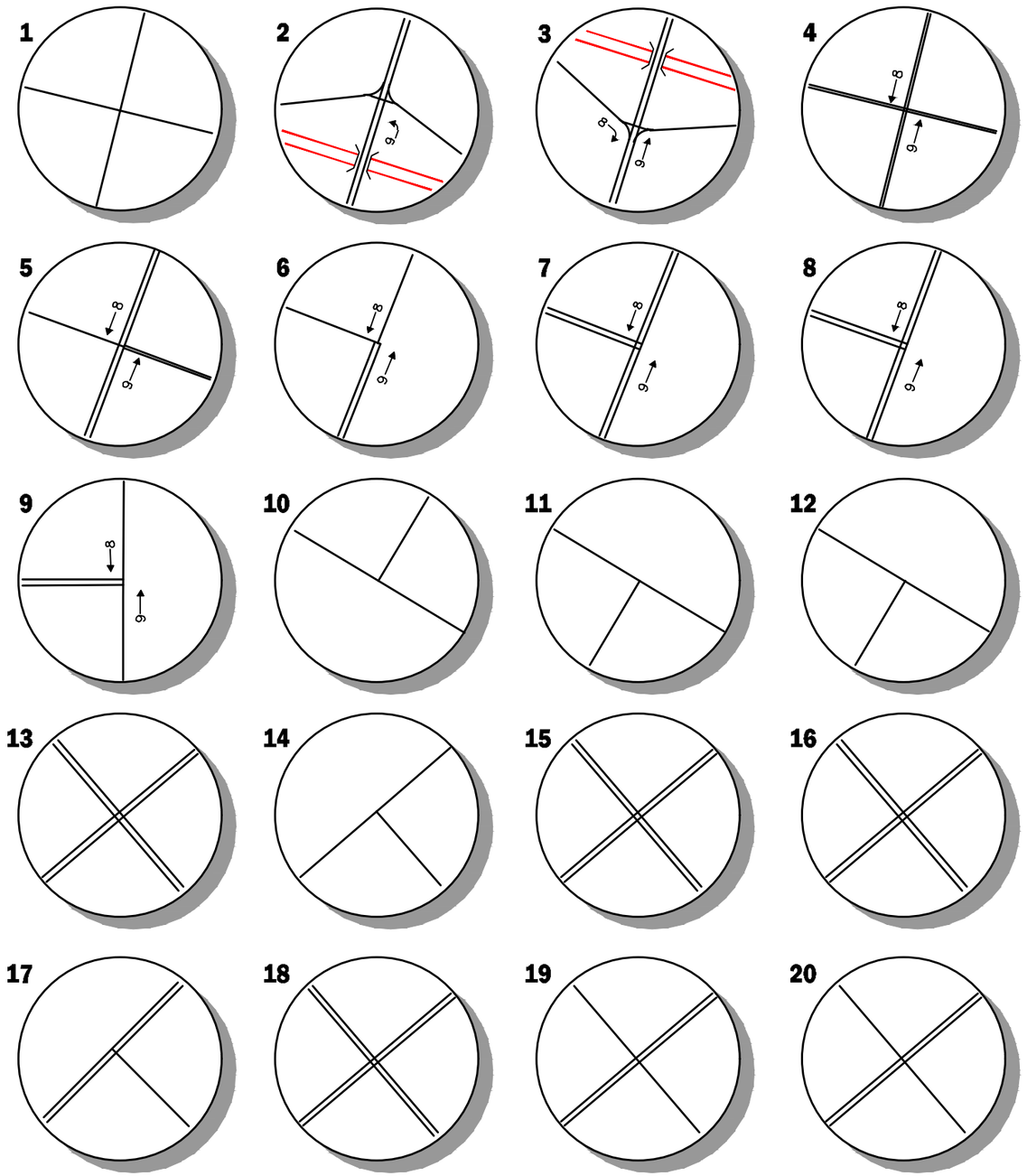


**Figure A-12N**

**Workforce Housing**
**195 Pembroke Road**
**Saturday Midday**
**Peak-Hour Traffic Volumes**

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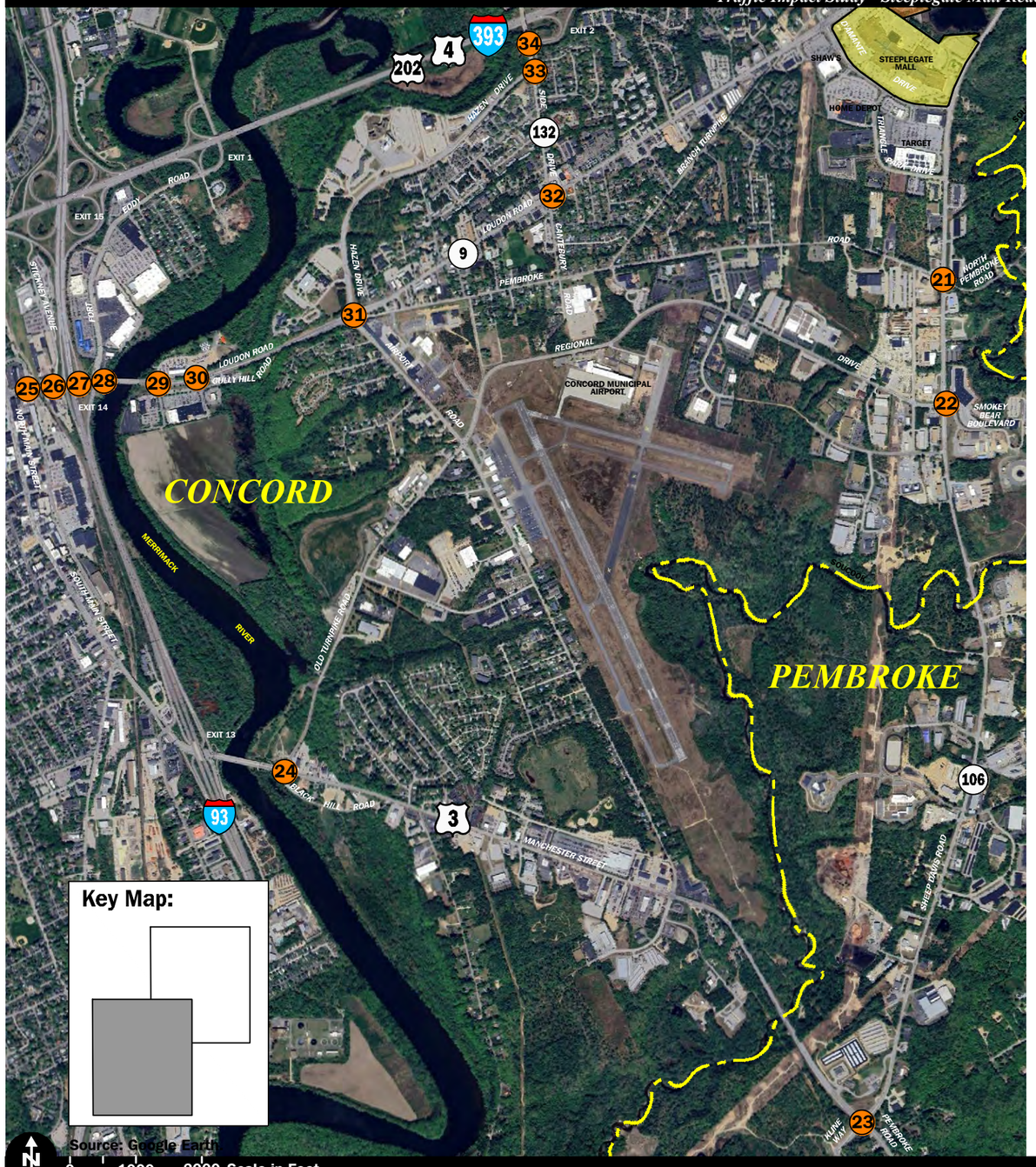


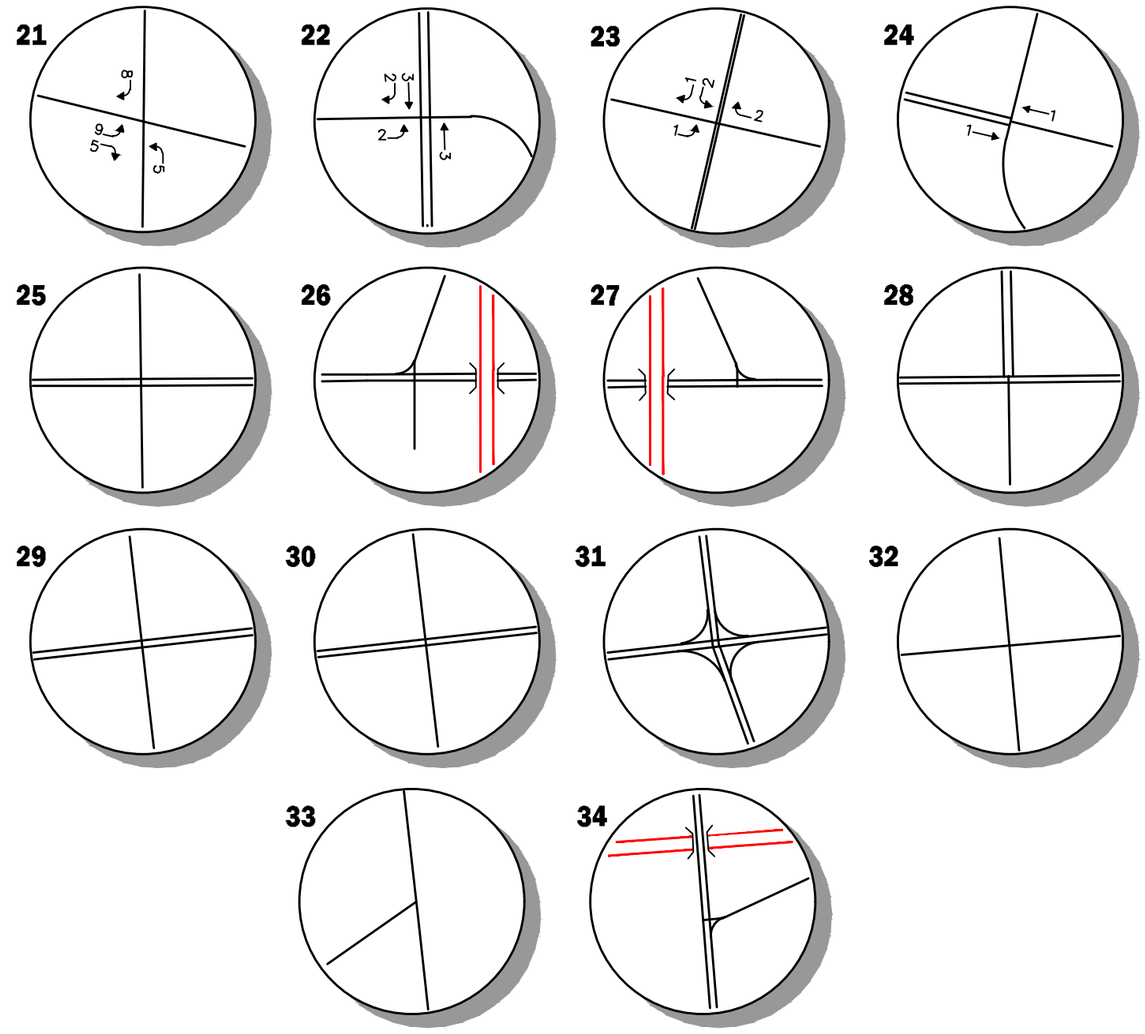


**Figure A-12S**

**Workforce Housing**
**195 Pembroke Road**
**Saturday Midday**
**Peak-Hour Traffic Volumes**

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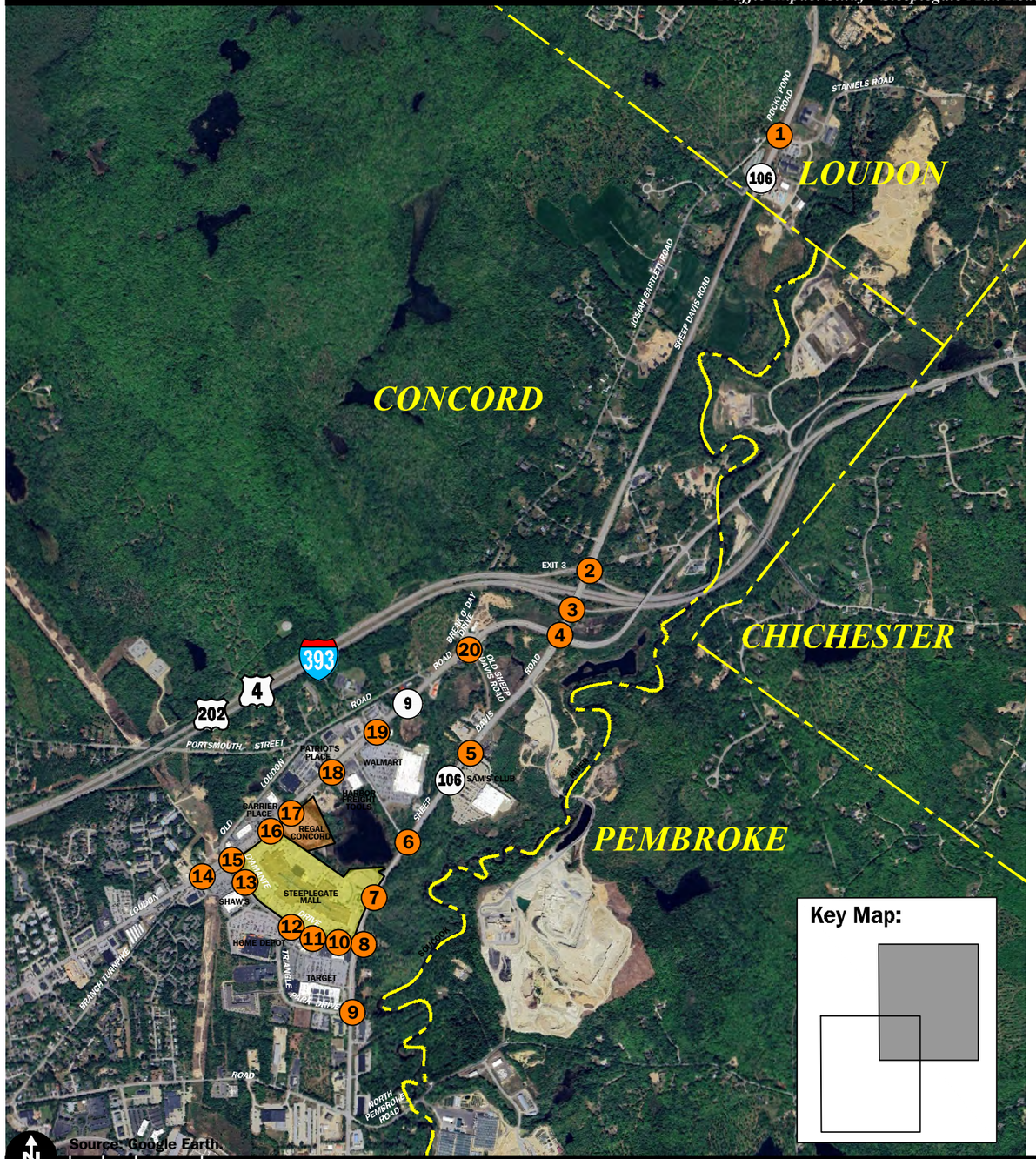


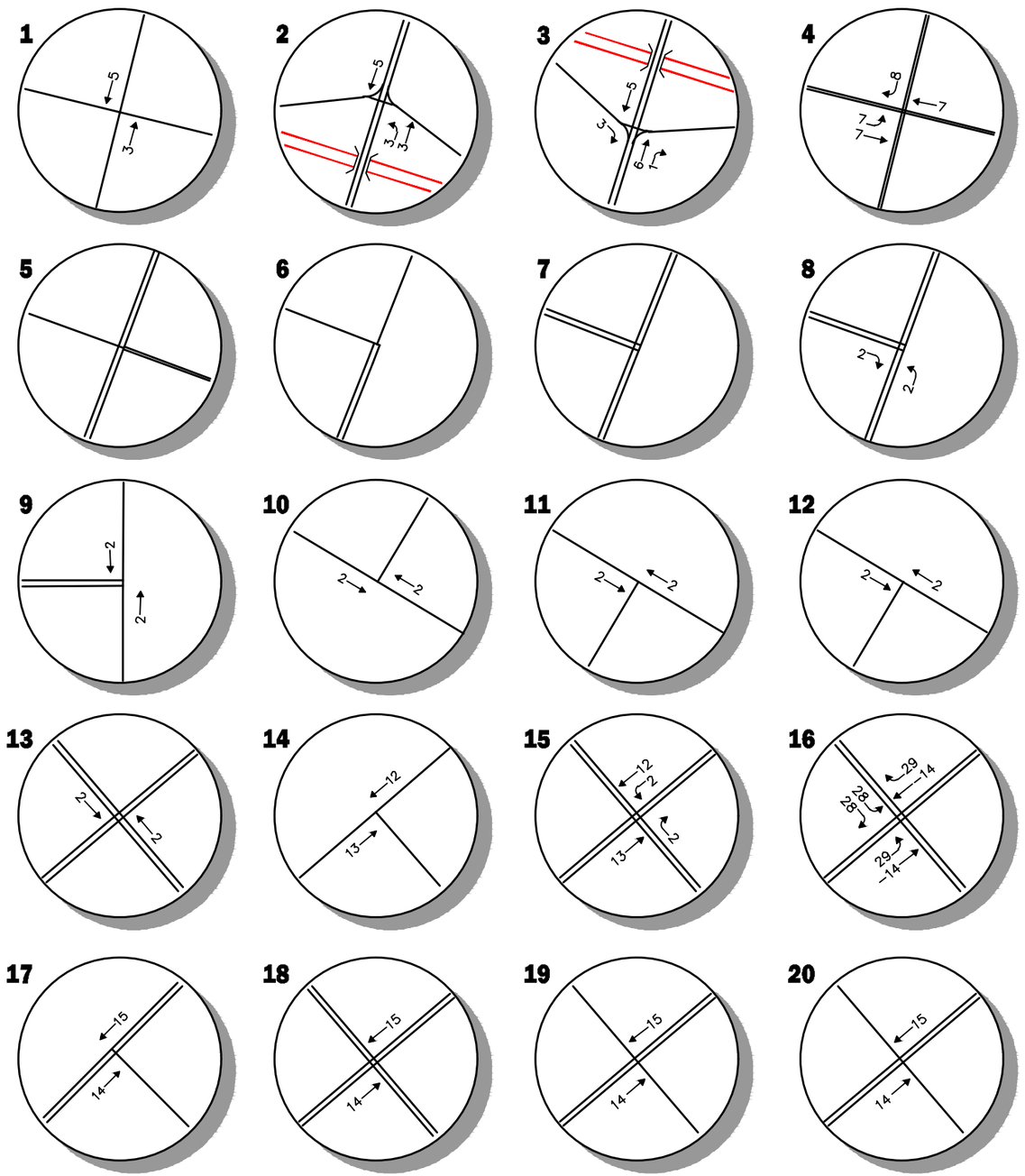


**Figure A-13N**

**Proposed Raising Cane's Restaurant**
**287 Loudon Road**
**Peak-Month**
**Weekday Morning**
**Peak-Hour Traffic Volumes**

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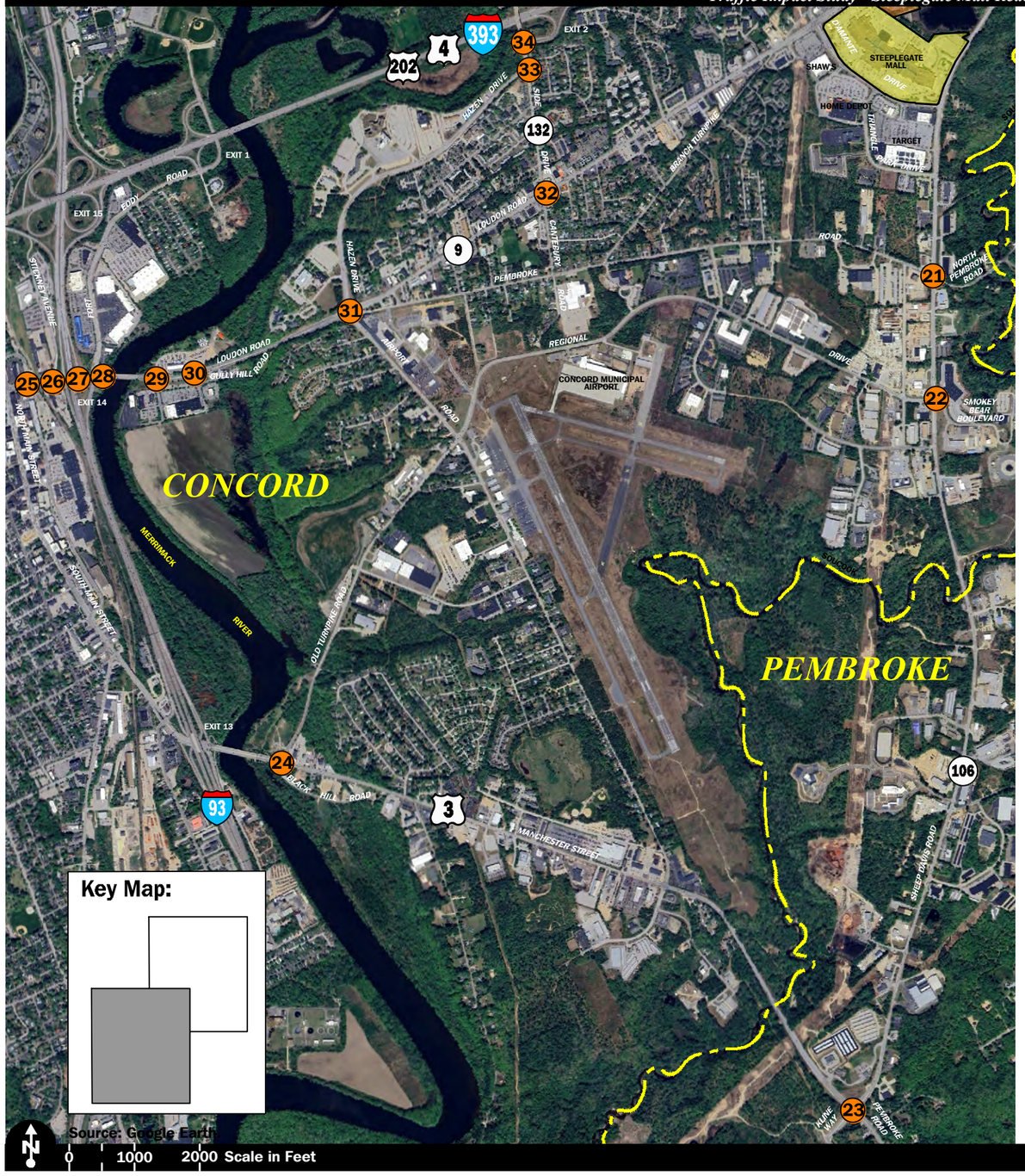


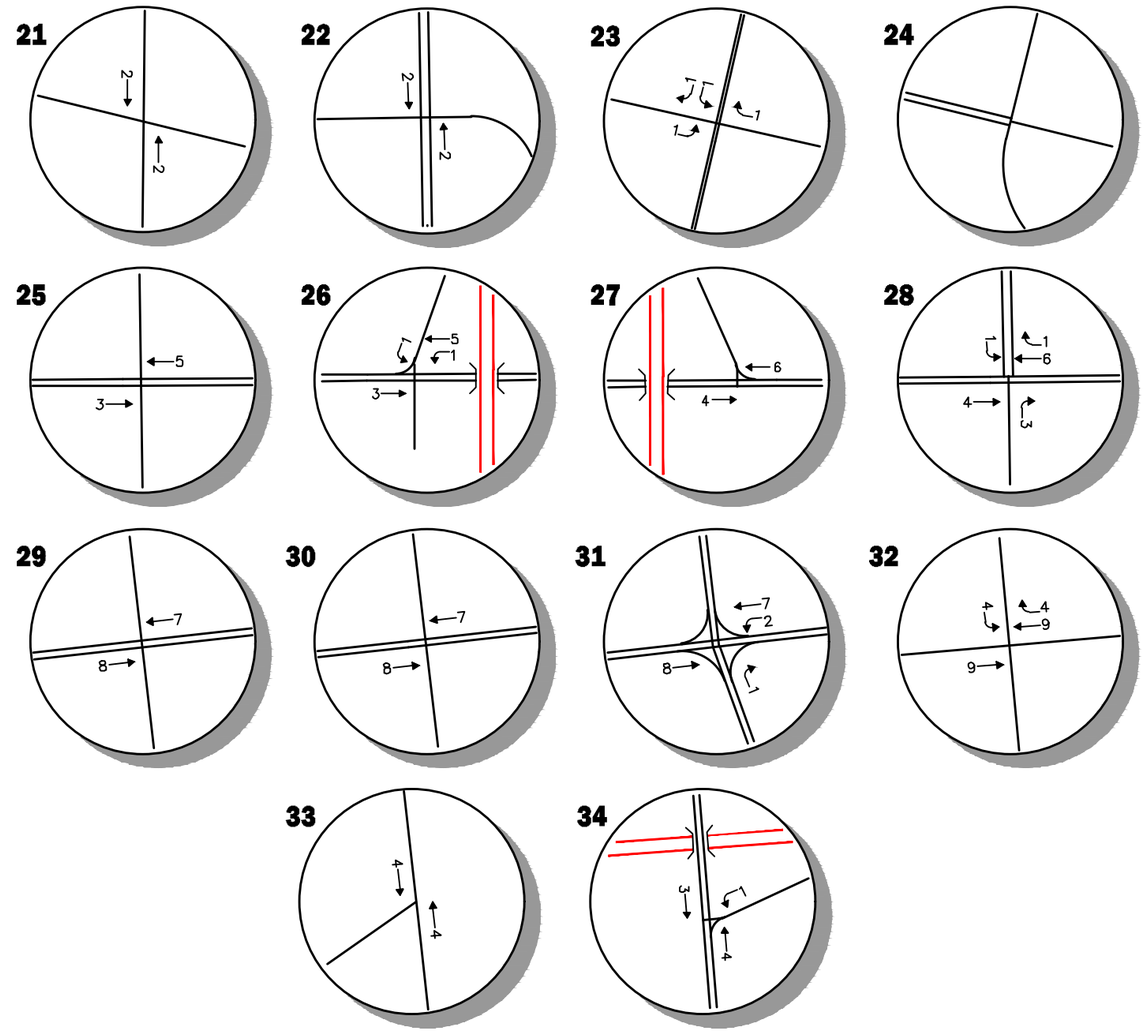


**Figure A-13S**

**Proposed Raising Cane's Restaurant**
**287 Loudon Road**
**Peak-Month**
**Weekday Morning**
**Peak-Hour Traffic Volumes**

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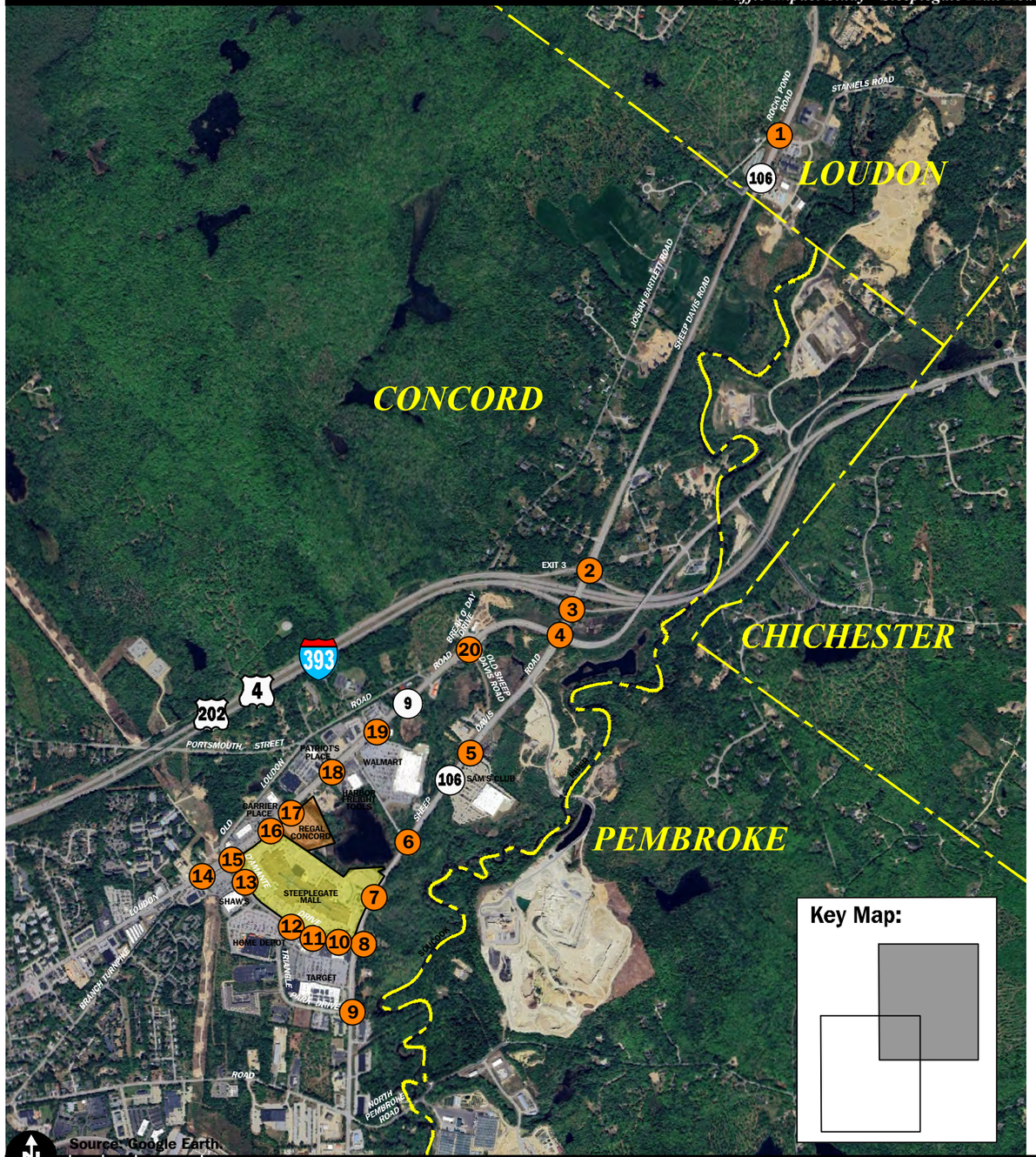


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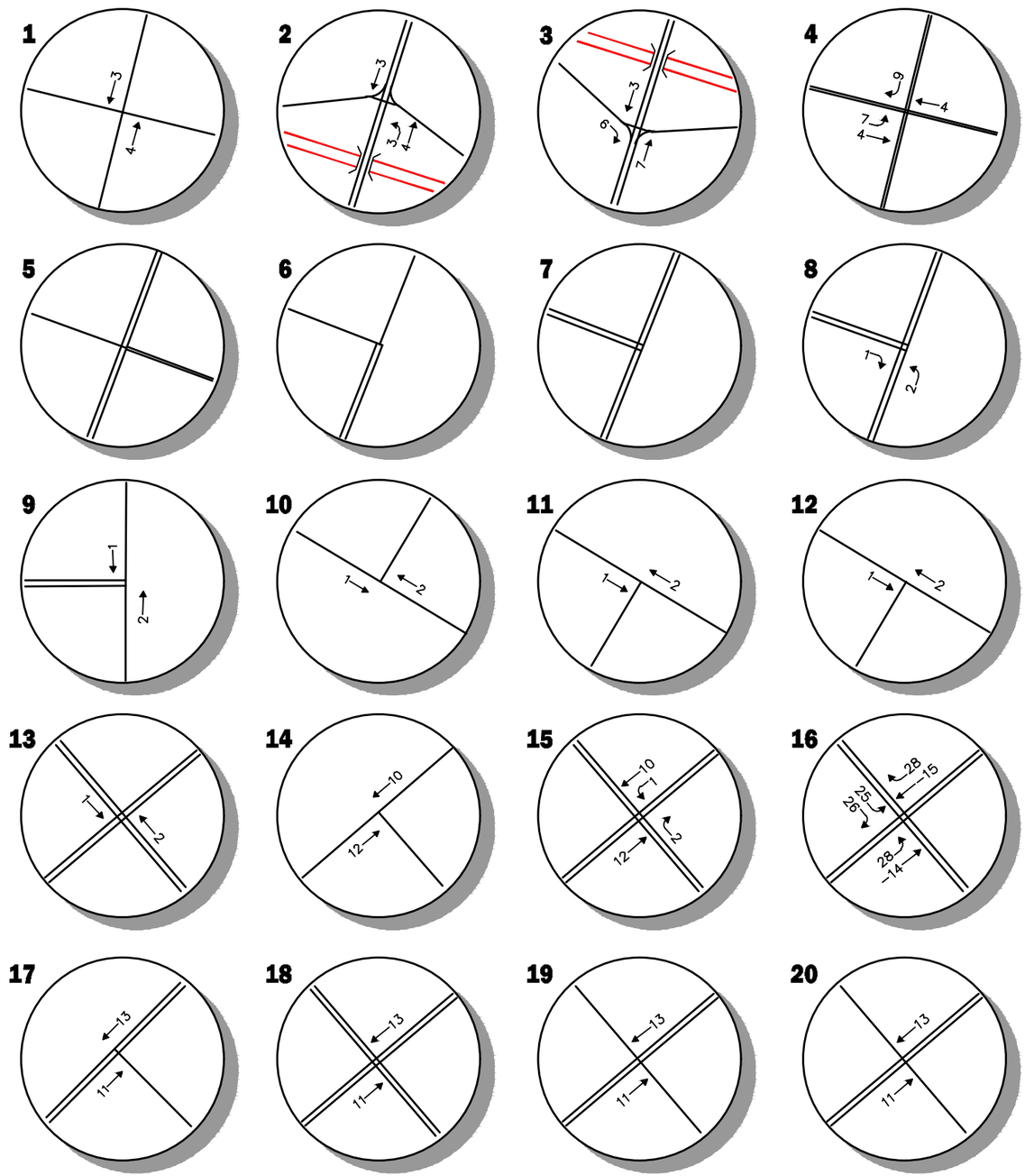


**Figure A-14N**

**Proposed Raising Cane's Restaurant**
**287 Loudon Road**
**Peak-Month**
**Weekday Evening**
**Peak-Hour Traffic Volumes**

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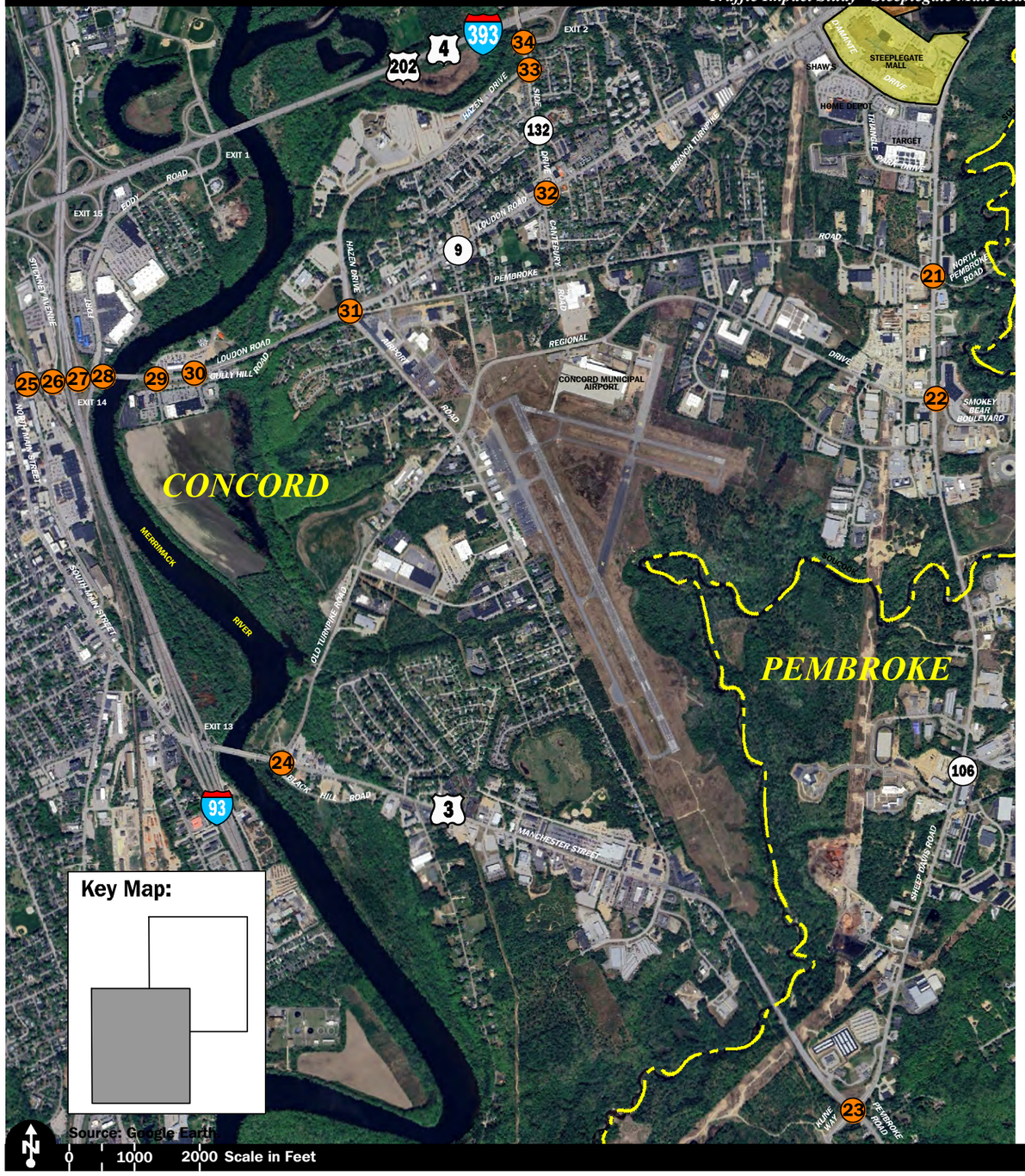


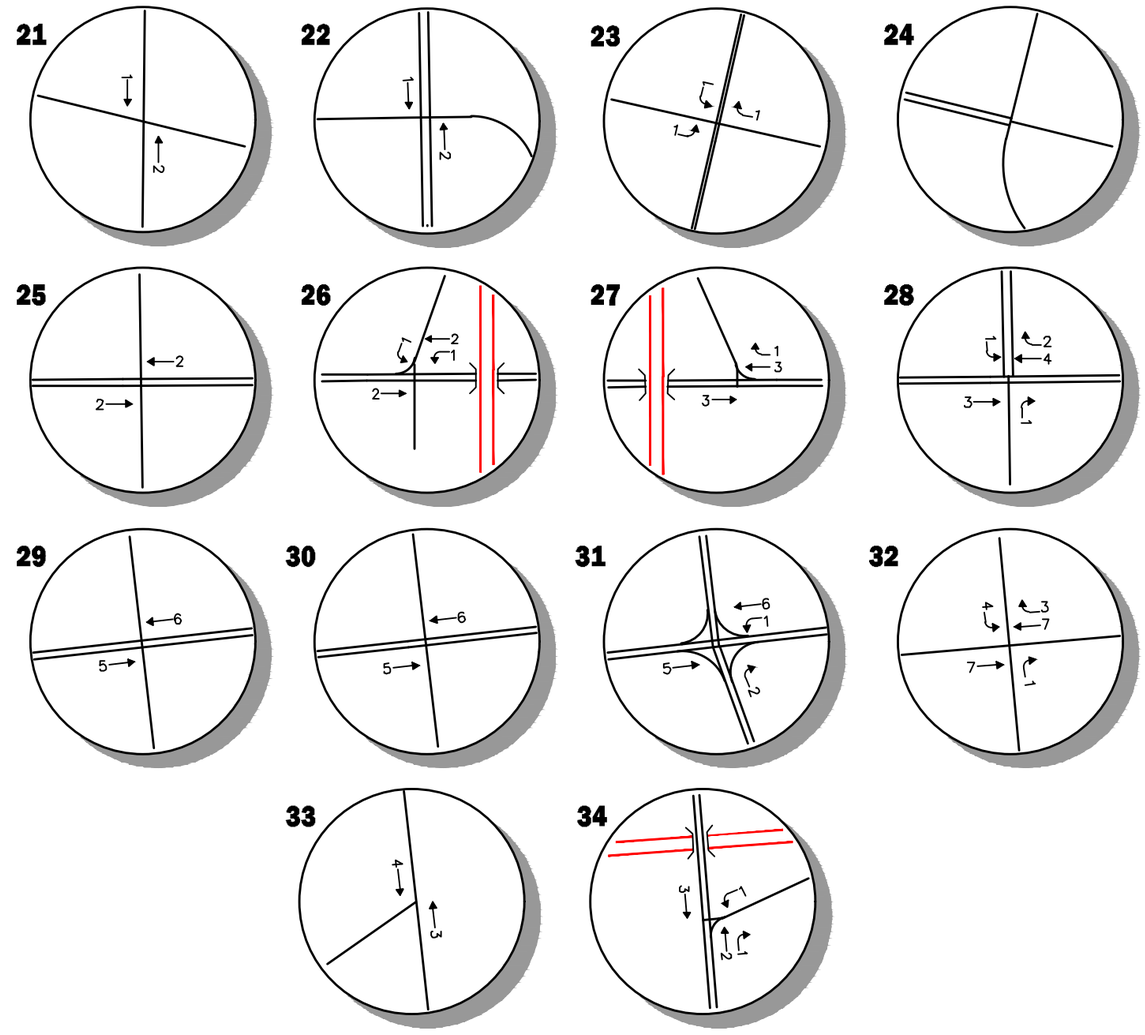


**Figure A-14S**

**Proposed Raising Cane's Restaurant**
**287 Loudon Road**
**Peak-Month**
**Weekday Evening**
**Peak-Hour Traffic Volumes**

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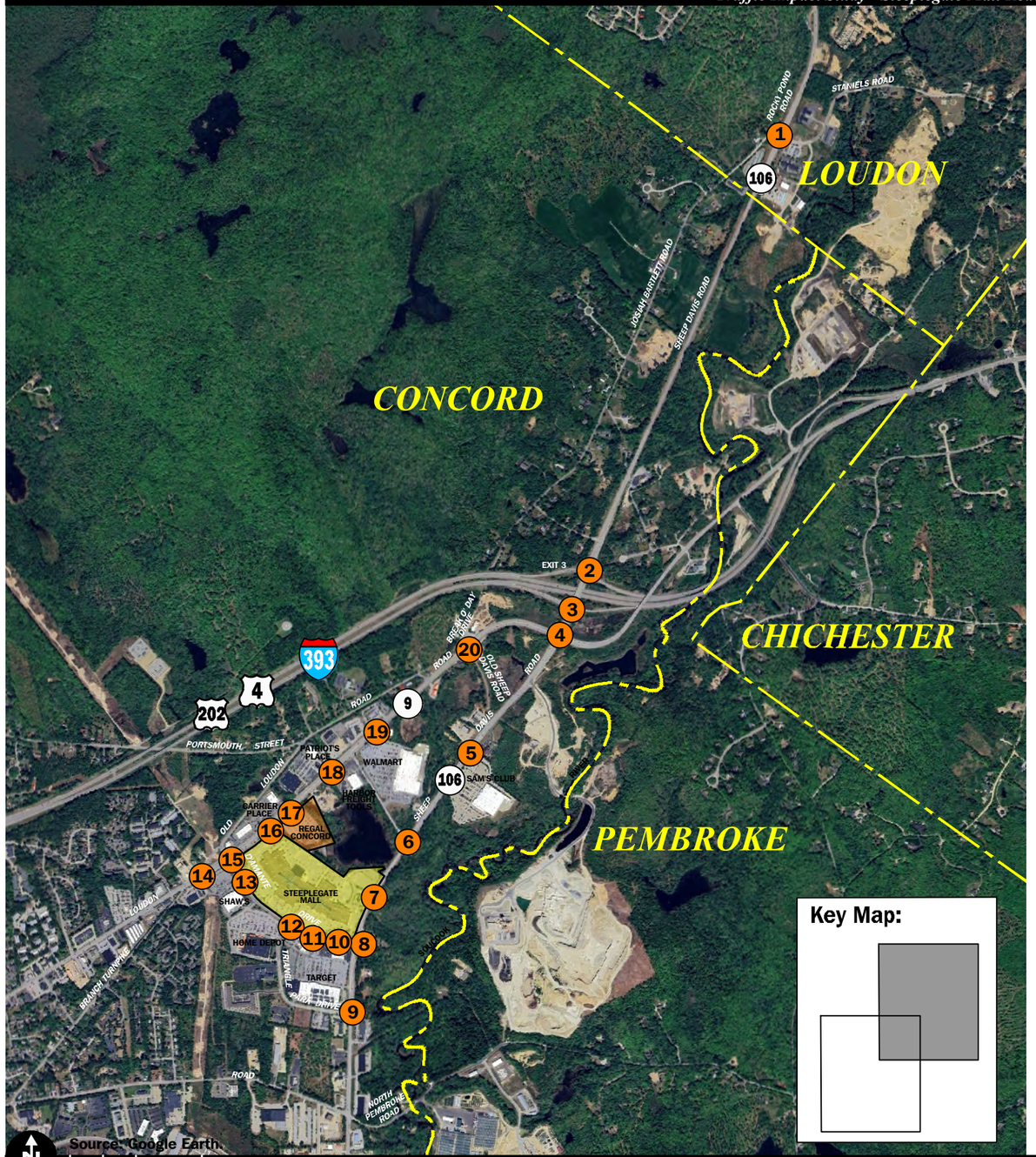


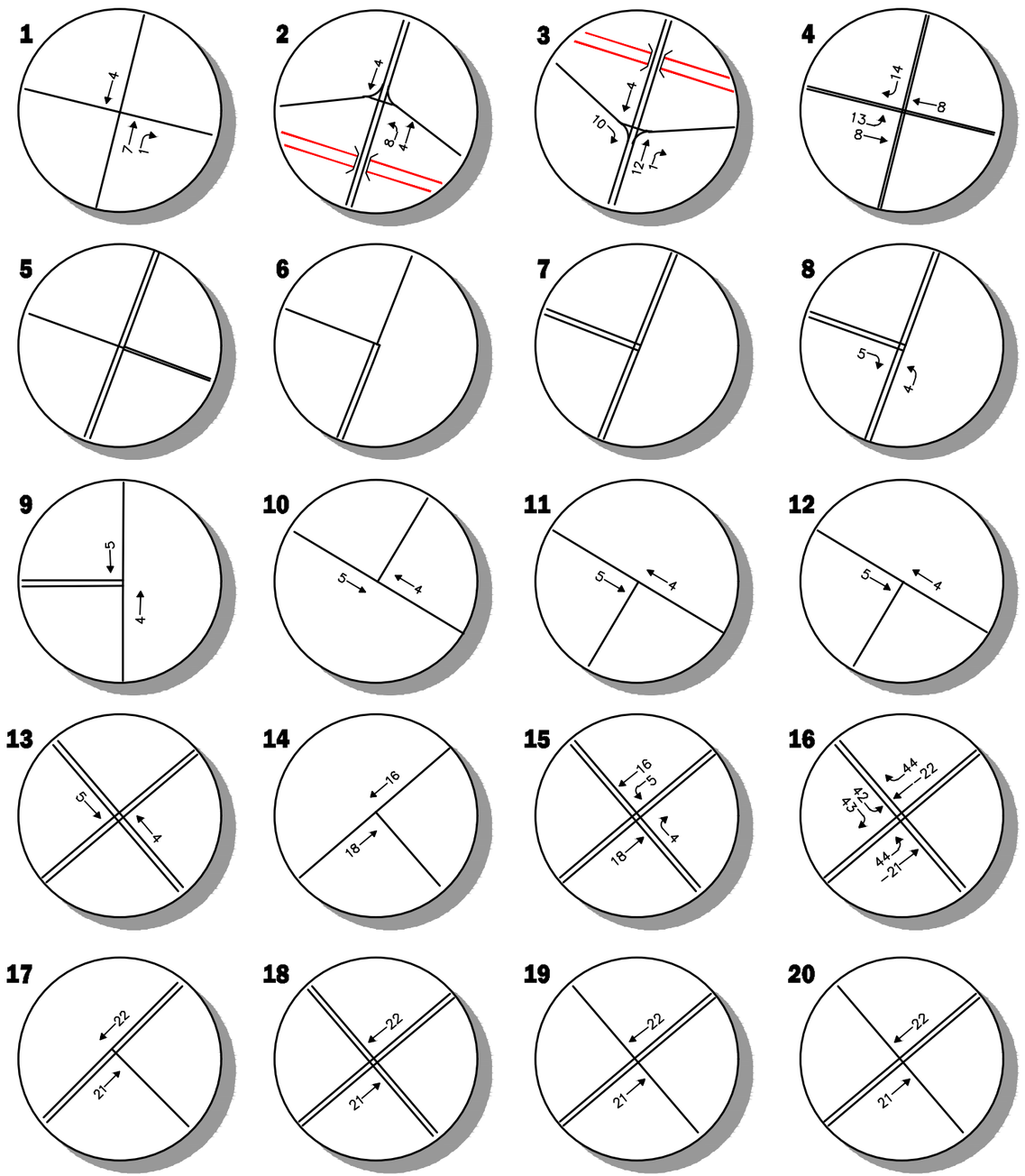


**Figure A-15N**

**Proposed Raising Cane's Restaurant**
**287 Loudon Road**
**Peak-Month**
**Saturday Midday**
**Peak-Hour Traffic Volumes**

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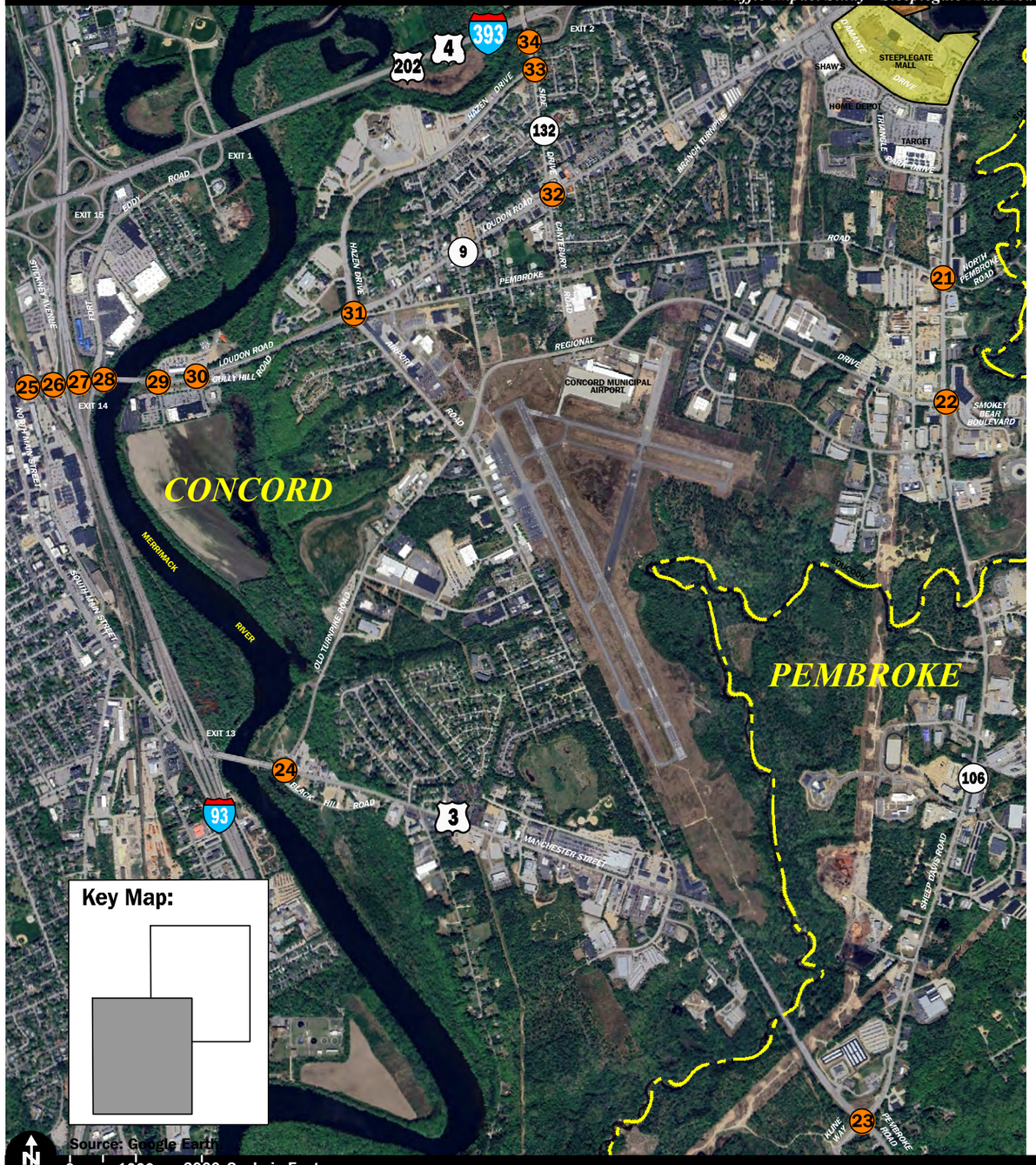


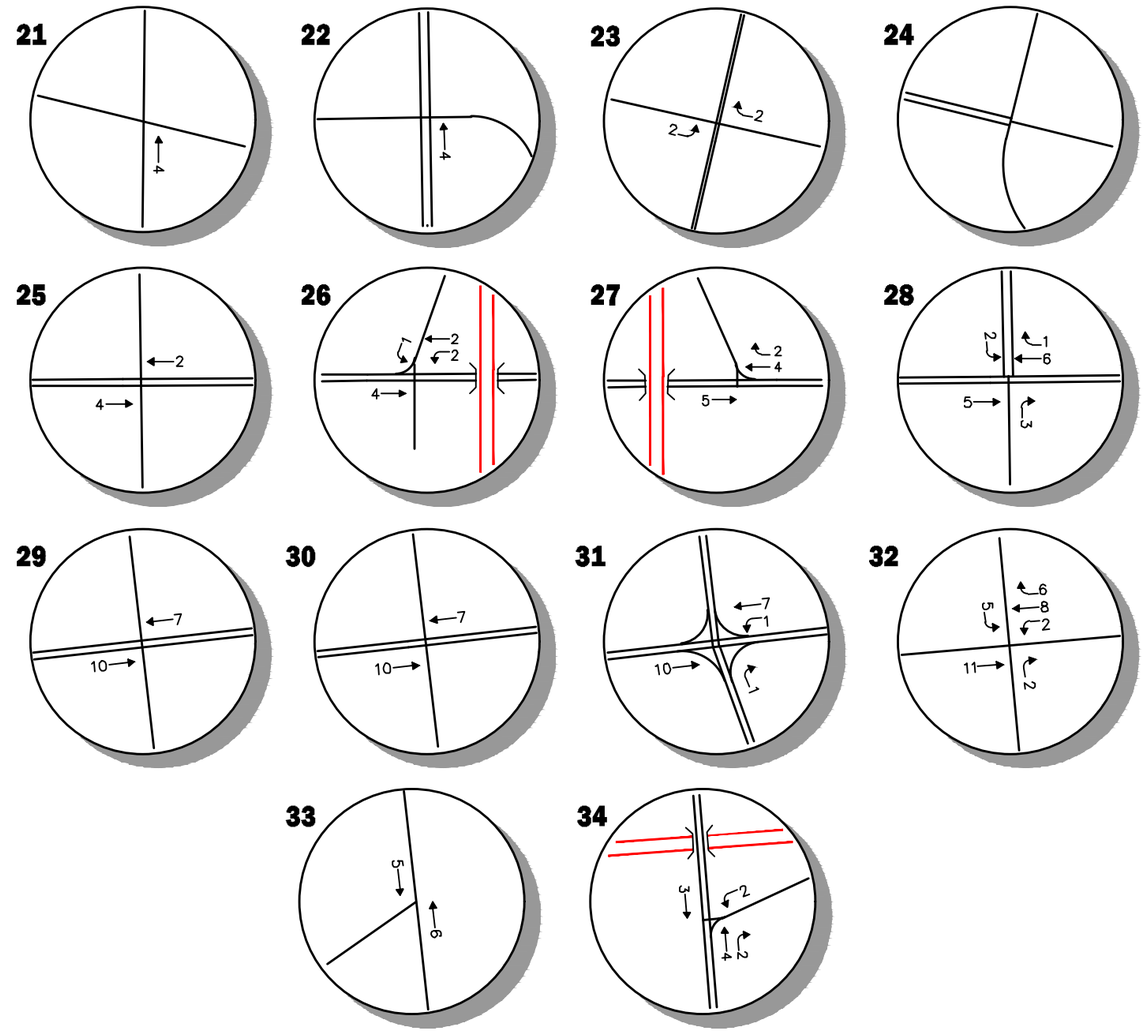


**Figure A-15S**

**Proposed Raising Cane's Restaurant**
**287 Loudon Road**
**Peak-Month**
**Saturday Midday**
**Peak-Hour Traffic Volumes**

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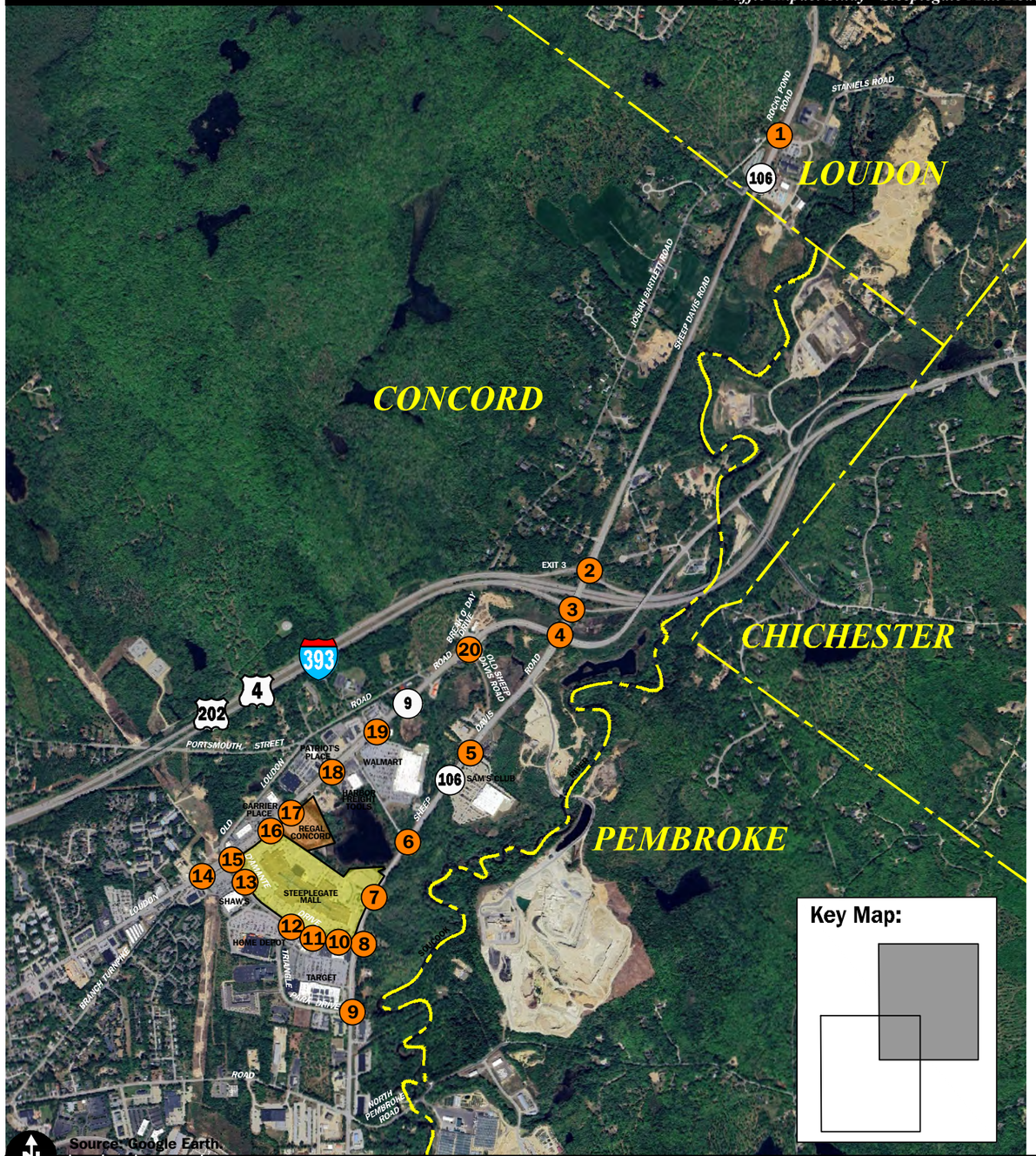


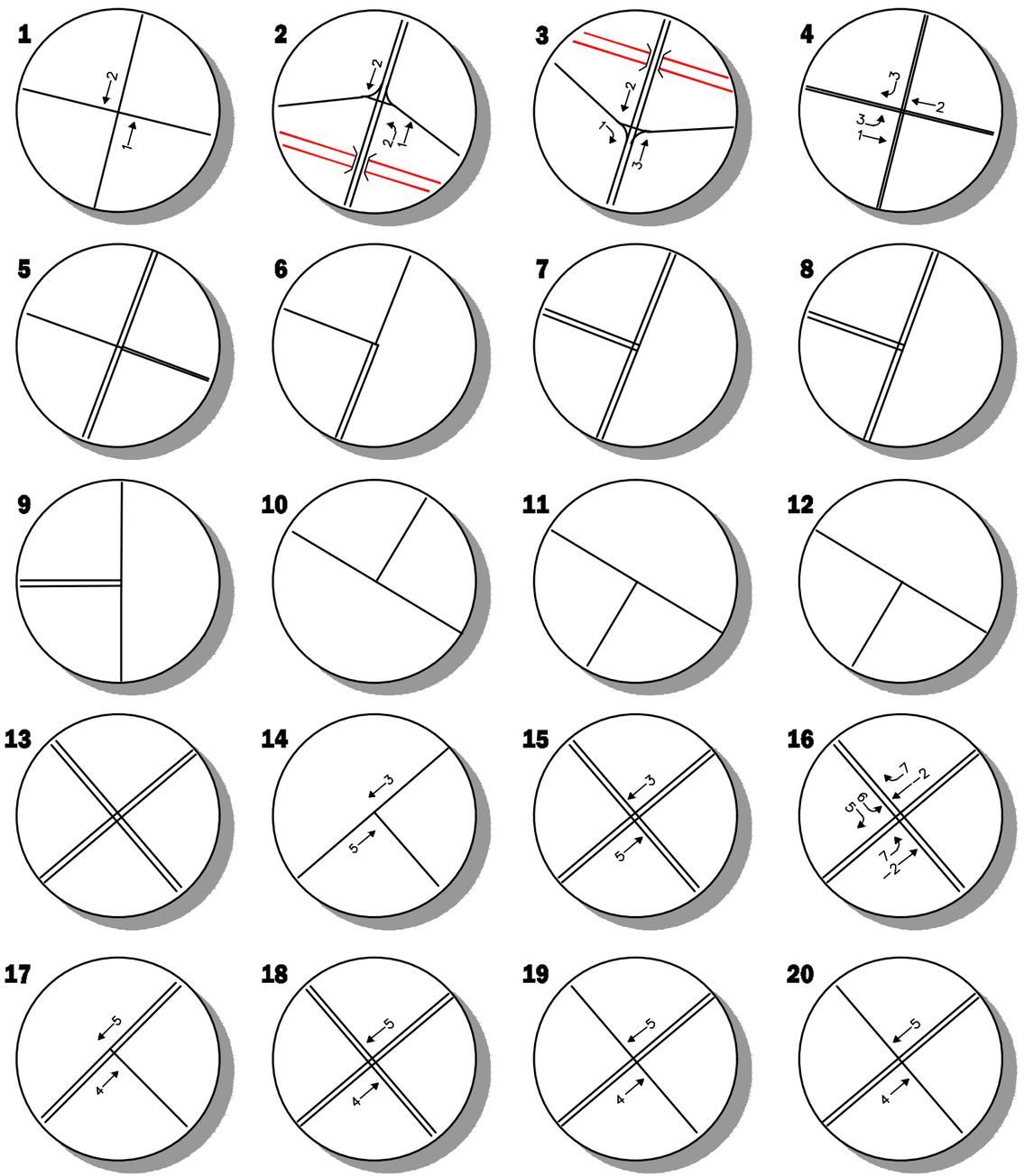


**Figure A-16N**

**Proposed Credit Union**
**285 Loudon Road**
**Peak-Month**
**Weekday Morning**
**Peak-Hour Traffic Volumes**

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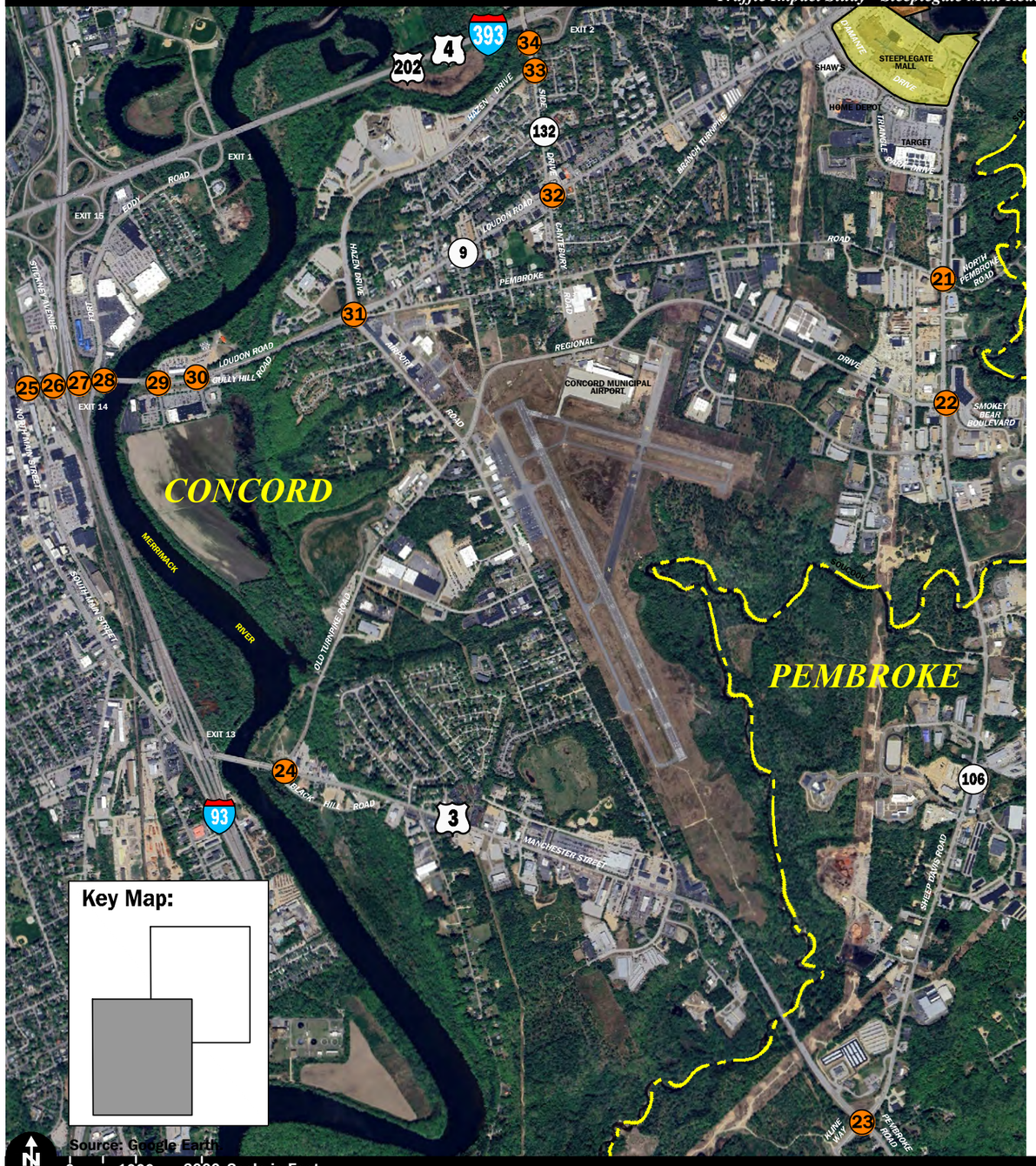


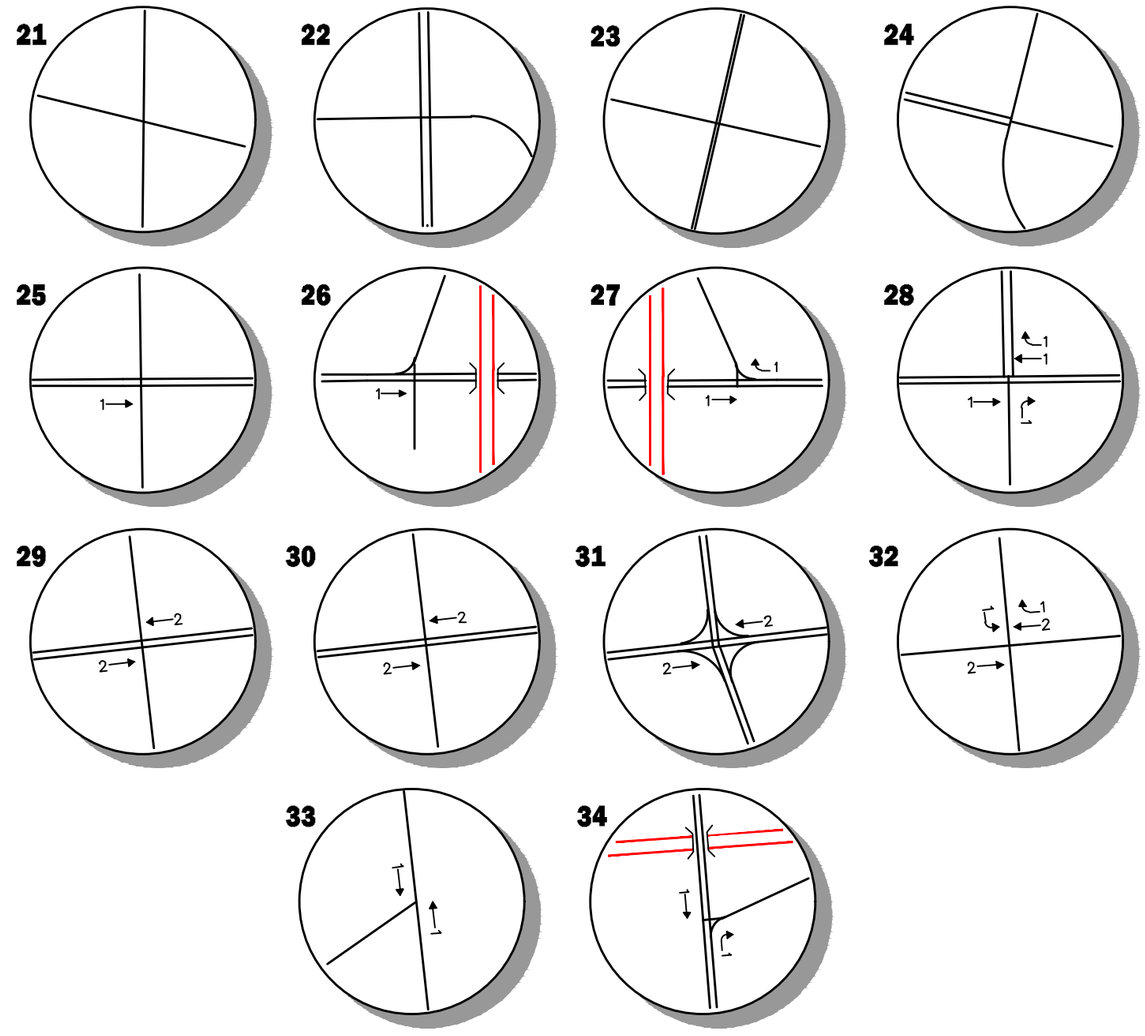


**Figure A-16S**

**Proposed Credit Union**
**285 Loudon Road**
**Peak-Month**
**Weekday Morning**
**Peak-Hour Traffic Volumes**

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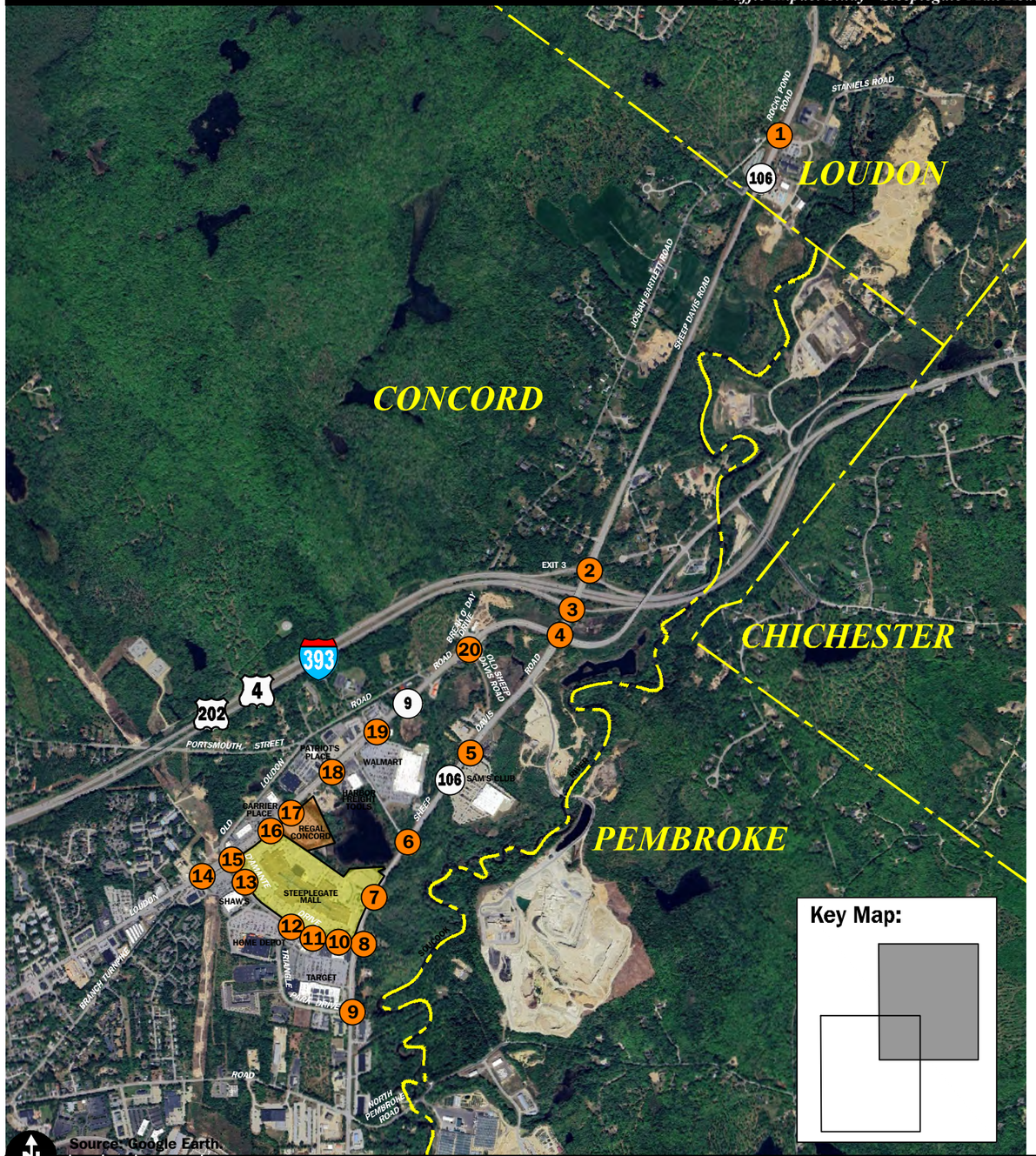


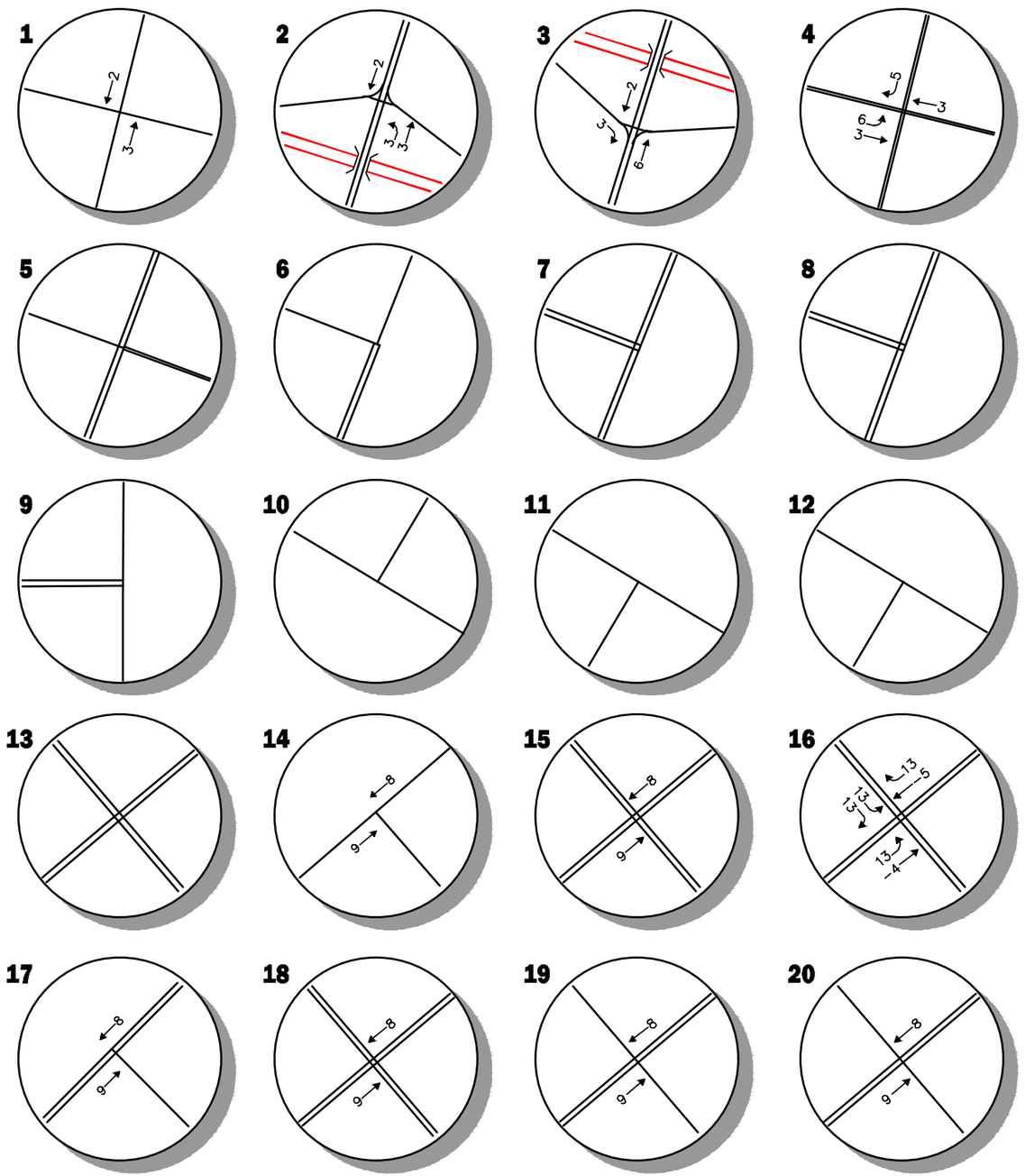


**Figure A-17N**

**Proposed Credit Union**
**285 Loudon Road**
**Peak-Month**
**Weekday Evening**
**Peak-Hour Traffic Volumes**

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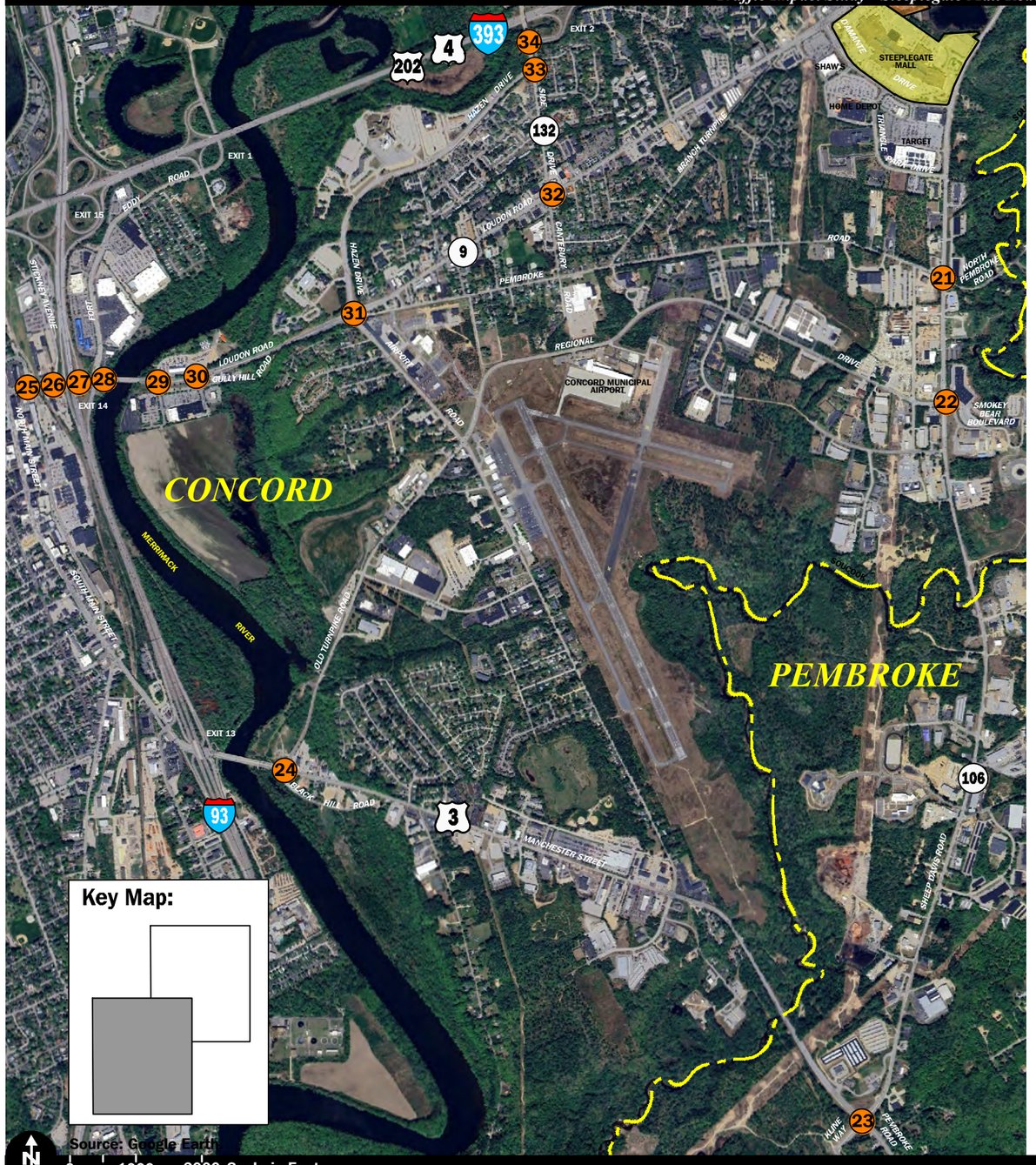


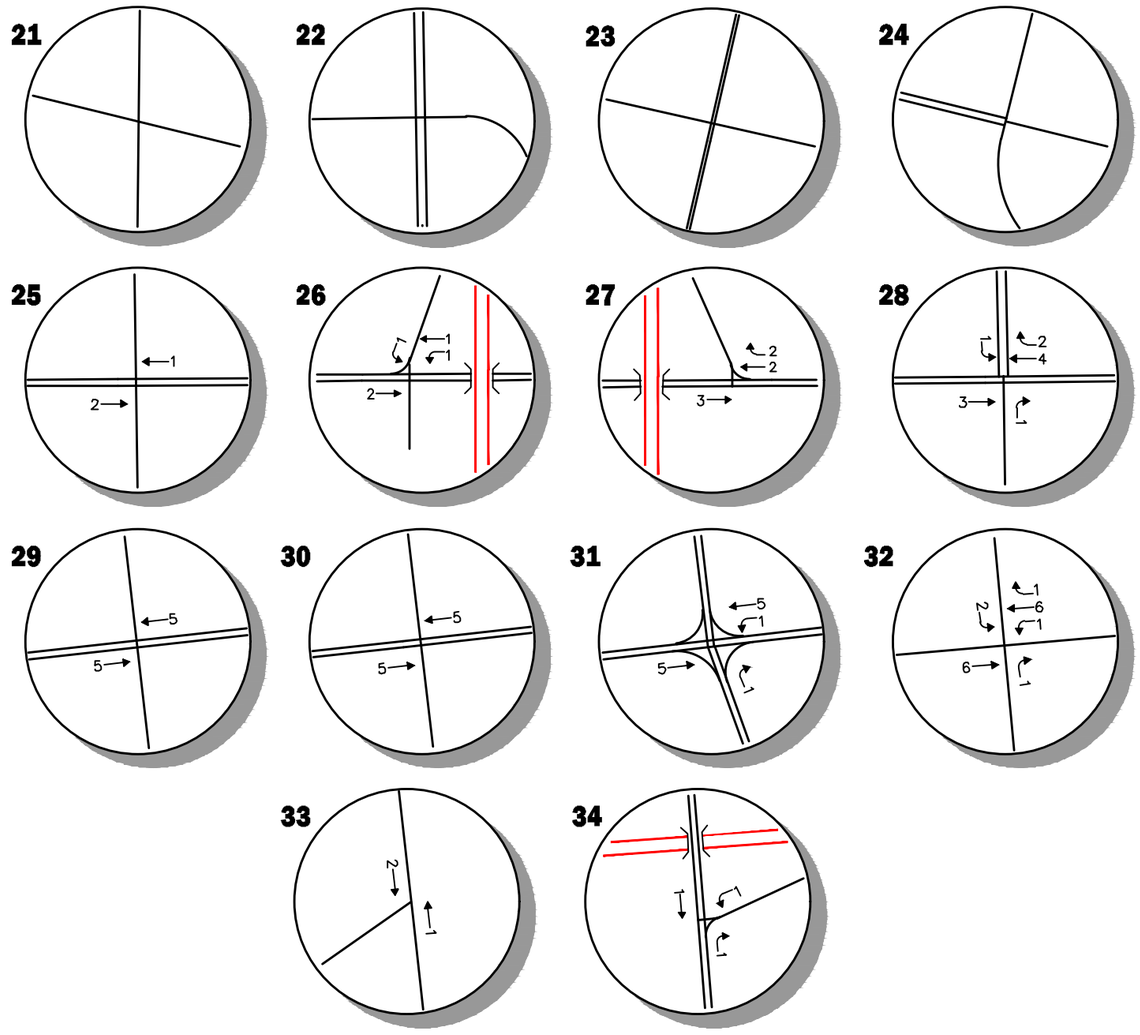


**Figure A-17S**

**Proposed Credit Union**
**285 Loudon Road**
**Peak-Month**
**Weekday Evening**
**Peak-Hour Traffic Volumes**

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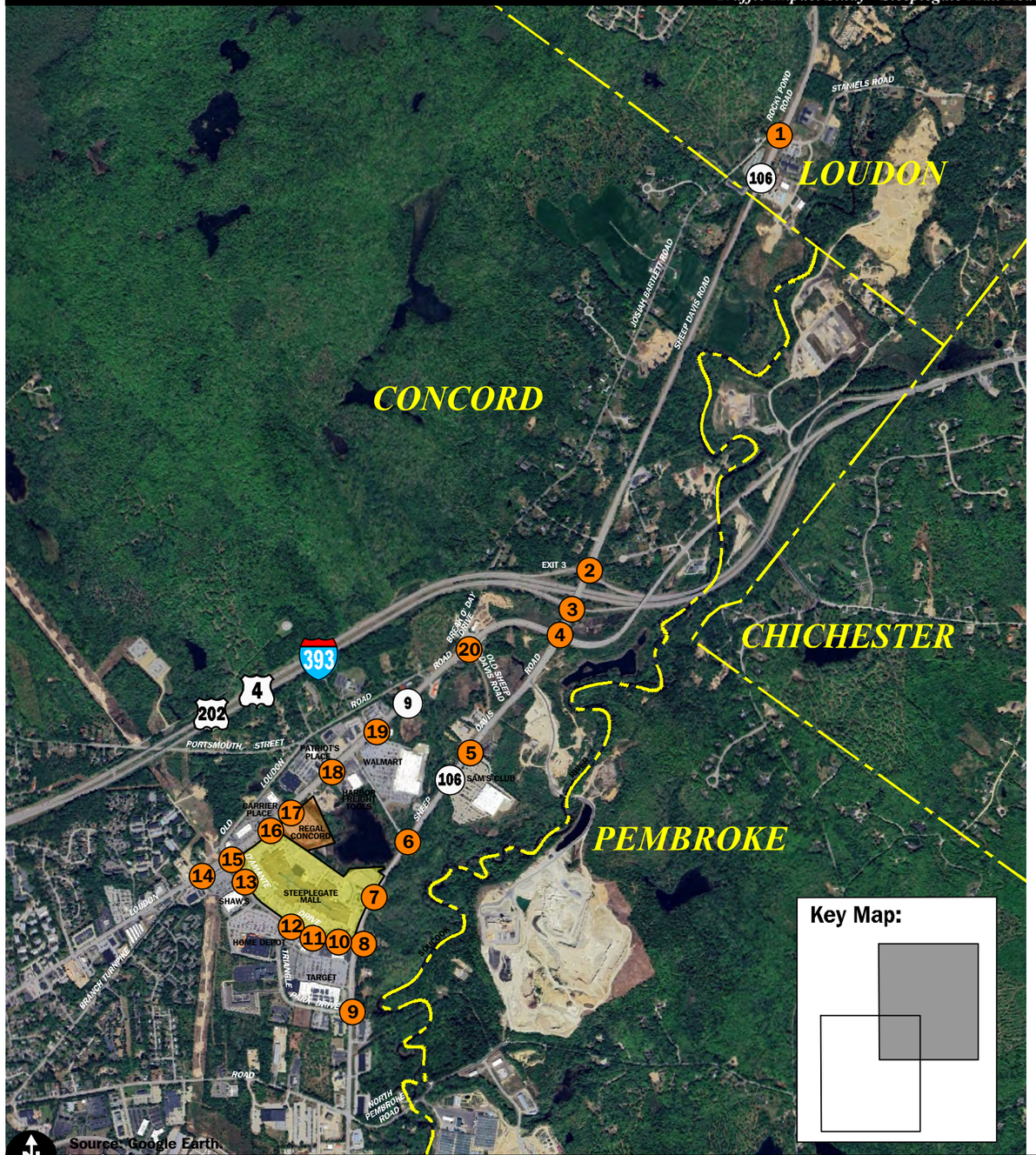


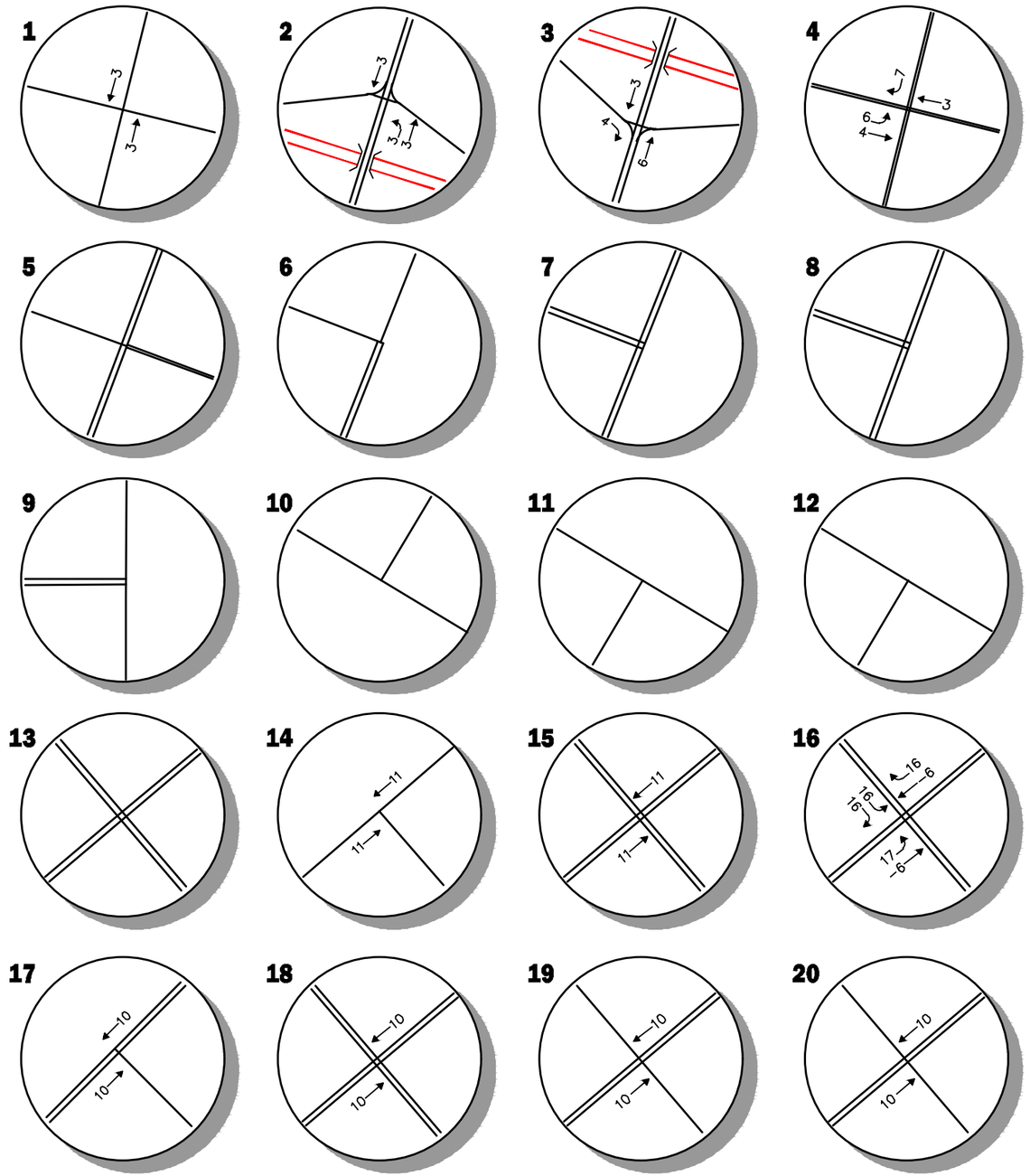


**Figure A-18N**

**Proposed Credit Union**
**285 Loudon Road**
**Peak-Month**
**Saturday Midday**
**Peak-Hour Traffic Volumes**

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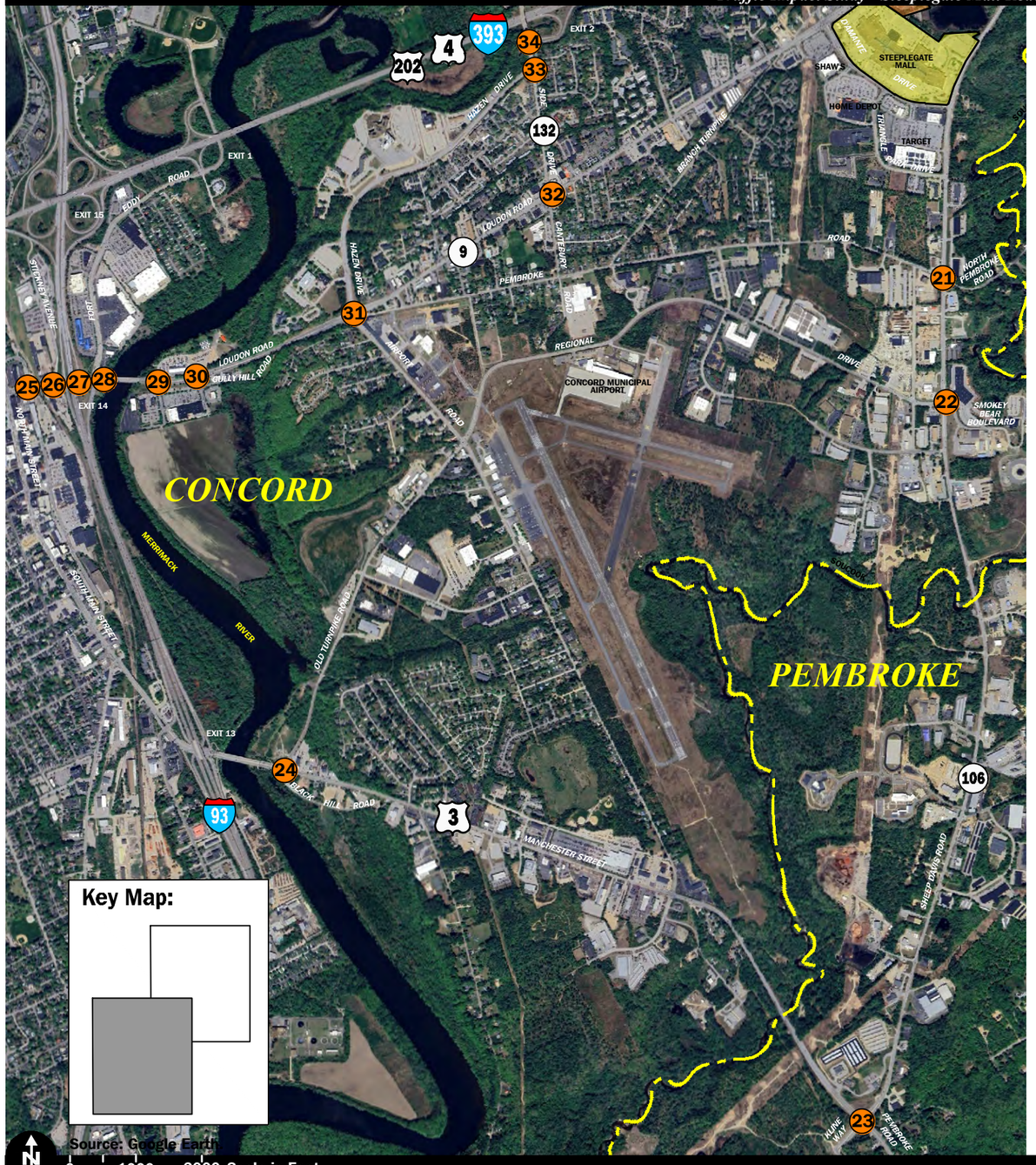


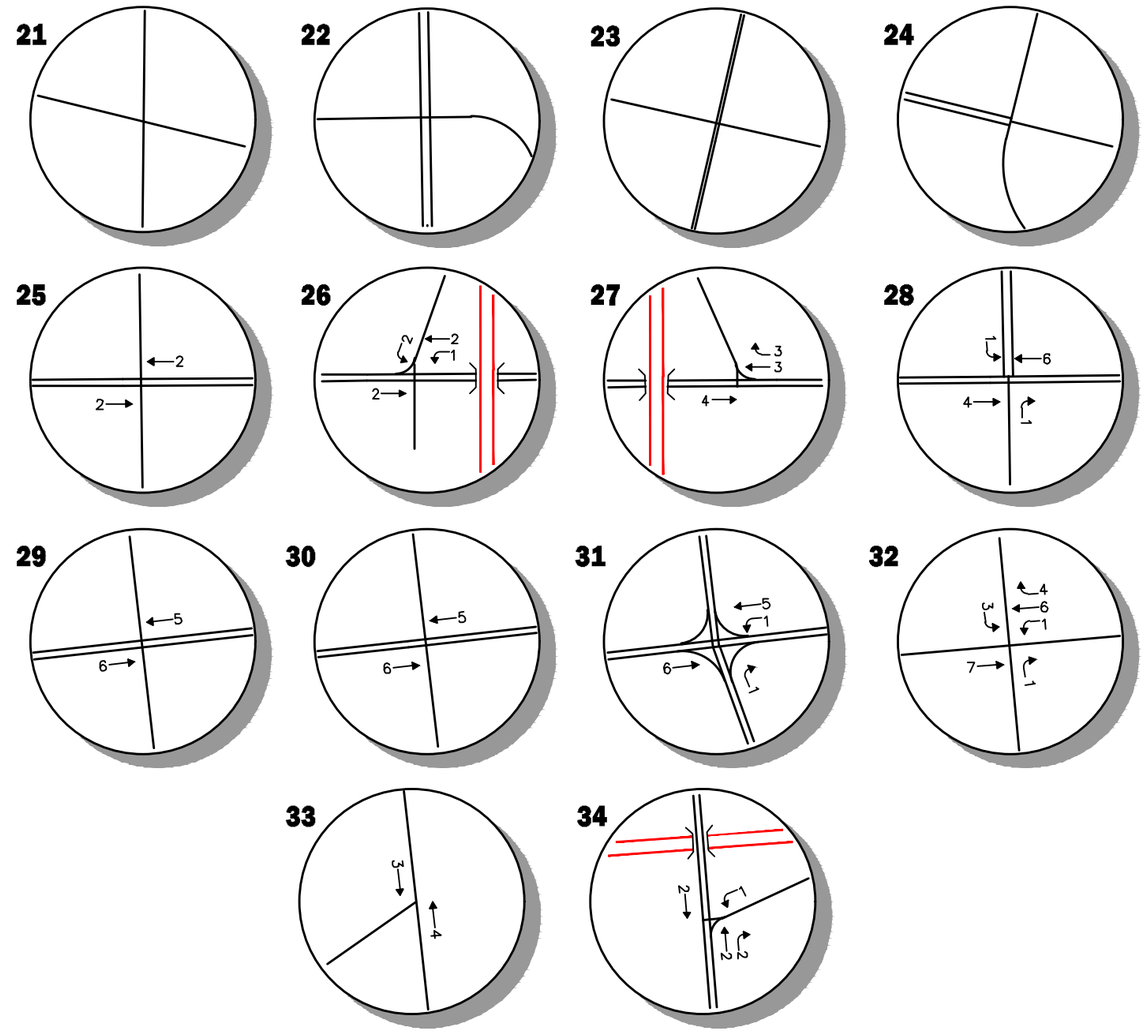


**Figure A-18S**

**Proposed Credit Union**
**285 Loudon Road**
**Peak-Month**
**Saturday Midday**
**Peak-Hour Traffic Volumes**

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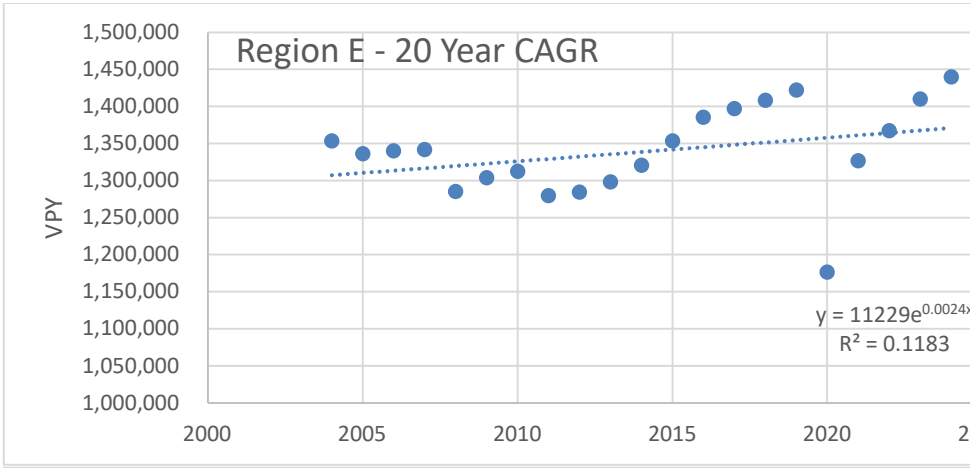
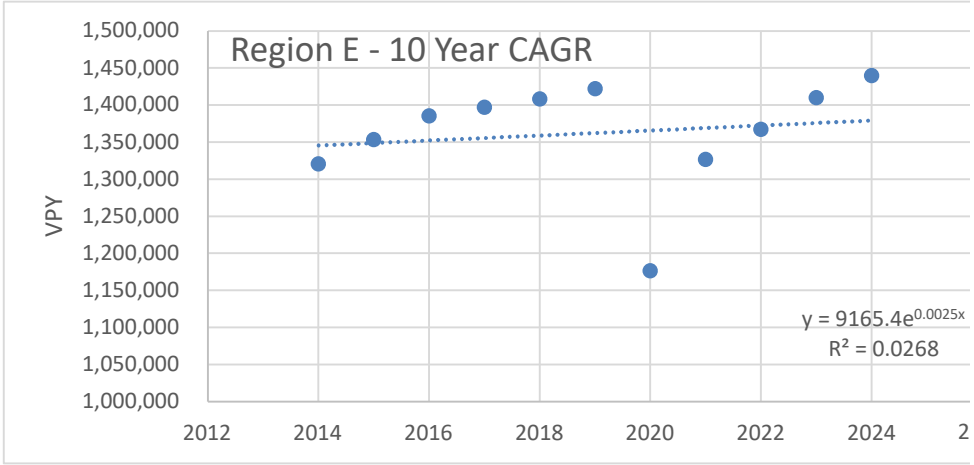
# GENERAL BACKGROUND TRAFFIC GROWTH

| Region E | | |
|---|---|---|
| Year | VPY | Annual Change |
| 2004 | 1,353,263 | |
| 2005 | 1,336,129 | -1.27% |
| 2006 | 1,340,011 | 0.29% |
| 2007 | 1,341,995 | 0.15% |
| 2008 | 1,285,116 | -4.24% |
| 2009 | 1,303,948 | 1.47% |
| 2010 | 1,312,251 | 0.64% |
| 2011 | 1,279,824 | -2.47% |
| 2012 | 1,284,314 | 0.35% |
| 2013 | 1,298,171 | 1.08% |
| 2014 | 1,320,862 | 1.75% |
| 2015 | 1,353,486 | 2.47% |
| 2016 | 1,385,361 | 2.36% |
| 2017 | 1,396,932 | 0.84% |
| 2018 | 1,408,237 | 0.81% |
| 2019 | 1,422,176 | 0.99% |
| 2020 | 1,176,424 | -17.28% |
| 2021 | 1,326,889 | 12.79% |
| 2022 | 1,367,310 | 3.05% |
| 2023 | 1,409,876 | 3.11% |
| 2024 | 1,439,862 | 2.13% |




| | | | |
|---|---|---|---|
| 20 Year CAGR: | 0.31% | 10 Year CAGR: | 0.87% |
| 20 Year EXP: | 0.24% | 10 Year EXP: | 0.25% |
| 20-Average: | 0.27% | 10-Average: | 0.56% |

x
025

026

PROPOSED TRIP-GENERATION CALCULATIONS

Expanded Trip Generation Table
ITE Trip-Generation
Costco Wholesale Club
Chick-fil-A Restaurant
Internal Trips
Pass-By Rates

Expanded Trip Generation Table

**Table A1**
**TRIP-GENERATION SUMMARY**

| | Residential Component | | | Commercial Component | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Time Period/Direction | (A) Multifamily Community (600 units)[a] | (B) Internal Trips | *(C=A-B) Trips* | (D) Retail Space (197,240 sf)[b] | (E) Internal Trips | (F=D-E) Subtotal | (G) Pass-By Trips[c] | *(H=F-G) New Trips* | (I) Bank with Drive Through Teller (5,675 sf)[d] | (J) Internal Trips | (K=I-J) Subtotal | (L) Pass-By Trips[e] | *(M=K-L) New Trips* |
| *Average Weekday Daily:* | | | | | | | | | | | | | |
| Entering | 1,362 | 483 | *879* | 5,507 | 228 | 5,279 | 1,531 | *3,748* | 285 | 12 | 273 | 79 | *194* |
| Exiting | 1,362 | 483 | *879* | 5,507 | 228 | 5,279 | 1,531 | *3,748* | 285 | 12 | 273 | 79 | *194* |
| Total | 2,724 | 966 | *1,758* | 11,014 | 456 | 10,558 | 3,062 | *7,496* | 570 | 24 | 546 | 158 | *388* |
| *Weekday Morning Peak Hour:* | | | | | | | | | | | | | |
| Entering | 58 | 4 | *54* | 155 | 2 | 153 | 36 | *117* | 33 | 0 | 33 | 8 | *25* |
| Exiting | 194 | 4 | *190* | 95 | 2 | 93 | 36 | *57* | 23 | 0 | 23 | 8 | *15* |
| Total | 252 | 8 | *244* | 250 | 4 | 246 | 72 | *174* | 56 | 0 | 56 | 16 | *40* |
| *Weekday Evening Peak Hour:* | | | | | | | | | | | | | |
| Entering | 143 | 55 | *88* | 442 | 26 | 416 | 126 | *290* | 60 | 4 | 56 | 20 | *36* |
| Exiting | 91 | 55 | *36* | 478 | 26 | 452 | 126 | *326* | 60 | 4 | 56 | 20 | *36* |
| Total | 234 | 110 | *124* | 920 | 52 | 868 | 252 | *616* | 120 | 8 | 112 | 40 | *72* |
| *Saturday:* | | | | | | | | | | | | | |
| Entering | 1,371 | 486 | *885* | 6,974 | 254 | 6,720 | 1,949 | *4,771* | 246 | 10 | 236 | 68 | *168* |
| Exiting | 1,371 | 486 | *885* | 6,974 | 254 | 6,720 | 1,949 | *4,771* | 246 | 10 | 236 | 68 | *168* |
| Total | 2,742 | 972 | *1,770* | 13,948 | 508 | 13,440 | 3,898 | *9,542* | 492 | 20 | 472 | 136 | *336* |
| *Saturday Midday Peak Hour:* | | | | | | | | | | | | | |
| Entering | 119 | 41 | *78* | 580 | 17 | 563 | 157 | *406* | 76 | 2 | 74 | 28 | *46* |
| Exiting | 115 | 41 | *74* | 534 | 17 | 517 | 157 | *360* | 74 | 2 | 72 | 28 | *44* |
| Total | 234 | 82 | *152* | 1,114 | 34 | 1,080 | 314 | *766* | 150 | 4 | 146 | 56 | *90* |

See notes at the end of the Table.

**Table A1 (Continued)**
**TRIP-GENERATION SUMMARY**

| Time Period/Direction | Commercial Component: (N) High Turnover (Sit-Down) Restaurant (5,110 sf)[f] | (O) Internal Trips | (P=N-O) Subtotal | (Q) Pass-By Trips[g] | *(R=P-Q) New Trips* | Costco Component: (S) Costco Wholesale with Fuel Center (165,700 sf)[h] | (T) Internal Trips | (U=S-T) Subtotal | (V) Pass-By Trips[i] | (W) Divert-Link Trips[j] | (X=U-V-W) New Trips | (Y) Proposed Costco MDO Facility (6,000 sf)[h] | *(Z=X+Y) New Trips* | **Total Pass-By Trips** | **Total Divert-Link Trips** | **Total New Trips** |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| *Average Weekday Daily:* | | | | | | | | | | | | | | | | |
| Entering | 274 | 28 | 246 | 106 | *140* | 5,221 | 216 | 5,005 | 862 | 1,478 | 2,665 | 30 | *2,690* | **2,578** | **1,478** | **7,654** |
| Exiting | 274 | 28 | 246 | 106 | *140* | 5,221 | 216 | 5,005 | 862 | 1,478 | 2,665 | 30 | *2,690* | **2,578** | **1,478** | **7,654** |
| Total | 548 | 56 | 492 | 212 | *280* | 10,442 | 432 | 10,010 | 1,724 | 2,956 | 5,330 | 60 | *5,390* | **5,156** | **2,956** | **15,308** |
| *Weekday Morning Peak Hour:* | | | | | | | | | | | | | | | | |
| Entering | 27 | 12 | 15 | 5 | *10* | 766 | 8 | 758 | 274 | 301 | 183 | 4 | *187* | **323** | **301** | **393** |
| Exiting | 22 | 12 | 10 | 5 | *5* | 766 | 8 | 758 | 274 | 301 | 183 | 2 | *185* | **323** | **301** | **452** |
| Total | 49 | 24 | 25 | 10 | *15* | 1,532 | 16 | 1,516 | 548 | 602 | 366 | 6 | *372* | **646** | **602** | **845** |
| *Weekday Evening Peak Hour:* | | | | | | | | | | | | | | | | |
| Entering | 28 | 11 | 17 | 5 | *12* | 505 | 30 | 475 | 87 | 150 | 238 | 1 | *239* | **238** | **150** | **665** |
| Exiting | 18 | 11 | 7 | 5 | *2* | 570 | 30 | 540 | 87 | 150 | 303 | 2 | *305* | **238** | **150** | **705** |
| Total | 46 | 22 | 24 | 10 | *14* | 1,075 | 60 | 1,015 | 174 | 300 | 541 | 3 | *544* | **476** | **300** | **1,370** |
| *Saturday:* | | | | | | | | | | | | | | | | |
| Entering | 313 | 11 | 302 | 130 | *172* | 5,830 | 212 | 5,618 | 857 | 3,471 | 3,471 | 30 | *3,501* | **3,004** | **1,290** | **9,497** |
| Exiting | 313 | 11 | 302 | 130 | *172* | 5,830 | 212 | 5,618 | 857 | 3,471 | 3,471 | 30 | *3,501* | **3,004** | **1,290** | **9,497** |
| Total | 626 | 22 | 604 | 260 | *344* | 11,660 | 424 | 11,236 | 1,714 | 6,942 | 6,942 | 60 | *7,002* | **6,008** | **2,580** | **18,994** |
| *Saturday Midday Peak Hour:* | | | | | | | | | | | | | | | | |
| Entering | 29 | 1 | 28 | 12 | *16* | 733 | 22 | 711 | 111 | 166 | 434 | 3 | *437* | **308** | **166** | **983** |
| Exiting | 28 | 1 | 27 | 12 | *15* | 762 | 22 | 740 | 111 | 166 | 463 | 4 | *467* | **308** | **166** | **960** |
| Total | 57 | 2 | 55 | 24 | *31* | 1,495 | 44 | 1,451 | 222 | 332 | 897 | 7 | *904* | **616** | **332** | **1,943** |

[a]Based on ITE LUC 221, *Multifamily Housing (Mid-Rise)*.
[b]Based on ITE LUC 820, *Shopping Center (>150k)*.
[c]Pass-by trip rates were obtained from ITE LUC 820, *Shopping Center (>150k)*. A 29 percent pass-by trip rate was applied to the base trip calculations.
[d]Based on ITE LUC 912, *Drive-in Bank.*
[e]Pass-by trip rates were obtained from ITE LUC 912, *Drive-in Bank*. The following pass-by trip rates were applied to the base trip calculations: *Average Weekday Daily:* 29 percent; *Weekday Morning Peak-Hour:* 29 percent; *Weekday Evening Peak-Hour:* 35 percent; *Saturday:* 29 percent; *Saturday Midday Peak-Hour:* 38 percent.
[f]Based on ITE LUC 932, *High-Turnover (Sit-Down) Restaurant*.
[g] Pass-by trip rates were obtained from ITE LUC 932, *High-Turnover (Sit-Down) Restaurant*. A 43 percent pass-by trip rate was applied to the base trip calculations.
[h]Based on empirical trip generation rates provided by Kittleson & Associates, Inc.
[i]Pass-by trip rates were obtained from observation data provided by Kittleson & Associates, Inc. The following pass-by trip rates were applied to the base trip calculations: *Average Weekday Daily:* 17.23 percent; *Weekday Morning Peak-Hour:* 36.20 percent; *Weekday Evening Peak-Hour:* 17.23 percent; *Saturday:* 15.26 percent; *Saturday Midday Peak-Hour:* 15.26 percent.
[j]Divert-link trip rates were obtained from observation data provided by Kittleson & Associates, Inc. The following pass-by trip rates were applied to the base trip calculations: *Average Weekday Daily:* 29.53 percent; *Weekday Morning Peak-Hour:* 39.73 percent; *Weekday Evening Peak-Hour:* 29.53 percent; *Saturday:* 22.96 percent; *Saturday Midday Peak-Hour:* 22.96 percent.

ITE Trip-Generation

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Query | Filter

DATA SOURCE:
Trip Generation Manual, 12th Ed

SEARCH BY LAND USE CODE:
221

LAND USE GROUP:
(200-299) Residential

LAND USE :
221 - Multifamily Housing (Mid-Rise)

LAND USE SUBCATEGORY:
Not Close to Rail Transit

SETTING/LOCATION:
General Urban/Suburban

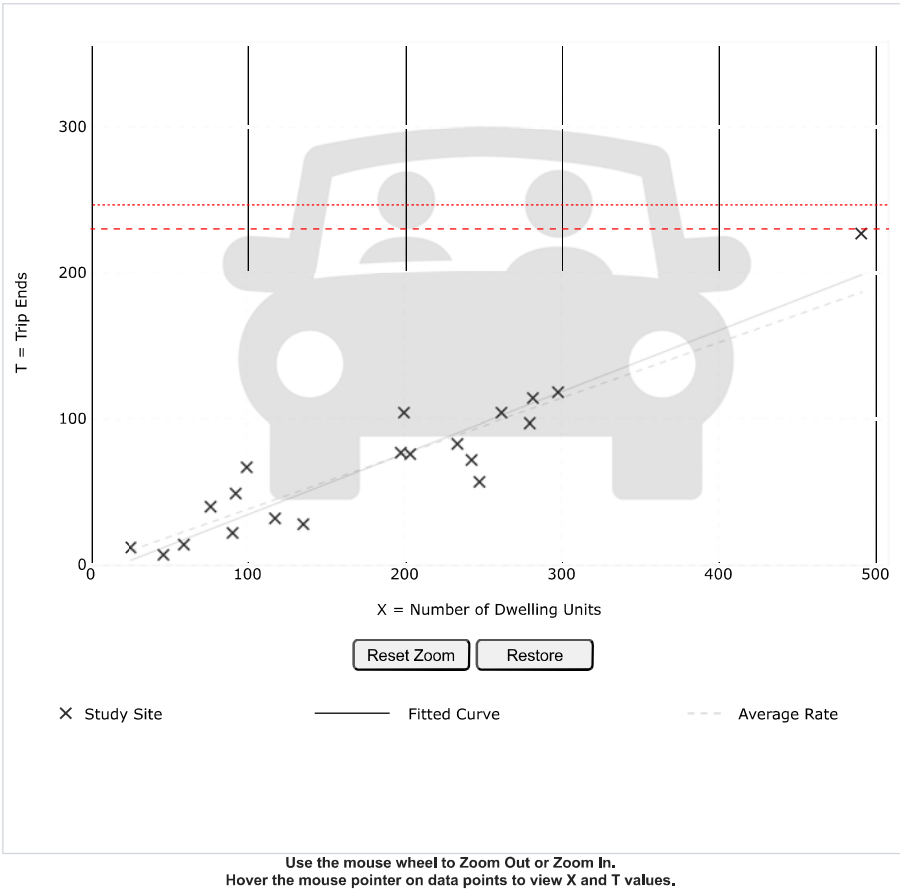
INDEPENDENT VARIABLE (IV):
Dwelling Units

TIME PERIOD:
Weekday, Peak Hour of Adjacent Stre

TRIP TYPE:
Vehicle

ENTER IV VALUE TO CALCULATE TRIPS:
606 Calculate

## Data Plot and Equation




Use the mouse wheel to Zoom Out or Zoom In.
Hover the mouse pointer on data points to view X and T values.

## DATA STATISTICS

**Land Use:**
Multifamily Housing (Mid-Rise) - Not Close to Rail Transit (221) Click for Description and Data Plots

**Independent Variable:**
Dwelling Units

**Time Period:**
Weekday
Peak Hour of Adjacent Street Traffic
One Hour Between 7 and 9 a.m.

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

**Trip Type:**
Vehicle

**Number of Studies:**
20

**Avg. Num. of Dwelling Units:**
184

**Average Rate:**
0.38

**Range of Rates:**
0.15 - 0.67

**Standard Deviation:**
0.10

**Fitted Curve Equation:**
T = 0.42(X) - 7.77

**$R^2$:**
0.87

**Directional Distribution:**
23% entering, 77% exiting

**Calculated Trip Ends:**
Average Rate: 230 (Total), 53 (Entry), 177 (Exit)
Fitted Curve: 247 (Total), 57 (Entry), 190 (Exit)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DATA SOURCE:
Trip Generation Manual, 12th Ed

SEARCH BY LAND USE CODE:
221

LAND USE GROUP:
(200-299) Residential

LAND USE :
221 - Multifamily Housing (Mid-Rise)

LAND USE SUBCATEGORY:
Not Close to Rail Transit

SETTING/LOCATION:
General Urban/Suburban

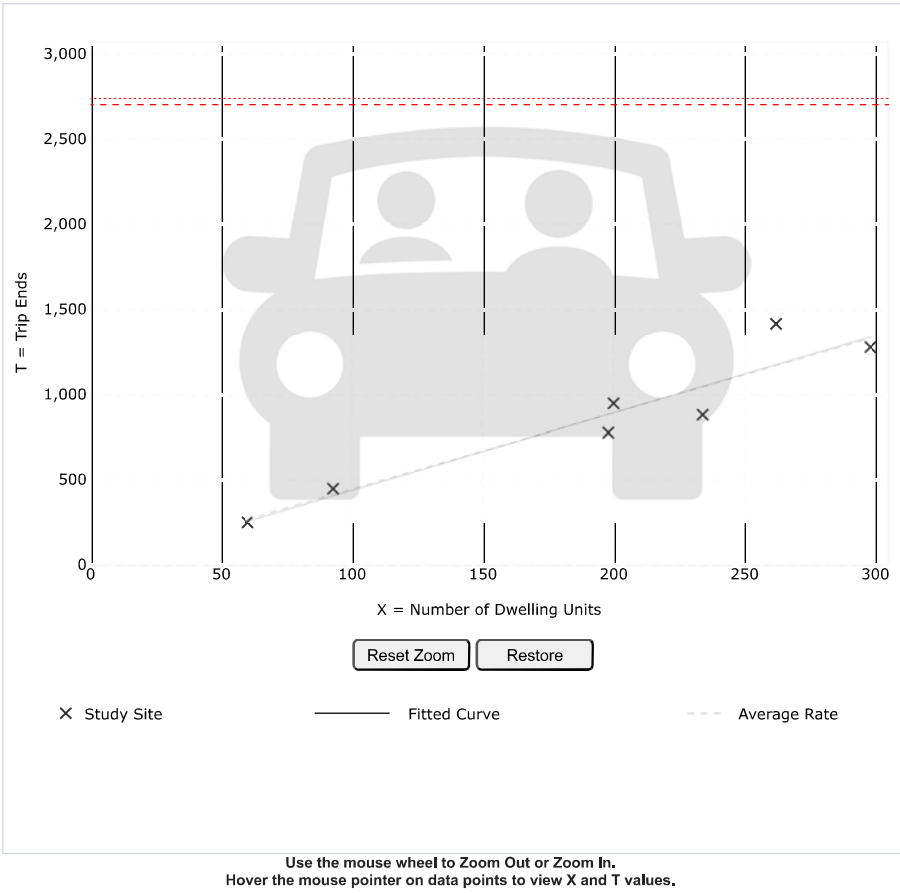
INDEPENDENT VARIABLE (IV):
Dwelling Units

TIME PERIOD:
Weekday

TRIP TYPE:
Vehicle

ENTER IV VALUE TO CALCULATE TRIPS:
606 Calculate

## Data Plot and Equation




Use the mouse wheel to Zoom Out or Zoom In.
Hover the mouse pointer on data points to view X and T values.

## DATA STATISTICS

**Land Use:**
Multifamily Housing (Mid-Rise) - Not Close to Rail Transit (221) Click for Description and Data Plots

**Independent Variable:**
Dwelling Units

**Time Period:**
Weekday

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

**Trip Type:**
Vehicle

**Number of Studies:**
7

**Avg. Num. of Dwelling Units:**
192

**Average Rate:**
4.46

**Range of Rates:**
3.76 - 5.40

**Standard Deviation:**
0.62

**Fitted Curve Equation:**
T = 4.55(X) - 17.52

**$R^2$:**
0.90

**Directional Distribution:**
50% entering, 50% exiting

**Calculated Trip Ends:**
Average Rate: 2703 (Total), 1351 (Entry), 1352 (Exit)
Fitted Curve: 2740 (Total), 1370 (Entry), 1370 (Exit)

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Query | Filter

DATA SOURCE:
Trip Generation Manual, 12th Ed

SEARCH BY LAND USE CODE:
221

LAND USE GROUP:
(200-299) Residential

LAND USE :
221 - Multifamily Housing (Mid-Rise)

LAND USE SUBCATEGORY:
Not Close to Rail Transit

SETTING/LOCATION:
General Urban/Suburban

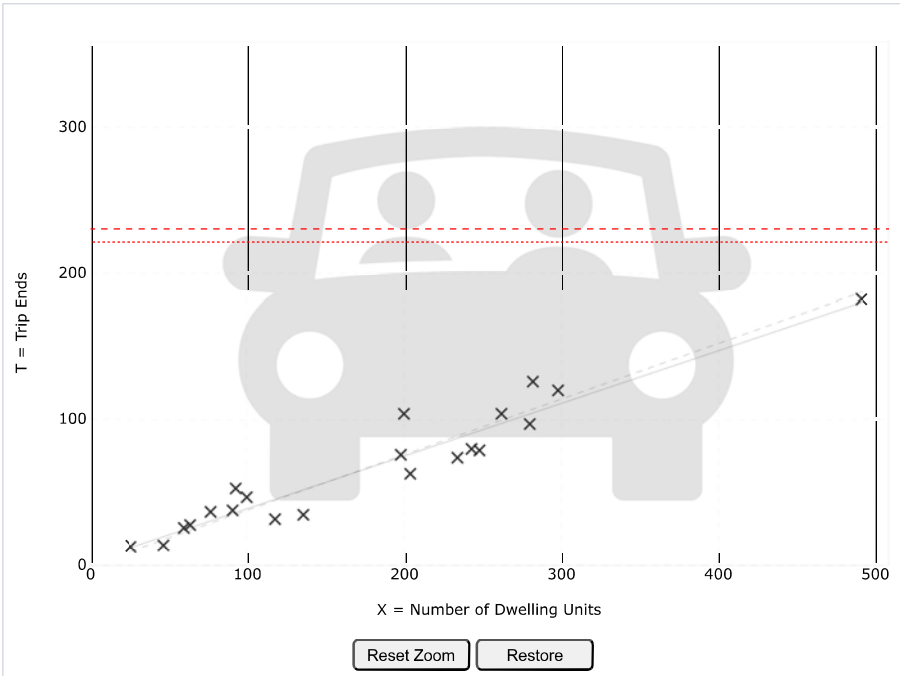
INDEPENDENT VARIABLE (IV):
Dwelling Units

TIME PERIOD:
Weekday, Peak Hour of Adjacent Stre

TRIP TYPE:
Vehicle

ENTER IV VALUE TO CALCULATE TRIPS:
606 Calculate

## Data Plot and Equation




Use the mouse wheel to Zoom Out or Zoom In.
Hover the mouse pointer on data points to view X and T values.

## DATA STATISTICS

**Land Use:**
Multifamily Housing (Mid-Rise) - Not Close to Rail Transit (221) Click for Description and Data Plots

**Independent Variable:**
Dwelling Units

**Time Period:**
Weekday
Peak Hour of Adjacent Street Traffic
One Hour Between 4 and 6 p.m.

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

**Trip Type:**
Vehicle

**Number of Studies:**
21

**Avg. Num. of Dwelling Units:**
179

**Average Rate:**
0.38

**Range of Rates:**
0.26 - 0.57

**Standard Deviation:**
0.07

**Fitted Curve Equation:**
T = 0.36(X) + 3.07

**$R^2$:**
0.92

**Directional Distribution:**
64% entering, 36% exiting

**Calculated Trip Ends:**
Average Rate: 230 (Total), 147 (Entry), 83 (Exit)
Fitted Curve: 221 (Total), 142 (Entry), 79 (Exit)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DATA SOURCE:
Trip Generation Manual, 12th Ed

SEARCH BY LAND USE CODE:
221

LAND USE GROUP:
(200-299) Residential

LAND USE :
221 - Multifamily Housing (Mid-Rise)

LAND USE SUBCATEGORY:
Not Close to Rail Transit

SETTING/LOCATION:
General Urban/Suburban

INDEPENDENT VARIABLE (IV):
Dwelling Units

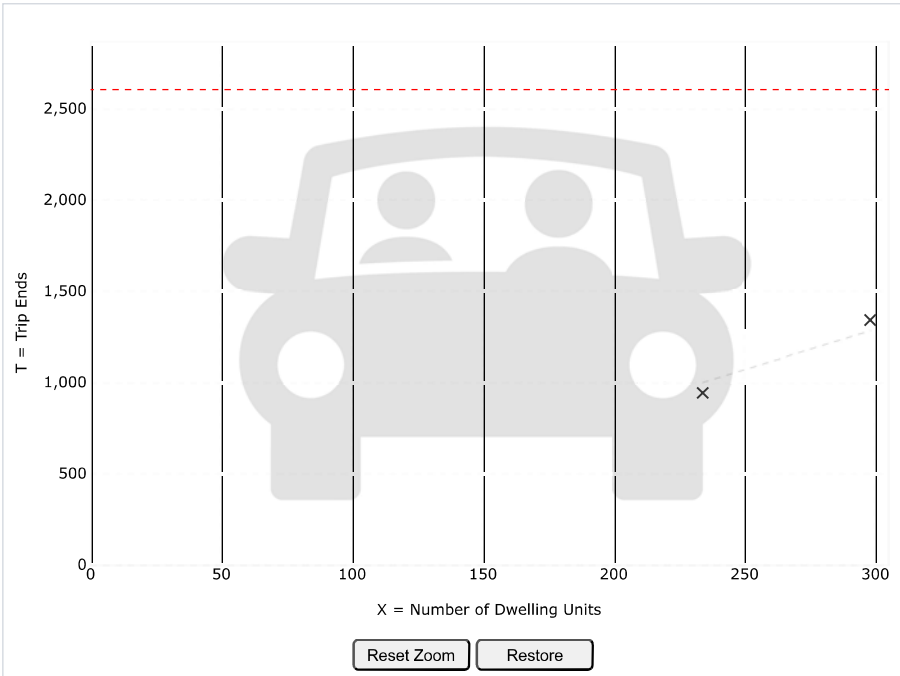
TIME PERIOD:
Saturday

TRIP TYPE:
Vehicle

ENTER IV VALUE TO CALCULATE TRIPS:
606 Calculate

## Data Plot and Equation

*Caution – Small Sample Size*




Use the mouse wheel to Zoom Out or Zoom In.
Hover the mouse pointer on data points to view X and T values.

## DATA STATISTICS

**Land Use:**
Multifamily Housing (Mid-Rise) - Not Close to Rail Transit (221) Click for Description and Data Plots

**Independent Variable:**
Dwelling Units

**Time Period:**
Saturday

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

**Trip Type:**
Vehicle

**Number of Studies:**
2

**Avg. Num. of Dwelling Units:**
266

**Average Rate:**
4.30

**Range of Rates:**
4.03 - 4.50

**Standard Deviation:**
****

**Fitted Curve Equation:**
Not Given

**$R^2$:**
****

**Directional Distribution:**
50% entering, 50% exiting

**Calculated Trip Ends:**
Average Rate: 2606 (Total), 1303 (Entry), 1303 (Exit)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DATA SOURCE:
Trip Generation Manual, 12th Ed

SEARCH BY LAND USE CODE:
221

LAND USE GROUP:
(200-299) Residential

LAND USE :
221 - Multifamily Housing (Mid-Rise)

LAND USE SUBCATEGORY:
Not Close to Rail Transit

SETTING/LOCATION:
General Urban/Suburban

INDEPENDENT VARIABLE (IV):
Dwelling Units

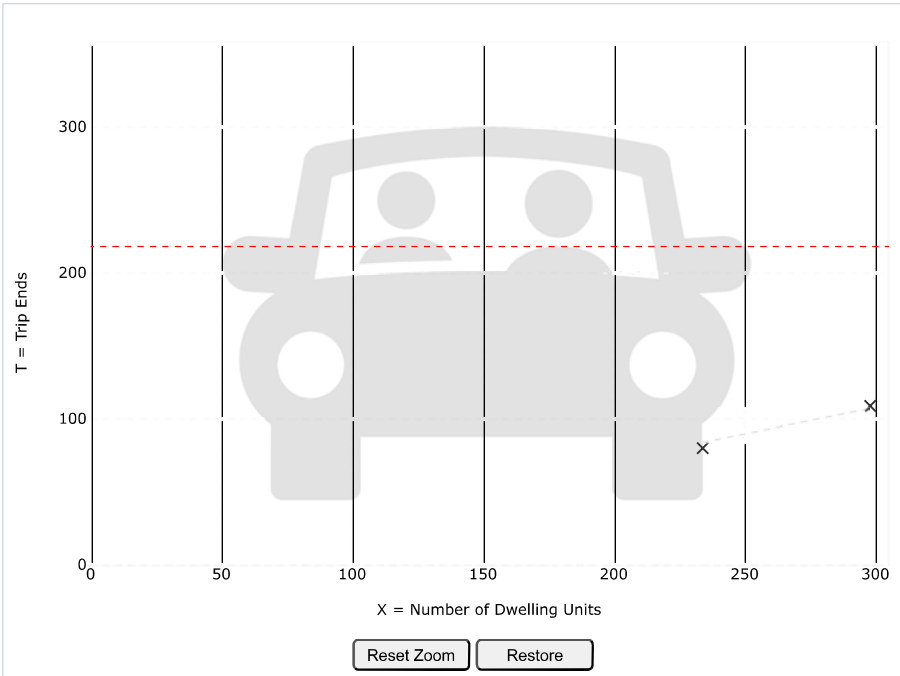
TIME PERIOD:
Saturday, Peak Hour of Generator

TRIP TYPE:
Vehicle

ENTER IV VALUE TO CALCULATE TRIPS:
606 Calculate

## Data Plot and Equation

*Caution – Small Sample Size*




Use the mouse wheel to Zoom Out or Zoom In.
Hover the mouse pointer on data points to view X and T values.

## DATA STATISTICS

**Land Use:**
Multifamily Housing (Mid-Rise) - Not Close to Rail Transit (221) Click for Description and Data Plots

**Independent Variable:**
Dwelling Units

**Time Period:**
Saturday
Peak Hour of Generator

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

**Trip Type:**
Vehicle

**Number of Studies:**
2

**Avg. Num. of Dwelling Units:**
266

**Average Rate:**
0.36

**Range of Rates:**
0.34 - 0.37

**Standard Deviation:**
****

**Fitted Curve Equation:**
Not Given

**$R^2$:**
****

**Directional Distribution:**
51% entering, 49% exiting

**Calculated Trip Ends:**
Average Rate: 218 (Total), 111 (Entry), 107 (Exit)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DATA SOURCE: Trip Generation Manual, 12th Ed

SEARCH BY LAND USE CODE: 821

LAND USE GROUP: (800-899) Retail

LAND USE : 821 - Shopping Plaza (40-150k)

LAND USE SUBCATEGORY: Supermarket - Yes

SETTING/LOCATION: General Urban/Suburban

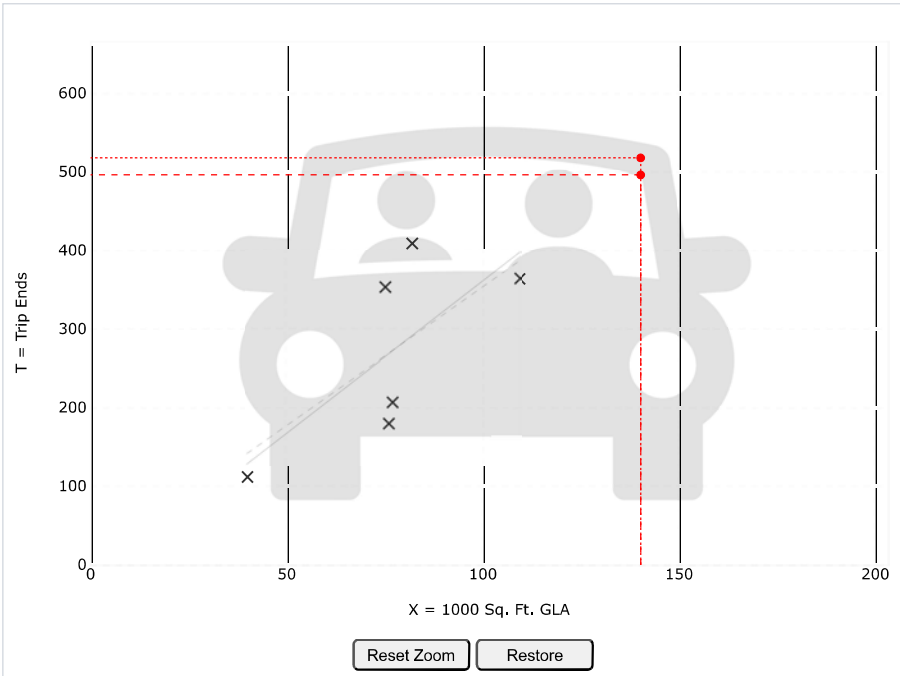
INDEPENDENT VARIABLE (IV): 1000 Sq. Ft. GLA

TIME PERIOD: Weekday, Peak Hour of Adjacent Stre

TRIP TYPE: Vehicle

ENTER IV VALUE TO CALCULATE TRIPS: 140.19 Calculate

## Data Plot and Equation




Use the mouse wheel to Zoom Out or Zoom In.
Hover the mouse pointer on data points to view X and T values.

## DATA STATISTICS

**Land Use:**
Shopping Plaza (40-150k) - Supermarket - Yes (821)
Click for Description and Data Plots

**Independent Variable:**
1000 Sq. Ft. GLA

**Time Period:**
Weekday
Peak Hour of Adjacent Street Traffic
One Hour Between 7 and 9 a.m.

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

**Trip Type:**
Vehicle

**Number of Studies:**
6

**Avg. 1000 Sq. Ft. GLA:**
77

**Average Rate:**
3.54

**Range of Rates:**
2.37 - 4.99

**Standard Deviation:**
1.10

**Fitted Curve Equation:**
T = 3.89(X) - 27.40

**$R^2$:**
0.51

**Directional Distribution:**
60% entering, 40% exiting

**Calculated Trip Ends:**
Average Rate: 496 (Total), 298 (Entry), 198 (Exit)
Fitted Curve: 518 (Total), 311 (Entry), 207 (Exit)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DATA SOURCE:
Trip Generation Manual, 12th Ed

SEARCH BY LAND USE CODE:
821

LAND USE GROUP:
(800-899) Retail

LAND USE :
821 - Shopping Plaza (40-150k)

LAND USE SUBCATEGORY:
Supermarket - Yes

SETTING/LOCATION:
General Urban/Suburban

INDEPENDENT VARIABLE (IV):
1000 Sq. Ft. GLA

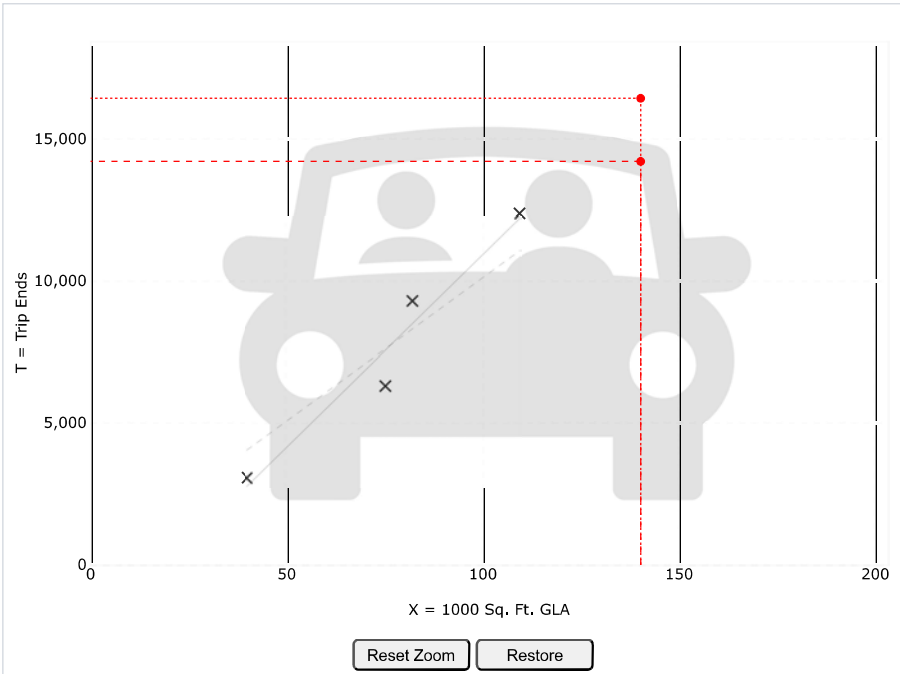
TIME PERIOD:
Weekday

TRIP TYPE:
Vehicle

ENTER IV VALUE TO CALCULATE TRIPS:
140.19 Calculate

## Data Plot and Equation

*Caution – Small Sample Size*




Use the mouse wheel to Zoom Out or Zoom In.
Hover the mouse pointer on data points to view X and T values.

## DATA STATISTICS

**Land Use:**
Shopping Plaza (40-150k) - Supermarket - Yes (821)
Click for Description and Data Plots

**Independent Variable:**
1000 Sq. Ft. GLA

**Time Period:**
Weekday

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

**Trip Type:**
Vehicle

**Number of Studies:**
4

**Avg. 1000 Sq. Ft. GLA:**
77

**Average Rate:**
101.43

**Range of Rates:**
76.93 - 113.46

**Standard Deviation:**
17.91

**Fitted Curve Equation:**
T = 136.41(X) - 2680.46

**$R^2$:**
0.95

**Directional Distribution:**
50% entering, 50% exiting

**Calculated Trip Ends:**
Average Rate: 14219 (Total), 7110 (Entry), 7109 (Exit)
Fitted Curve: 16443 (Total), 8221 (Entry), 8222 (Exit)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Query | Filter

DATA SOURCE: Trip Generation Manual, 12th Ed

SEARCH BY LAND USE CODE: 821

LAND USE GROUP: (800-899) Retail

LAND USE : 821 - Shopping Plaza (40-150k)

LAND USE SUBCATEGORY: Supermarket - Yes

SETTING/LOCATION: General Urban/Suburban

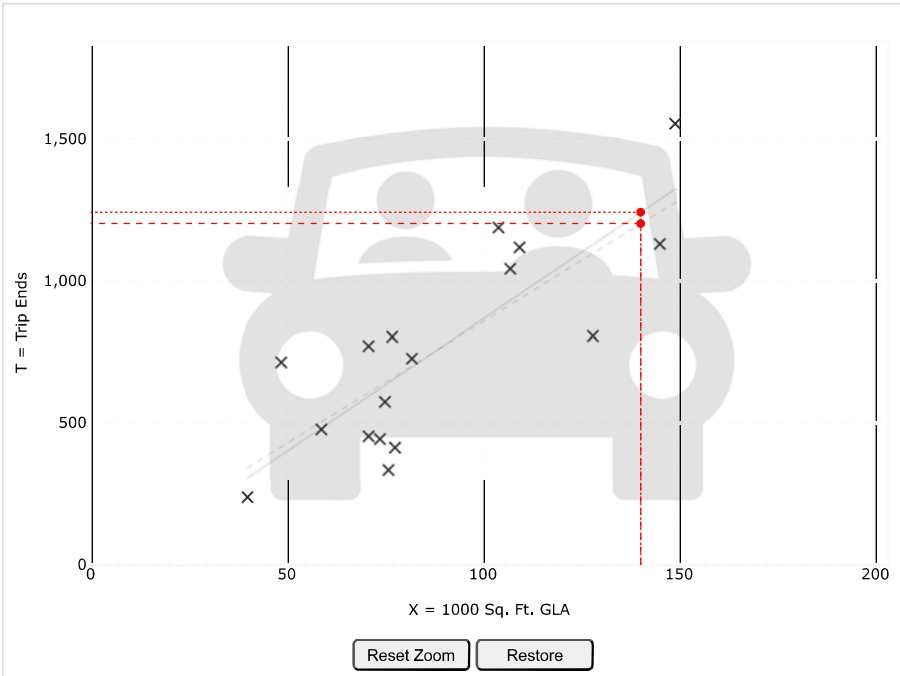
INDEPENDENT VARIABLE (IV): 1000 Sq. Ft. GLA

TIME PERIOD: Weekday, Peak Hour of Adjacent Stre

TRIP TYPE: Vehicle

ENTER IV VALUE TO CALCULATE TRIPS: 140.19 Calculate

## Data Plot and Equation




Use the mouse wheel to Zoom Out or Zoom In.
Hover the mouse pointer on data points to view X and T values.

## DATA STATISTICS

**Land Use:**
Shopping Plaza (40-150k) - Supermarket - Yes (821)
Click for Description and Data Plots

**Independent Variable:**
1000 Sq. Ft. GLA

**Time Period:**
Weekday
Peak Hour of Adjacent Street Traffic
One Hour Between 4 and 6 p.m.

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

**Trip Type:**
Vehicle

**Number of Studies:**
17

**Avg. 1000 Sq. Ft. GLA:**
88

**Average Rate:**
8.58

**Range of Rates:**
4.43 - 14.67

**Standard Deviation:**
2.43

**Fitted Curve Equation:**
T = 9.34(X) - 66.48

**$R^2$:**
0.67

**Directional Distribution:**
49% entering, 51% exiting

**Calculated Trip Ends:**
Average Rate: 1203 (Total), 589 (Entry), 614 (Exit)
Fitted Curve: 1243 (Total), 609 (Entry), 634 (Exit)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Query | Filter

DATA SOURCE: Trip Generation Manual, 12th Ed

SEARCH BY LAND USE CODE: 821

LAND USE GROUP: (800-899) Retail

LAND USE : 821 - Shopping Plaza (40-150k)

LAND USE SUBCATEGORY: Supermarket - Yes

SETTING/LOCATION: General Urban/Suburban

INDEPENDENT VARIABLE (IV): 1000 Sq. Ft. GLA

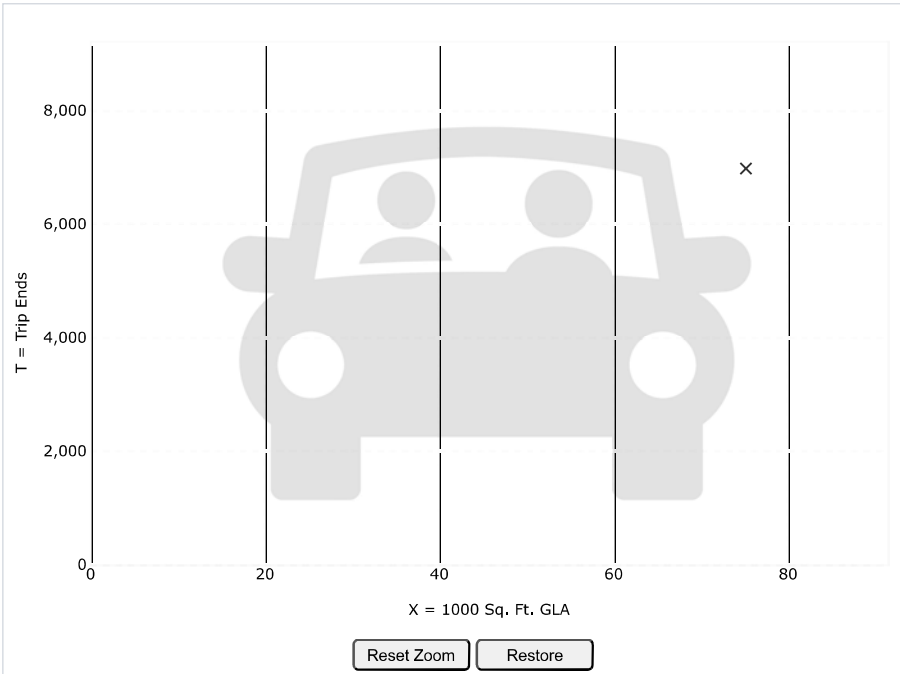
TIME PERIOD: Saturday

TRIP TYPE: Vehicle

ENTER IV VALUE TO CALCULATE TRIPS: 140.19 Calculate

## Data Plot and Equation

*Caution – Small Sample Size*




Use the mouse wheel to Zoom Out or Zoom In.
Hover the mouse pointer on data points to view X and T values.

## DATA STATISTICS

**Land Use:**
Shopping Plaza (40-150k) - Supermarket - Yes (821)
Click for Description and Data Plots

**Independent Variable:**
1000 Sq. Ft. GLA

**Time Period:**
Saturday

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

**Trip Type:**
Vehicle

**Number of Studies:**
1

**Avg. 1000 Sq. Ft. GLA:**
75

**Average Rate:**
92.93

**Range of Rates:**
92.93 - 92.93

**Standard Deviation:**
****

**Fitted Curve Equation:**
Not Given

**$R^2$:**
****

**Directional Distribution:**
50% entering, 50% exiting

**Calculated Trip Ends:**
Average Rate: 13028 (Total), 6514 (Entry), 6514 (Exit)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DATA SOURCE: Trip Generation Manual, 12th Ed

SEARCH BY LAND USE CODE: 821

LAND USE GROUP: (800-899) Retail

LAND USE : 821 - Shopping Plaza (40-150k)

LAND USE SUBCATEGORY: Supermarket - Yes

SETTING/LOCATION: General Urban/Suburban

INDEPENDENT VARIABLE (IV): 1000 Sq. Ft. GLA

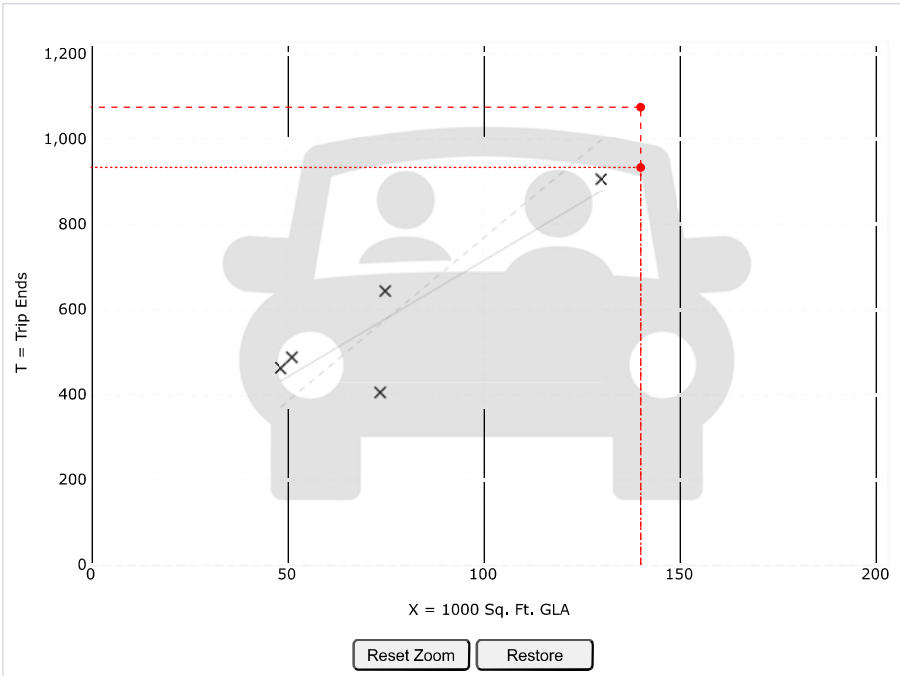
TIME PERIOD: Saturday, Peak Hour of Generator

TRIP TYPE: Vehicle

ENTER IV VALUE TO CALCULATE TRIPS: 140.19 Calculate

## Data Plot and Equation

*Caution – Small Sample Size*




Use the mouse wheel to Zoom Out or Zoom In.
Hover the mouse pointer on data points to view X and T values.

## DATA STATISTICS

**Land Use:**
Shopping Plaza (40-150k) - Supermarket - Yes (821)
Click for Description and Data Plots

**Independent Variable:**
1000 Sq. Ft. GLA

**Time Period:**
Saturday
Peak Hour of Generator

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

**Trip Type:**
Vehicle

**Number of Studies:**
5

**Avg. 1000 Sq. Ft. GLA:**
76

**Average Rate:**
7.67

**Range of Rates:**
5.51 - 9.54

**Standard Deviation:**
1.64

**Fitted Curve Equation:**
T = 5.46(X) + 168.21

**$R^2$:**
0.79

**Directional Distribution:**
49% entering, 51% exiting

**Calculated Trip Ends:**
Average Rate: 1075 (Total), 527 (Entry), 548 (Exit)
Fitted Curve: 934 (Total), 457 (Entry), 477 (Exit)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Query | Filter

DATA SOURCE:
Trip Generation Manual, 12th Ed

SEARCH BY LAND USE CODE:
912

LAND USE GROUP:
(900-999) Services

LAND USE :
912 - Drive-in Bank

LAND USE SUBCATEGORY:
All Sites

SETTING/LOCATION:
General Urban/Suburban

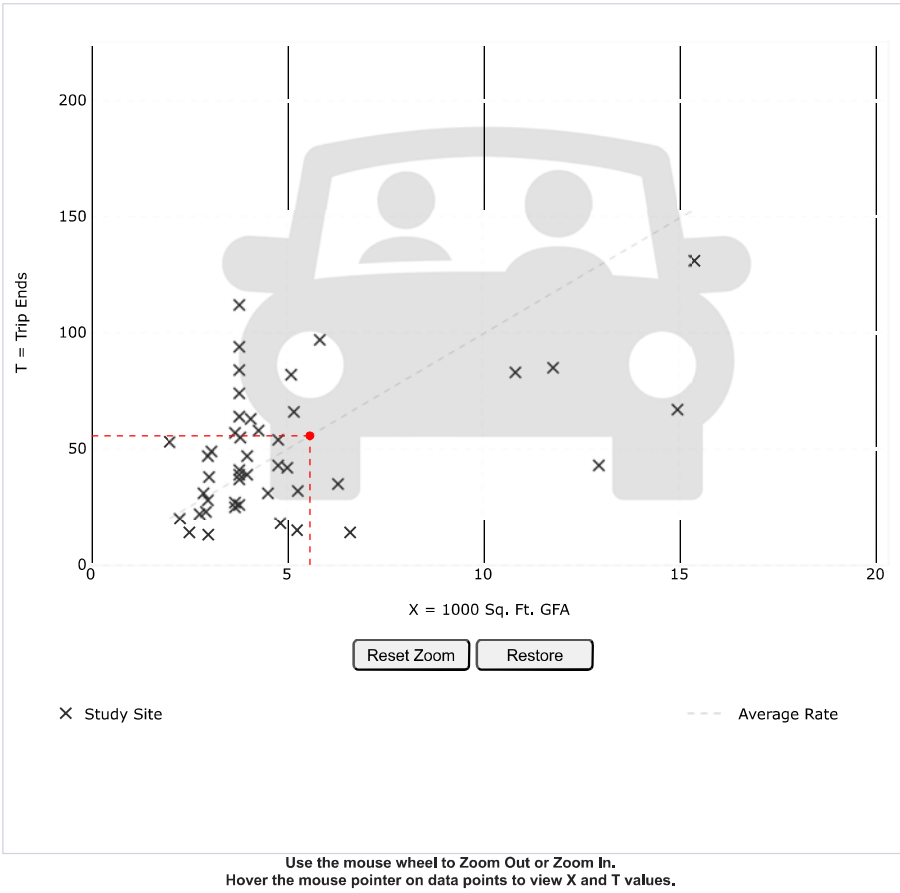
INDEPENDENT VARIABLE (IV):
1000 Sq. Ft. GFA

TIME PERIOD:
Weekday, Peak Hour of Adjacent Stre

TRIP TYPE:
Vehicle

ENTER IV VALUE TO CALCULATE TRIPS:
5.59 Calculate

## Data Plot and Equation




Use the mouse wheel to Zoom Out or Zoom In.
Hover the mouse pointer on data points to view X and T values.

## DATA STATISTICS

**Land Use:**
Drive-in Bank (912) Click for Description and Data Plots

**Independent Variable:**
1000 Sq. Ft. GFA

**Time Period:**
Weekday
Peak Hour of Adjacent Street Traffic
One Hour Between 7 and 9 a.m.

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

**Trip Type:**
Vehicle

**Number of Studies:**
46

**Avg. 1000 Sq. Ft. GFA:**
5

**Average Rate:**
9.95

**Range of Rates:**
2.12 - 29.47

**Standard Deviation:**
5.89

**Fitted Curve Equation:**
Not Given

**$R^2$:**
****

**Directional Distribution:**
58% entering, 42% exiting

**Calculated Trip Ends:**
Average Rate: 56 (Total), 32 (Entry), 24 (Exit)

Add-ons to do more
Try OTISS Pro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Query | Filter

DATA SOURCE:
Trip Generation Manual, 12th Ed

SEARCH BY LAND USE CODE:
912

LAND USE GROUP:
(900-999) Services

LAND USE :
912 - Drive-in Bank

LAND USE SUBCATEGORY:
All Sites

SETTING/LOCATION:
General Urban/Suburban

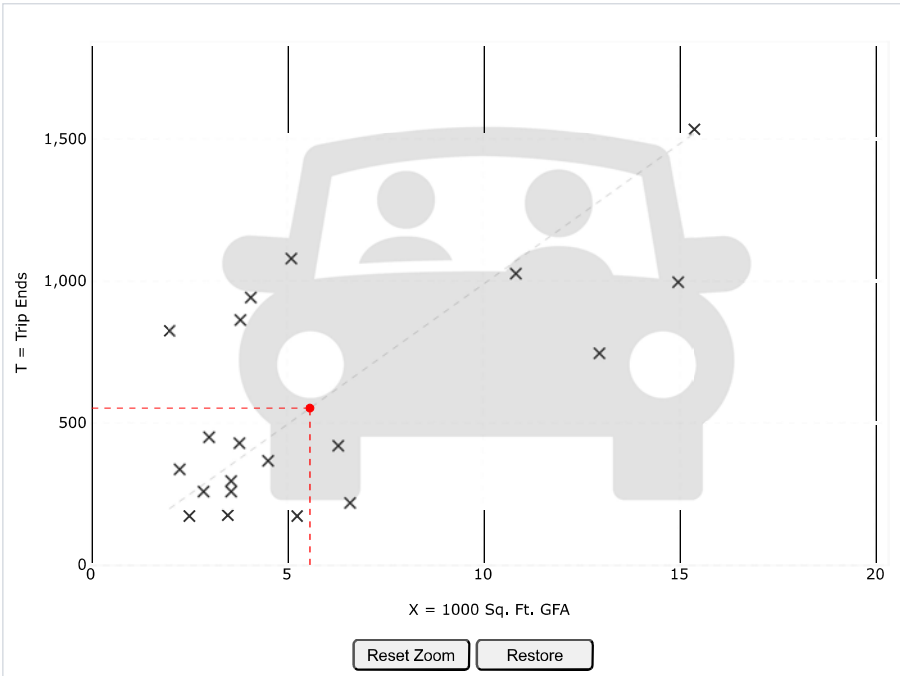
INDEPENDENT VARIABLE (IV):
1000 Sq. Ft. GFA

TIME PERIOD:
Weekday

TRIP TYPE:
Vehicle

ENTER IV VALUE TO CALCULATE TRIPS:
5.59 Calculate

## Data Plot and Equation




Use the mouse wheel to Zoom Out or Zoom In.
Hover the mouse pointer on data points to view X and T values.

## DATA STATISTICS

**Land Use:**
Drive-in Bank (912) Click for Description and Data Plots

**Independent Variable:**
1000 Sq. Ft. GFA

**Time Period:**
Weekday

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

**Trip Type:**
Vehicle

**Number of Studies:**
20

**Avg. 1000 Sq. Ft. GFA:**
6

**Average Rate:**
98.85

**Range of Rates:**
32.67 - 408.42

**Standard Deviation:**
68.06

**Fitted Curve Equation:**
Not Given

**$R^2$:**
****

**Directional Distribution:**
50% entering, 50% exiting

**Calculated Trip Ends:**
Average Rate: 553 (Total), 276 (Entry), 277 (Exit)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DATA SOURCE:
Trip Generation Manual, 12th Ed

SEARCH BY LAND USE CODE:
912

LAND USE GROUP:
(900-999) Services

LAND USE :
912 - Drive-in Bank

LAND USE SUBCATEGORY:
All Sites

SETTING/LOCATION:
General Urban/Suburban

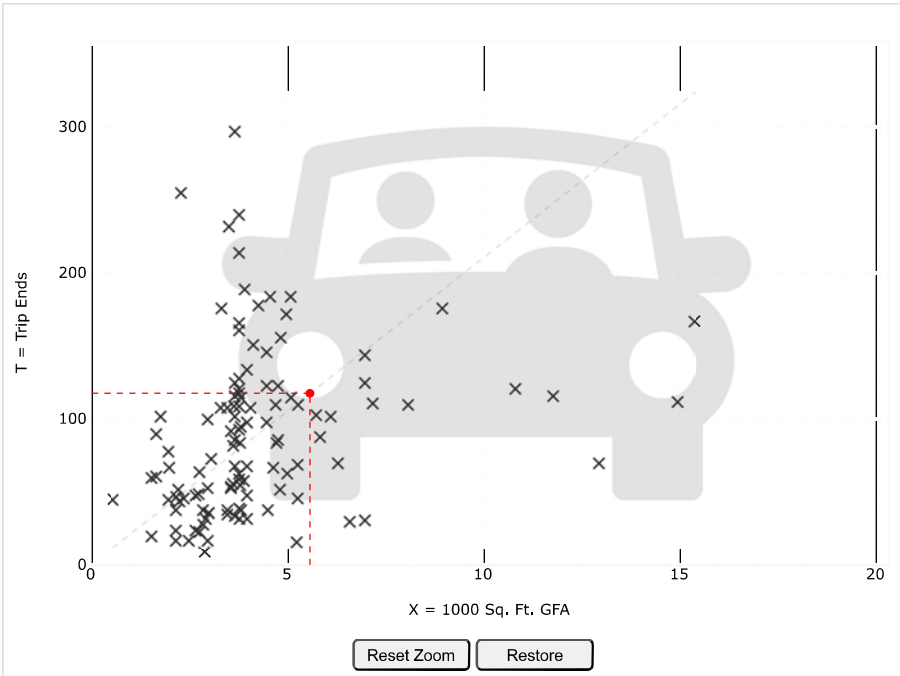
INDEPENDENT VARIABLE (IV):
1000 Sq. Ft. GFA

TIME PERIOD:
Weekday, Peak Hour of Adjacent Stre

TRIP TYPE:
Vehicle

ENTER IV VALUE TO CALCULATE TRIPS:
5.59 Calculate

## Data Plot and Equation




Use the mouse wheel to Zoom Out or Zoom In.
Hover the mouse pointer on data points to view X and T values.

## DATA STATISTICS

**Land Use:**
Drive-in Bank (912) Click for Description and Data Plots

**Independent Variable:**
1000 Sq. Ft. GFA

**Time Period:**
Weekday
Peak Hour of Adjacent Street Traffic
One Hour Between 4 and 6 p.m.

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

**Trip Type:**
Vehicle

**Number of Studies:**
116

**Avg. 1000 Sq. Ft. GFA:**
4

**Average Rate:**
21.03

**Range of Rates:**
3.04 - 109.91

**Standard Deviation:**
15.06

**Fitted Curve Equation:**
Not Given

**$R^2$:**
****

**Directional Distribution:**
50% entering, 50% exiting

**Calculated Trip Ends:**
Average Rate: 118 (Total), 59 (Entry), 59 (Exit)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DATA SOURCE:
Trip Generation Manual, 12th Ed

SEARCH BY LAND USE CODE:
912

LAND USE GROUP:
(900-999) Services

LAND USE :
912 - Drive-in Bank

LAND USE SUBCATEGORY:
All Sites

SETTING/LOCATION:
General Urban/Suburban

INDEPENDENT VARIABLE (IV):
1000 Sq. Ft. GFA

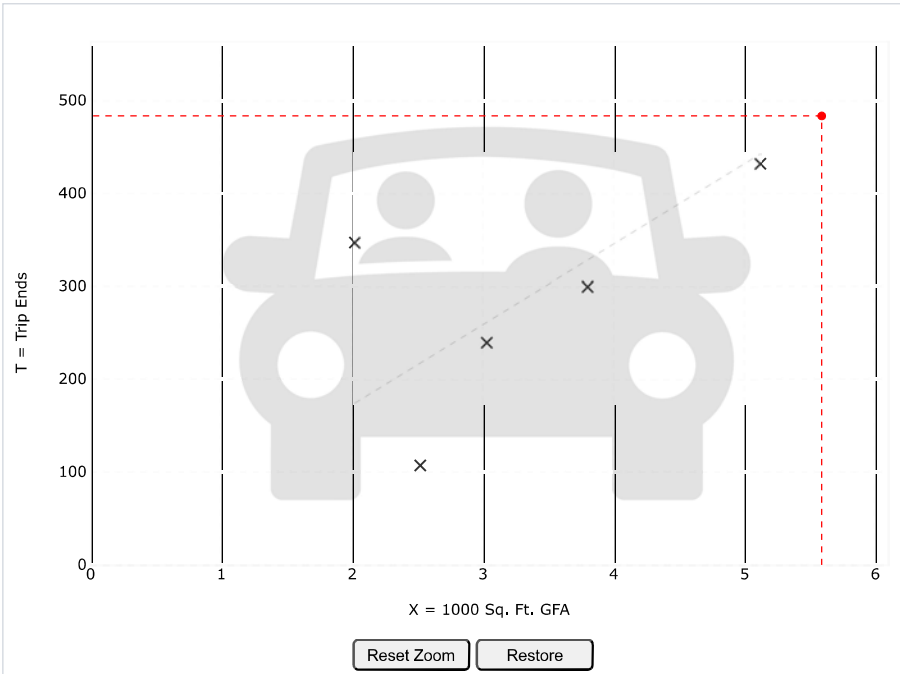
TIME PERIOD:
Saturday

TRIP TYPE:
Vehicle

ENTER IV VALUE TO CALCULATE TRIPS:
5.59 Calculate

## Data Plot and Equation

*Caution – Small Sample Size*




Use the mouse wheel to Zoom Out or Zoom In.
Hover the mouse pointer on data points to view X and T values.

## DATA STATISTICS

**Land Use:**
Drive-in Bank (912) Click for Description and Data Plots

**Independent Variable:**
1000 Sq. Ft. GFA

**Time Period:**
Saturday

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

**Trip Type:**
Vehicle

**Number of Studies:**
5

**Avg. 1000 Sq. Ft. GFA:**
3

**Average Rate:**
86.48

**Range of Rates:**
42.46 - 171.78

**Standard Deviation:**
38.92

**Fitted Curve Equation:**
Not Given

**$R^2$:**
****

**Directional Distribution:**
50% entering, 50% exiting

**Calculated Trip Ends:**
Average Rate: 483 (Total), 242 (Entry), 241 (Exit)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DATA SOURCE:
Trip Generation Manual, 12th Ed

SEARCH BY LAND USE CODE:
912

LAND USE GROUP:
(900-999) Services

LAND USE :
912 - Drive-in Bank

LAND USE SUBCATEGORY:
All Sites

SETTING/LOCATION:
General Urban/Suburban

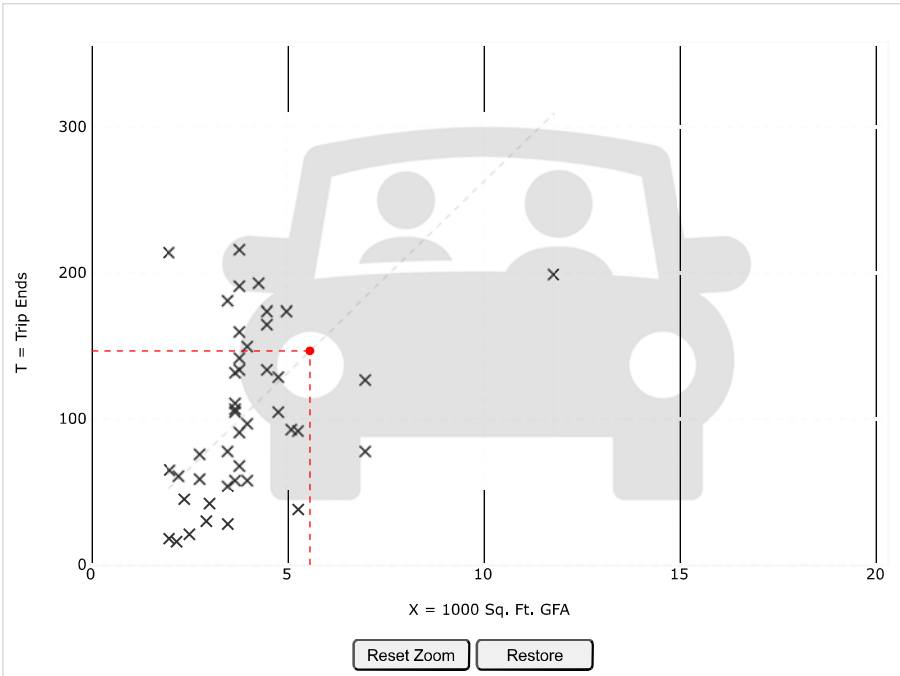
INDEPENDENT VARIABLE (IV):
1000 Sq. Ft. GFA

TIME PERIOD:
Saturday, Peak Hour of Generator

TRIP TYPE:
Vehicle

ENTER IV VALUE TO CALCULATE TRIPS:
5.59 Calculate

## Data Plot and Equation




Use the mouse wheel to Zoom Out or Zoom In.
Hover the mouse pointer on data points to view X and T values.

## DATA STATISTICS

**Land Use:**
Drive-in Bank (912) Click for Description and Data Plots

**Independent Variable:**
1000 Sq. Ft. GFA

**Time Period:**
Saturday
Peak Hour of Generator

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

**Trip Type:**
Vehicle

**Number of Studies:**
43

**Avg. 1000 Sq. Ft. GFA:**
4

**Average Rate:**
26.24

**Range of Rates:**
7.18 - 107.00

**Standard Deviation:**
15.30

**Fitted Curve Equation:**
Not Given

**$R^2$:**
****

**Directional Distribution:**
51% entering, 49% exiting

**Calculated Trip Ends:**
Average Rate: 147 (Total), 75 (Entry), 72 (Exit)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DATA SOURCE:
Trip Generation Manual, 12th Ed

SEARCH BY LAND USE CODE:
930

LAND USE GROUP:
(900-999) Services

LAND USE :
930 - Fast Casual Restaurant

LAND USE SUBCATEGORY:
All Sites

SETTING/LOCATION:
General Urban/Suburban

INDEPENDENT VARIABLE (IV):
1000 Sq. Ft. GFA

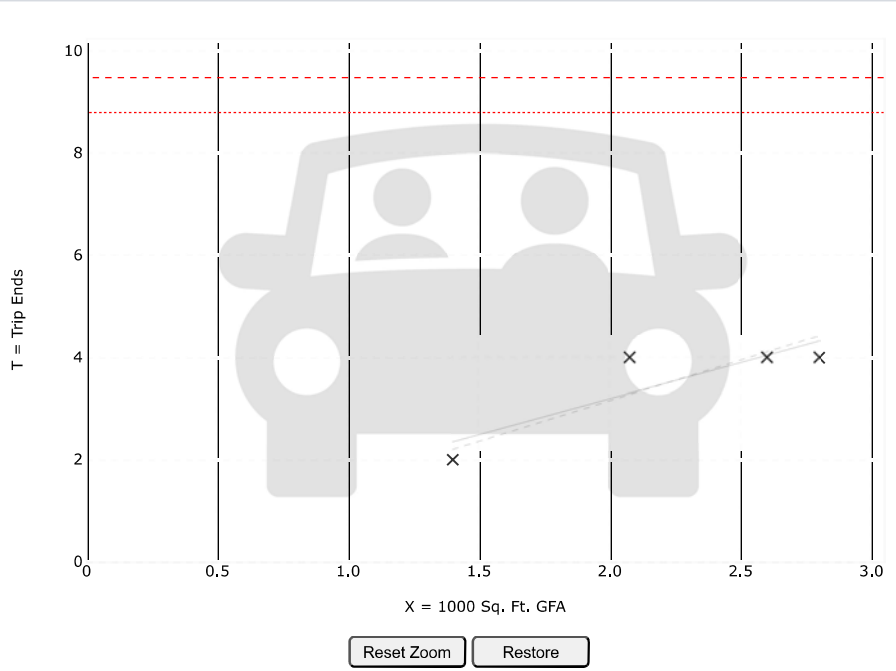
TIME PERIOD:
Weekday, Peak Hour of Adjacent Stre

TRIP TYPE:
Vehicle

ENTER IV VALUE TO CALCULATE TRIPS:
6
Calculate

## Data Plot and Equation

*Caution – Small Sample Size*




Use the mouse wheel to Zoom Out or Zoom In.
Hover the mouse pointer on data points to view X and T values.

## DATA STATISTICS

**Land Use:**
Fast Casual Restaurant (930) Click for Description and Data Plots

**Independent Variable:**
1000 Sq. Ft. GFA

**Time Period:**
Weekday
Peak Hour of Adjacent Street Traffic
One Hour Between 7 and 9 a.m.

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

**Trip Type:**
Vehicle

**Number of Studies:**
4

**Avg. 1000 Sq. Ft. GFA:**
2

**Average Rate:**
1.58

**Range of Rates:**
1.43 - 1.93

**Standard Deviation:**
0.23

**Fitted Curve Equation:**
T = 1.40(X) + 0.40

**$R^2$:**
0.76

**Directional Distribution:**
64% entering, 36% exiting

**Calculated Trip Ends:**
Average Rate: 9 (Total), 6 (Entry), 3 (Exit)
Fitted Curve: 9 (Total), 6 (Entry), 3 (Exit)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Query | Filter

DATA SOURCE: Trip Generation Manual, 12th Ed

SEARCH BY LAND USE CODE: 930

LAND USE GROUP: (900-999) Services

LAND USE : 930 - Fast Casual Restaurant

LAND USE SUBCATEGORY: All Sites

SETTING/LOCATION: General Urban/Suburban

INDEPENDENT VARIABLE (IV): 1000 Sq. Ft. GFA

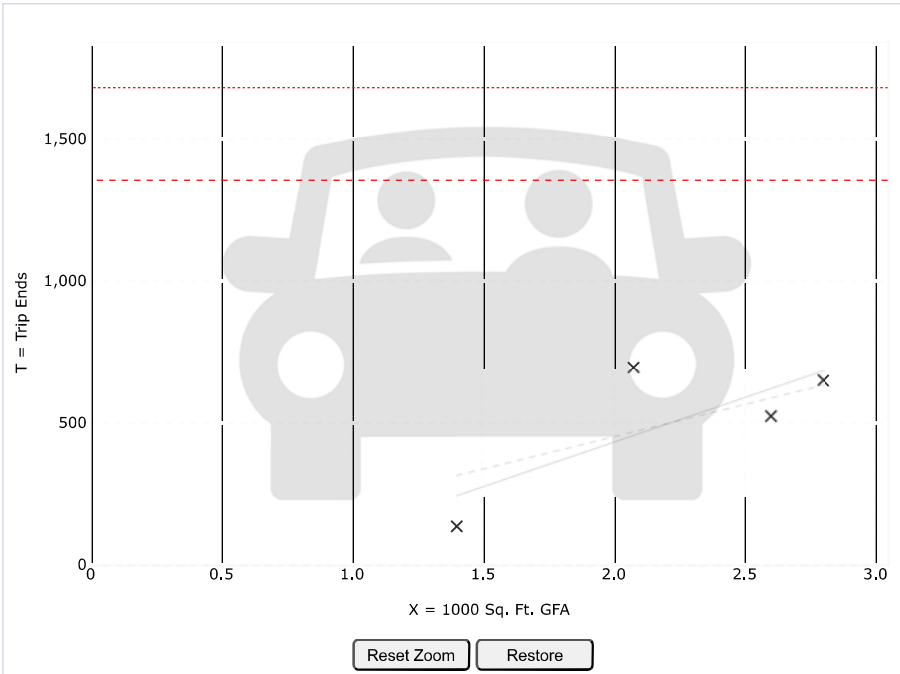
TIME PERIOD: Weekday

TRIP TYPE: Vehicle

ENTER IV VALUE TO CALCULATE TRIPS: 6 Calculate

## Data Plot and Equation

*Caution – Small Sample Size*




Use the mouse wheel to Zoom Out or Zoom In.
Hover the mouse pointer on data points to view X and T values.

## DATA STATISTICS

**Land Use:**
Fast Casual Restaurant (930) Click for Description and Data Plots

**Independent Variable:**
1000 Sq. Ft. GFA

**Time Period:**
Weekday

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

**Trip Type:**
Vehicle

**Number of Studies:**
4

**Avg. 1000 Sq. Ft. GFA:**
2

**Average Rate:**
225.89

**Range of Rates:**
97.14 - 334.78

**Standard Deviation:**
86.21

**Fitted Curve Equation:**
T = 312.22(X) - 191.57

**$R^2$:**
0.59

**Directional Distribution:**
50% entering, 50% exiting

**Calculated Trip Ends:**
Average Rate: 1355 (Total), 678 (Entry), 677 (Exit)
Fitted Curve: 1682 (Total), 841 (Entry), 841 (Exit)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Query | Filter

DATA SOURCE:
Trip Generation Manual, 12th Ed

SEARCH BY LAND USE CODE:
930

LAND USE GROUP:
(900-999) Services

LAND USE :
930 - Fast Casual Restaurant

LAND USE SUBCATEGORY:
All Sites

SETTING/LOCATION:
General Urban/Suburban

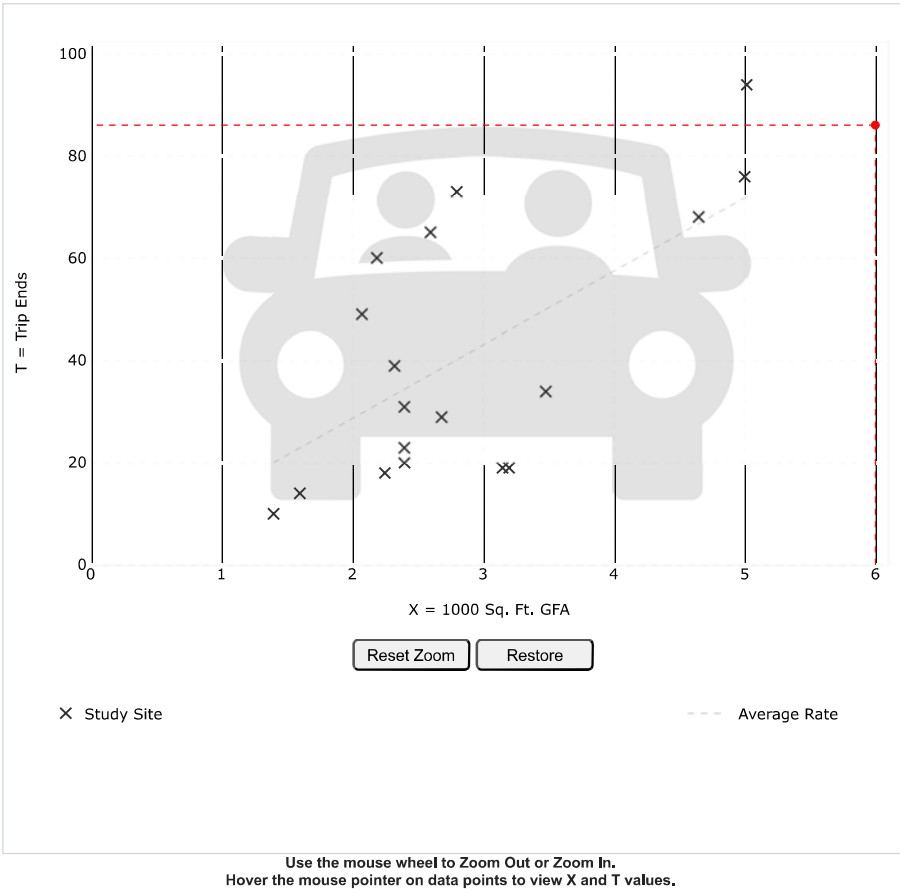
INDEPENDENT VARIABLE (IV):
1000 Sq. Ft. GFA

TIME PERIOD:
Weekday, Peak Hour of Adjacent Stre

TRIP TYPE:
Vehicle

ENTER IV VALUE TO CALCULATE TRIPS:
6
Calculate

## Data Plot and Equation




Use the mouse wheel to Zoom Out or Zoom In.
Hover the mouse pointer on data points to view X and T values.

## DATA STATISTICS

**Land Use:**
Fast Casual Restaurant (930) Click for Description and Data Plots

**Independent Variable:**
1000 Sq. Ft. GFA

**Time Period:**
Weekday
Peak Hour of Adjacent Street Traffic
One Hour Between 4 and 6 p.m.

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

**Trip Type:**
Vehicle

**Number of Studies:**
18

**Avg. 1000 Sq. Ft. GFA:**
3

**Average Rate:**
14.35

**Range of Rates:**
5.94 - 27.40

**Standard Deviation:**
6.80

**Fitted Curve Equation:**
Not Given

**$R^2$:**
****

**Directional Distribution:**
53% entering, 47% exiting

**Calculated Trip Ends:**
Average Rate: 86 (Total), 46 (Entry), 40 (Exit)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Query | Filter

DATA SOURCE:
Trip Generation Manual, 12th Ed

SEARCH BY LAND USE CODE:
930

LAND USE GROUP:
(900-999) Services

LAND USE :
930 - Fast Casual Restaurant

LAND USE SUBCATEGORY:
All Sites

SETTING/LOCATION:
General Urban/Suburban

INDEPENDENT VARIABLE (IV):
1000 Sq. Ft. GFA

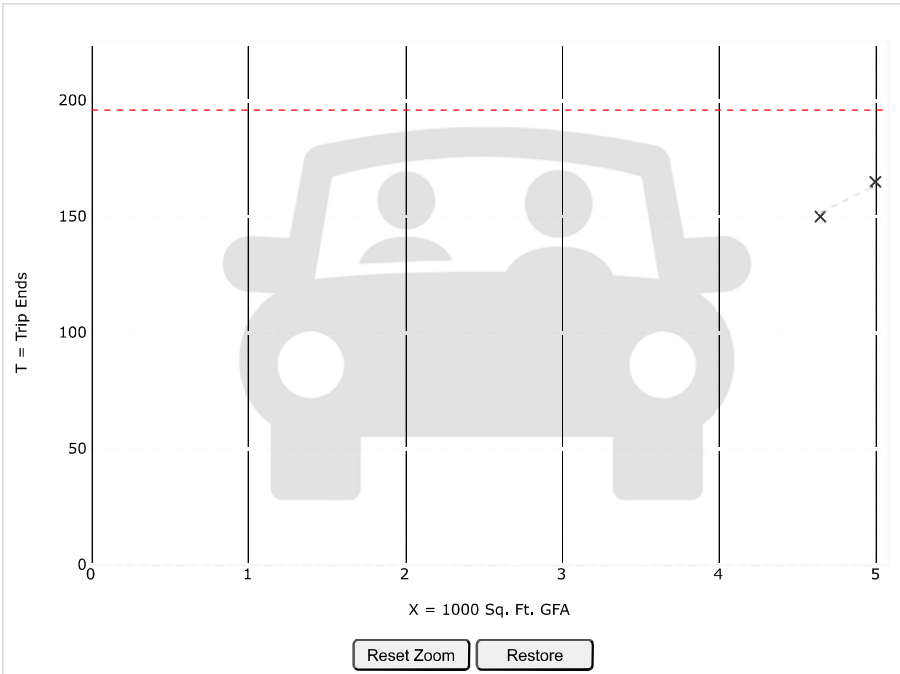
TIME PERIOD:
Saturday, Peak Hour of Generator

TRIP TYPE:
Vehicle

ENTER IV VALUE TO CALCULATE TRIPS:
6 Calculate

## Data Plot and Equation

*Caution – Small Sample Size*




Use the mouse wheel to Zoom Out or Zoom In.
Hover the mouse pointer on data points to view X and T values.

## DATA STATISTICS

**Land Use:**
Fast Casual Restaurant (930) Click for Description and Data Plots

**Independent Variable:**
1000 Sq. Ft. GFA

**Time Period:**
Saturday
Peak Hour of Generator

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

**Trip Type:**
Vehicle

**Number of Studies:**
2

**Avg. 1000 Sq. Ft. GFA:**
5

**Average Rate:**
32.64

**Range of Rates:**
32.26 - 33.00

**Standard Deviation:**
****

**Fitted Curve Equation:**
Not Given

**$R^2$:**
****

**Directional Distribution:**
55% entering, 45% exiting

**Calculated Trip Ends:**
Average Rate: 196 (Total), 108 (Entry), 88 (Exit)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Query | Filter

DATA SOURCE:
Trip Generation Manual, 12th Ed

SEARCH BY LAND USE CODE:
932

LAND USE GROUP:
(900-999) Services

LAND USE :
932 - High-Turnover (Sit-Down) Resta

LAND USE SUBCATEGORY:
All Sites

SETTING/LOCATION:
General Urban/Suburban

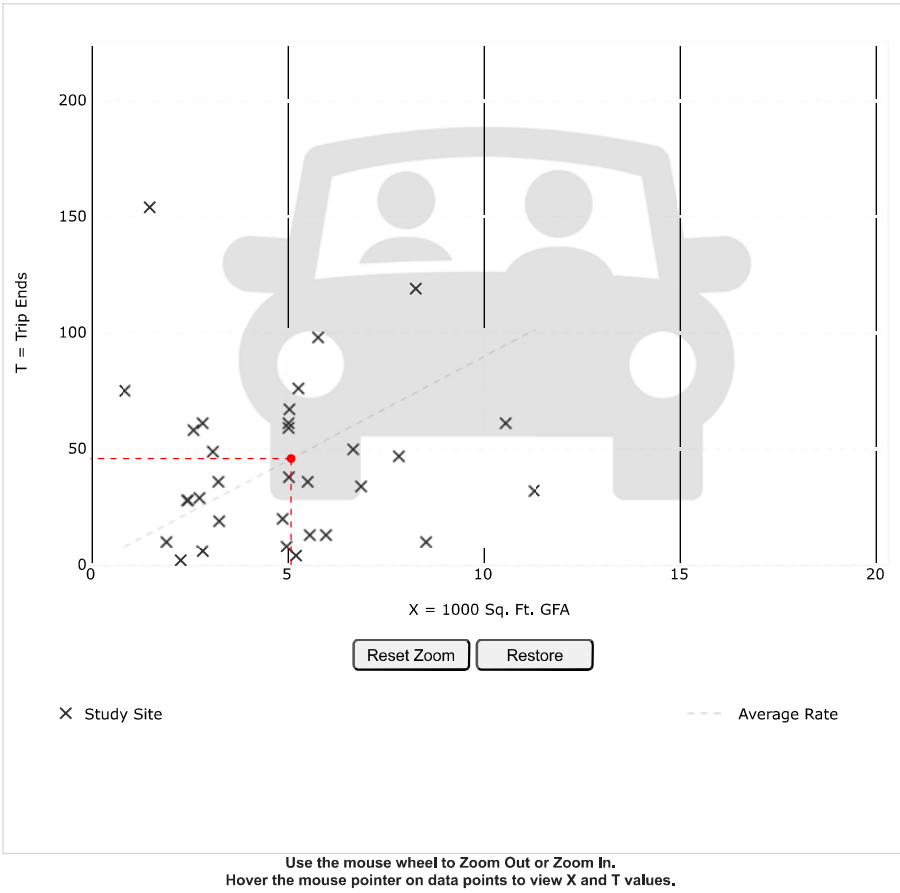
INDEPENDENT VARIABLE (IV):
1000 Sq. Ft. GFA

TIME PERIOD:
Weekday, Peak Hour of Adjacent Stre

TRIP TYPE:
Vehicle

ENTER IV VALUE TO CALCULATE TRIPS:
5.11 Calculate

## Data Plot and Equation




Use the mouse wheel to Zoom Out or Zoom In.
Hover the mouse pointer on data points to view X and T values.

## DATA STATISTICS

**Land Use:**
High-Turnover (Sit-Down) Restaurant (932) Click for Description and Data Plots

**Independent Variable:**
1000 Sq. Ft. GFA

**Time Period:**
Weekday
Peak Hour of Adjacent Street Traffic
One Hour Between 7 and 9 a.m.

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

**Trip Type:**
Vehicle

**Number of Studies:**
32

**Avg. 1000 Sq. Ft. GFA:**
5

**Average Rate:**
8.97

**Range of Rates:**
0.76 - 102.39

**Standard Deviation:**
12.35

**Fitted Curve Equation:**
Not Given

**$R^2$:**
****

**Directional Distribution:**
55% entering, 45% exiting

**Calculated Trip Ends:**
Average Rate: 46 (Total), 25 (Entry), 21 (Exit)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Query | Filter

DATA SOURCE: Trip Generation Manual, 12th Ed

SEARCH BY LAND USE CODE: 932

LAND USE GROUP: (900-999) Services

LAND USE : 932 - High-Turnover (Sit-Down) Resta

LAND USE SUBCATEGORY: All Sites

SETTING/LOCATION: General Urban/Suburban

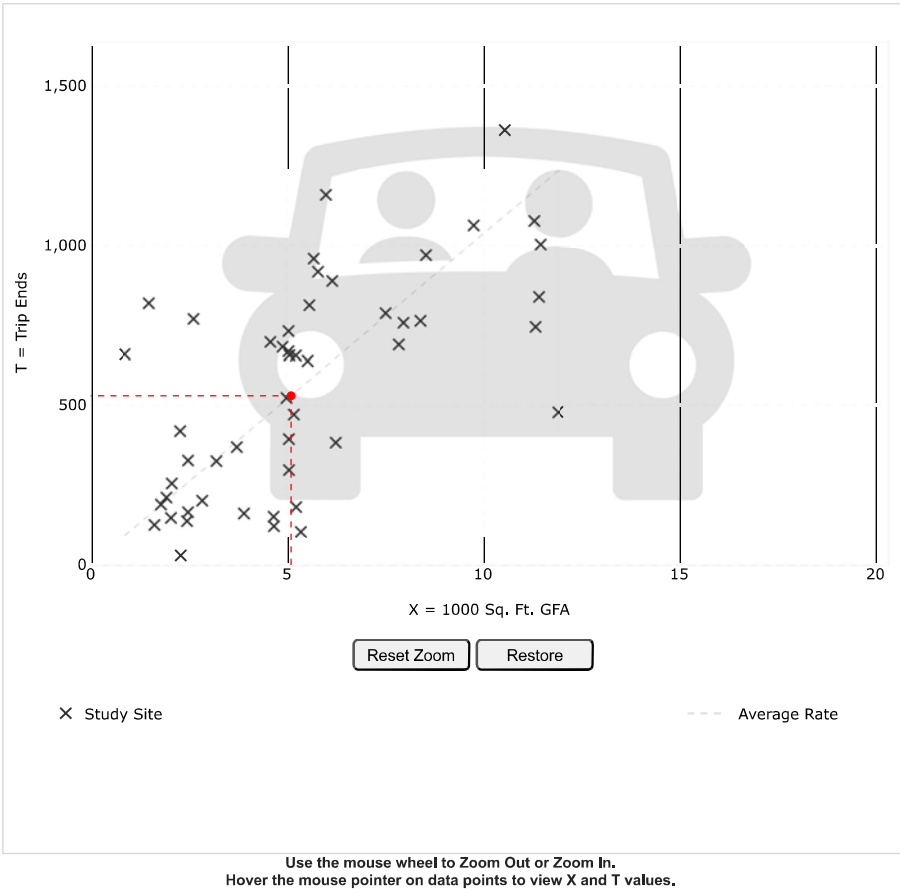
INDEPENDENT VARIABLE (IV): 1000 Sq. Ft. GFA

TIME PERIOD: Weekday

TRIP TYPE: Vehicle

ENTER IV VALUE TO CALCULATE TRIPS: 5.11 Calculate

## Data Plot and Equation




Use the mouse wheel to Zoom Out or Zoom In.
Hover the mouse pointer on data points to view X and T values.

## DATA STATISTICS

**Land Use:**
High-Turnover (Sit-Down) Restaurant (932) Click for Description and Data Plots

**Independent Variable:**
1000 Sq. Ft. GFA

**Time Period:**
Weekday

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

**Trip Type:**
Vehicle

**Number of Studies:**
50

**Avg. 1000 Sq. Ft. GFA:**
5

**Average Rate:**
103.75

**Range of Rates:**
13.04 - 742.41

**Standard Deviation:**
67.15

**Fitted Curve Equation:**
Not Given

**$R^2$:**
****

**Directional Distribution:**
50% entering, 50% exiting

**Calculated Trip Ends:**
Average Rate: 530 (Total), 265 (Entry), 265 (Exit)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Query | Filter

DATA SOURCE:
Trip Generation Manual, 12th Ed

SEARCH BY LAND USE CODE:
932

LAND USE GROUP:
(900-999) Services

LAND USE :
932 - High-Turnover (Sit-Down) Resta

LAND USE SUBCATEGORY:
All Sites

SETTING/LOCATION:
General Urban/Suburban

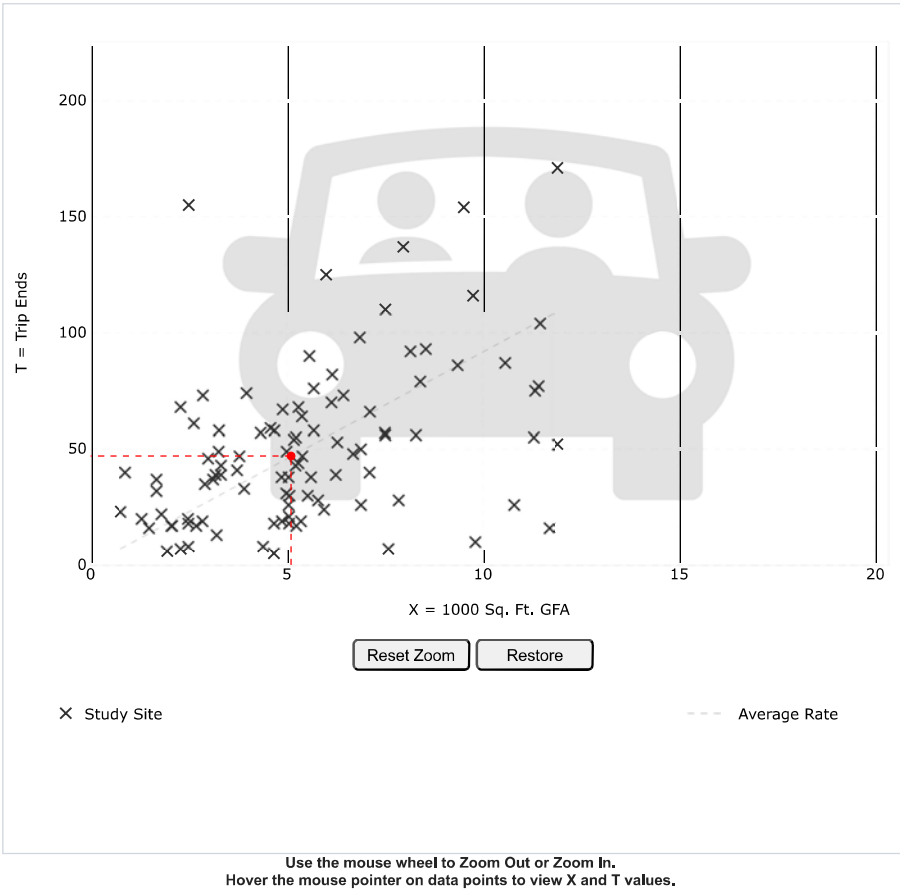
INDEPENDENT VARIABLE (IV):
1000 Sq. Ft. GFA

TIME PERIOD:
Weekday, Peak Hour of Adjacent Stre

TRIP TYPE:
Vehicle

ENTER IV VALUE TO CALCULATE TRIPS:
5.11 Calculate

## Data Plot and Equation




Use the mouse wheel to Zoom Out or Zoom In.
Hover the mouse pointer on data points to view X and T values.

## DATA STATISTICS

**Land Use:**
High-Turnover (Sit-Down) Restaurant (932) Click for Description and Data Plots

**Independent Variable:**
1000 Sq. Ft. GFA

**Time Period:**
Weekday
Peak Hour of Adjacent Street Traffic
One Hour Between 4 and 6 p.m.

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

**Trip Type:**
Vehicle

**Number of Studies:**
100

**Avg. 1000 Sq. Ft. GFA:**
5

**Average Rate:**
9.18

**Range of Rates:**
0.92 - 62.00

**Standard Deviation:**
6.36

**Fitted Curve Equation:**
Not Given

**$R^2$:**
****

**Directional Distribution:**
61% entering, 39% exiting

**Calculated Trip Ends:**
Average Rate: 47 (Total), 29 (Entry), 18 (Exit)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Query | Filter

DATA SOURCE: Trip Generation Manual, 12th Ed

SEARCH BY LAND USE CODE: 932

LAND USE GROUP: (900-999) Services

LAND USE : 932 - High-Turnover (Sit-Down) Resta

LAND USE SUBCATEGORY: All Sites

SETTING/LOCATION: General Urban/Suburban

INDEPENDENT VARIABLE (IV): 1000 Sq. Ft. GFA

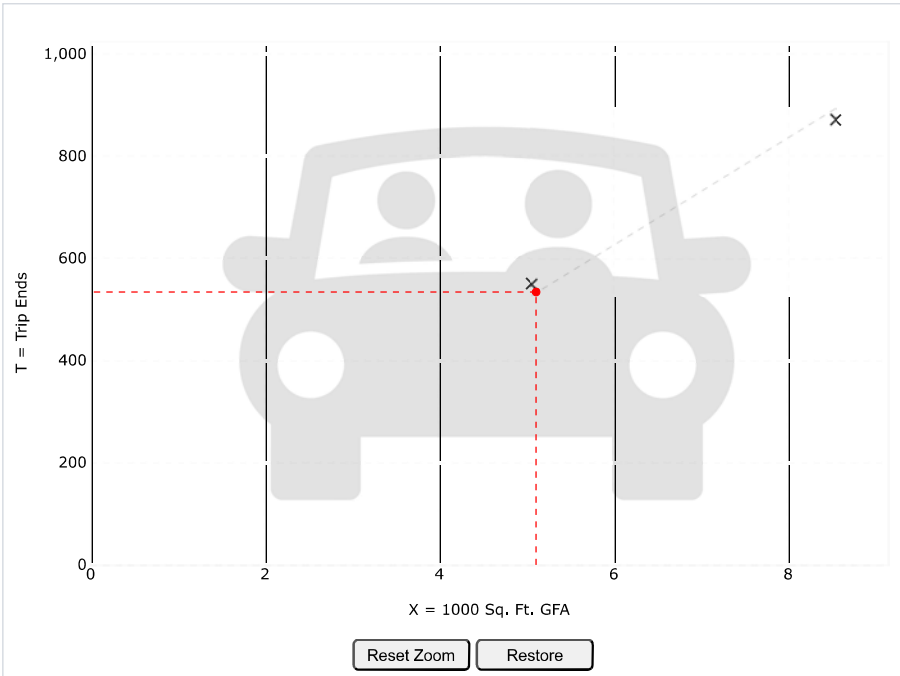
TIME PERIOD: Saturday

TRIP TYPE: Vehicle

ENTER IV VALUE TO CALCULATE TRIPS: 5.11 Calculate

## Data Plot and Equation

*Caution – Small Sample Size*




Use the mouse wheel to Zoom Out or Zoom In.
Hover the mouse pointer on data points to view X and T values.

## DATA STATISTICS

**Land Use:**
High-Turnover (Sit-Down) Restaurant (932) Click for Description and Data Plots

**Independent Variable:**
1000 Sq. Ft. GFA

**Time Period:**
Saturday

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

**Trip Type:**
Vehicle

**Number of Studies:**
2

**Avg. 1000 Sq. Ft. GFA:**
7

**Average Rate:**
104.56

**Range of Rates:**
101.99 - 108.89

**Standard Deviation:**
****

**Fitted Curve Equation:**
Not Given

**$R^2$:**
****

**Directional Distribution:**
50% entering, 50% exiting

**Calculated Trip Ends:**
Average Rate: 534 (Total), 267 (Entry), 267 (Exit)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# Graph Look Up

Graph Look Up

How to Use ITETripGen

TGM Desk Reference

TGM Appendices

Support Documents

Add Users

Comments

Add-ons to do more

Try OTISS Pro

Query | Filter

DATA SOURCE:
Trip Generation Manual, 12th Ed

SEARCH BY LAND USE CODE:
932

LAND USE GROUP:
(900-999) Services

LAND USE :
932 - High-Turnover (Sit-Down) Resta

LAND USE SUBCATEGORY:
All Sites

SETTING/LOCATION:
General Urban/Suburban

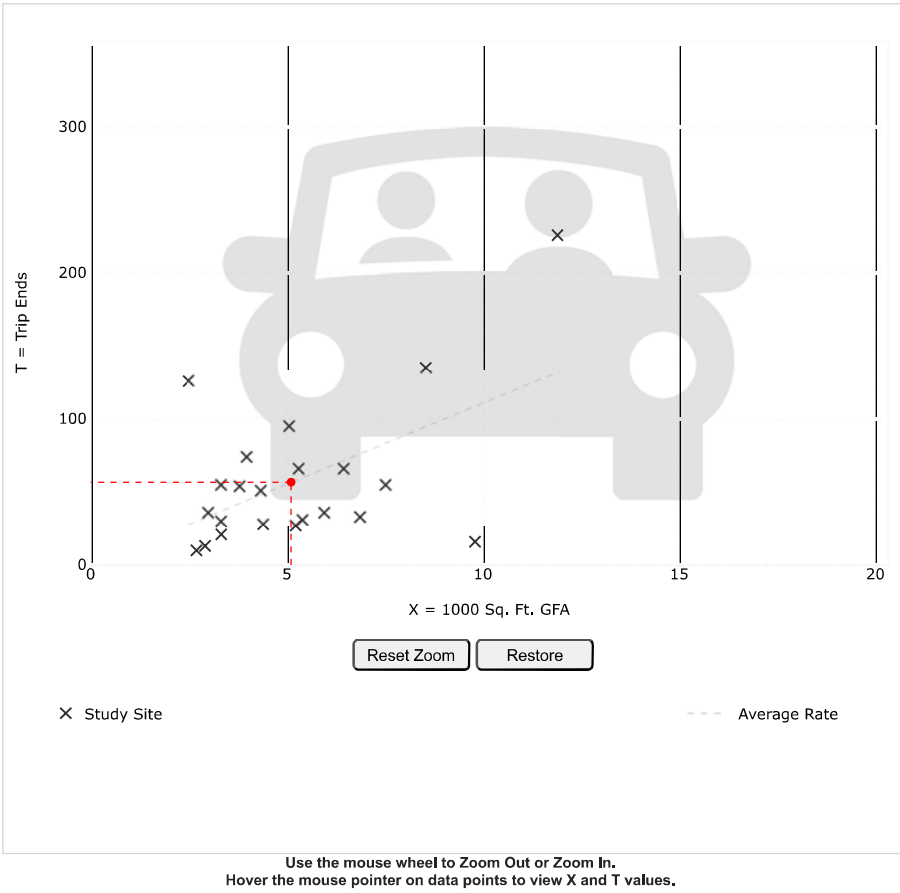
INDEPENDENT VARIABLE (IV):
1000 Sq. Ft. GFA

TIME PERIOD:
Saturday, Peak Hour of Generator

TRIP TYPE:
Vehicle

ENTER IV VALUE TO CALCULATE TRIPS:
5.11 Calculate

## Data Plot and Equation




Use the mouse wheel to Zoom Out or Zoom In.
Hover the mouse pointer on data points to view X and T values.

## DATA STATISTICS

**Land Use:**
High-Turnover (Sit-Down) Restaurant (932) Click for Description and Data Plots

**Independent Variable:**
1000 Sq. Ft. GFA

**Time Period:**
Saturday
Peak Hour of Generator

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

**Trip Type:**
Vehicle

**Number of Studies:**
22

**Avg. 1000 Sq. Ft. GFA:**
5

**Average Rate:**
11.10

**Range of Rates:**
1.63 - 50.40

**Standard Deviation:**
8.34

**Fitted Curve Equation:**
Not Given

**$R^2$:**
****

**Directional Distribution:**
51% entering, 49% exiting

**Calculated Trip Ends:**
Average Rate: 57 (Total), 29 (Entry), 28 (Exit)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Costco Wholesale Club

KITTELSON & ASSOCIATES
11921 Freedom Drive, Suite 1110
Reston, VA 20190
P 703.885.8970

# Costco Trip Generation Memorandum

March 11, 2026 Project# 33064

To: Jeffery Dirk, PE
Managing Partner, Vanasse & Associates

From: Chris Tiesler, PE, PTOE; Barbara Mosier, PE, PTOE; Rebecca Mosunic

CC: Michelle Carlson, PE – BL Companies
Mark Marchisano - Costco

RE: Concord NH Costco – Trip Generation Estimate

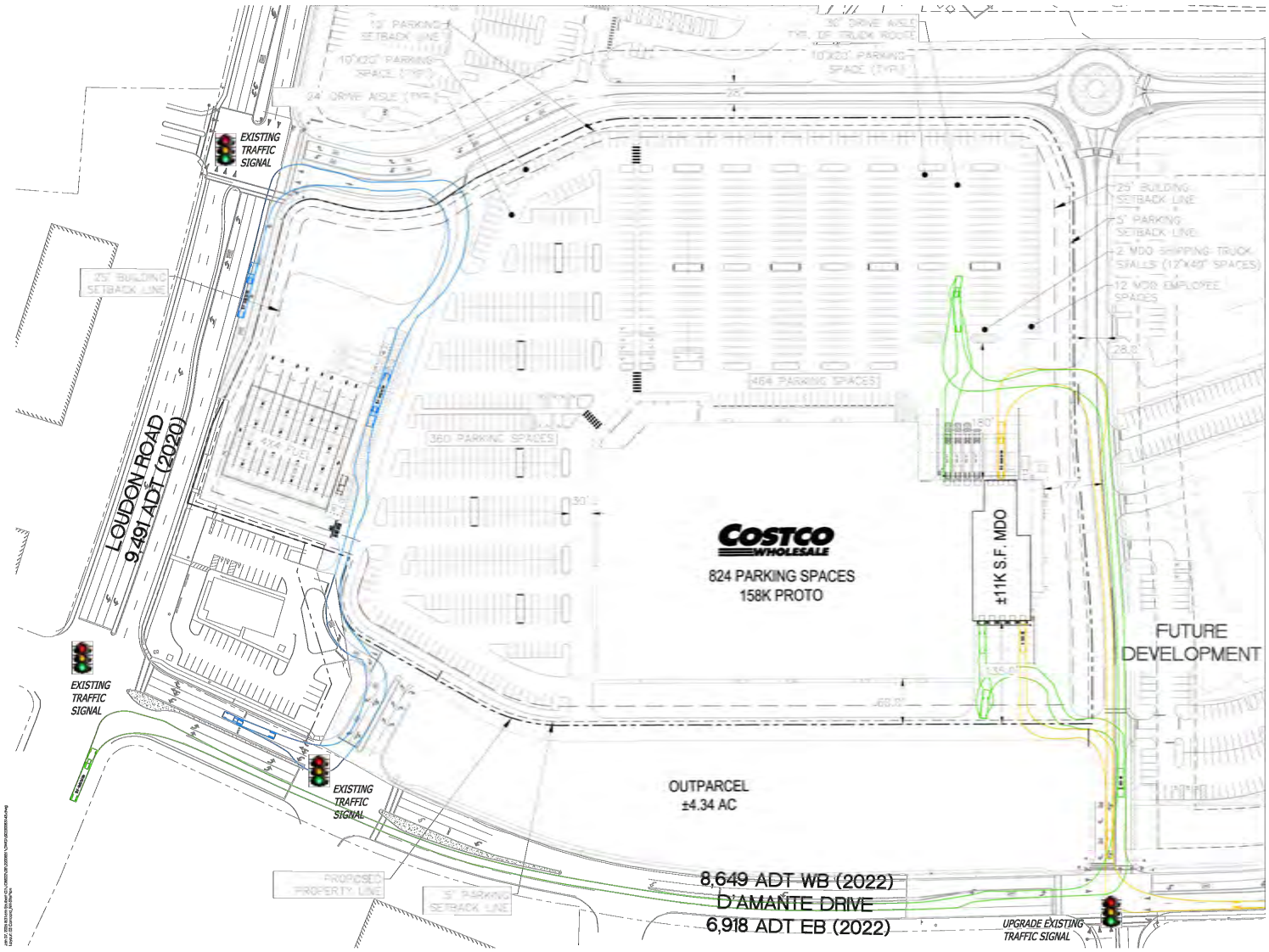
Kittelson & Associates, Inc. (Kittelson) has prepared this updated memorandum to summarize specific trip generation information for the proposed Costco retail center with a fuel facility and attached Market Delivery Operation (MDO) facility as part of the Steeplegate Mall redevelopment project. This memorandum provides a summary of the trip generation rates and characteristics of Costco Warehouses with fuel facilities based on surveys of similar Costco locations.

Included in the overall project is a proposed 158,000 SF Costco warehouse, an attached 11,000 SF MDO facility, and a 32-position fuel facility. **Figure 1** shows the current conceptual site plan.

## COSTCO TRIP GENERATION

For more than 25 years, Kittelson has maintained a database of trip data and travel characteristics for Costco Wholesale. The database contains transportation information such as trip rates and trip type percentages for Costco locations throughout the United States as well as Canada. The database is updated periodically when new Costco traffic counts or other such information become available to Kittelson. To best evaluate the anticipated transportation characteristics of the proposed retail center in Concord, Kittelson used the Costco trip database to develop a trip generation estimate for both the retail center and MDO as it provides use-specific data that most accurately represents the anticipated transportation characteristics of this unique development type.

The retail center trip rates summarized herein rely on data collection conducted at Costco sites located across the United States. The trip studies were completed using industry standard engineering practices consistent with guidance within the Institute of Transportation Engineers (ITE) standard reference, *Trip Generation Manual*, *11th Edition*. These cordon surveys were conducted between 2011 and 2024 and include 66 surveys of Costco warehouse retail centers across North America. The Costco buildings surveyed range in size between 115,707 square feet and 235,298 square feet, with an average size of 152,716 square feet. The existing Costco locations all included fuel facilities, ranging from 12 to 32 fueling positions.




**PROJECT DATA**

| | |
|---|---|
| CLIENT: | COSTCO WHOLESALE<br>730 LAKE DRIVE<br>ISSAQUAH, WA 98027 |
| PROJECT ADDRESS: | 270 LOUDON ROAD,<br>CONCORD, NH |

**SITE DATA:**

| | |
|---|---|
| TOTAL SITE AREA: | ±49.66 AC. |
| COSTCO PARCEL AREA: | ±18.11 AC. |
| JURISDICTION: | CITY OF CONCORD |
| ZONING: | GWP (GATEWAY PERFORMANCE DISTRICT) |

**BUILDING DATA**

158K PROTO WITH 11K MDO
4X4 FUEL FACILITY

**PARKING DATA**

| | |
|---|---|
| TOTAL PARKING: | 824 |
| INCLUDES: | |
| 10' WAREHOUSE STALLS: | 795 |
| 10' MDO STALLS: | 12 |
| ACCESSIBLE STALLS: | 17 |
| TRAILER SPACES: | 2 |
| JURISDICTIONAL PARKING REQUIREMENTS | |
| RETAIL: | 1 STALL / 200 S.F. GFA = 902 SPACES |
| GAS STATION: | 1 SPACE PER 25 S.F. GFA = 1 SPACE |
| TOTAL REQUIRED: | 903 SPACES |
| GAS STATION STACKING SPACES: | 1 PER DISPENSING STATION PLUS 1.5 STACKING SPACES PER DISPENSING STATION REQUIRED: 60 SPACES |

0 25' 50' 100'

COSTCO WHOLESALE
CONCORD, NH

BL Companies
ARCHITECTURE • ENGINEERING • PLANNING
LANDSCAPE ARCHITECTURE • LAND SURVEYING ENVIRONMENTAL SCIENCES
355 Research Parkway Meriden, CT 06450
(203) 630-1406

JANUARY 7, 2026
SITE PLAN

SP-2
SK-43

# COSTCO WHOLESALE

CONCORD, NEW HAMPSHIRE

# SITE PLAN

RECEIVED FROM COSTCO WHOLSALE: 11 FEBRUARY 2026

Proposed Site Plan
Concord, NH

Figure
1

H:\33\33064 - Concord NH - Costco\report\figs\33064_concord nh_trip gen memo.dwg Mar 11, 2026 - 3:06pm - rmosunic Layout Tab: Proposed Site Plan

KITTELSON & ASSOCIATES

Kittelson developed primary, pass-by, and diverted trip percentages based on member surveys taken at existing Costco warehouse retail centers. These trip types are described below.

- Pass-by Trips: existing trips on roadways adjacent to the site for which drivers turn into the Costco site and then, after shopping, continue to their ultimate destination.
- Diverted Trips: existing trips on nearby roadways in which a driver decides to drive out of their way for a distance to shop at Costco and, when their shopping is concluded, continues their trip to the ultimate destination.
- Primary Trips: an entirely new trip on the roadway system for the express purpose of driving to and from Costco

## Costco Full Site Trip Generation Estimate

The trip rates developed for the full site trip generation estimate are based primarily on traffic counts collected at existing Costco location driveways. Additional data and on-site ancillary uses (e.g., fuel facility, car wash) are also used to allow for isolation of any single use for different site plan configurations. **Table 1** summarizes the average trip rates for Costco retail centers with fuel facilities derived from the database.

**Table 1: Trip Characteristics for Costco Retail Center with Fuel Facility**

| | Weekday | | | Saturday | |
|---|---|---|---|---|---|
| | Daily | AM Peak Hour | PM Peak Hour | Daily | Midday Peak Hour |
| Trip Rate (per KSF[1]) | 79.84 | 2.22 | 7.48 | 87.95 | 10.03 |
| Ins | - | 56% | 48% | - | 50% |
| Outs | - | 44% | 52% | - | 50% |
| Pass-by Trips | 18.00%[2] | 36.20%[3] | 18.00% | 15.96%[4] | 15.96% |
| Diverted Trips | 30.60%[2] | 39.73%[3] | 30.60% | 23.71%[4] | 23.71% |
| Primary Trips | 51.40%[2] | 24.07%[3] | 51.40% | 60.32%[4] | 60.32% |

*Source: Kittelson & Associates, Inc., 2026*

[1] KSF = 1,000 square feet

[2] Weekday Daily Pass-By, Diverted, and Primary Trip percentages assumed equal to Weekday PM peak hour.

[3] Given that only the Costco fuel facility is open during the weekday AM peak hour, the pass-by and diverted trip type assumptions are derived from data available at fuel facilities.

[4] Saturday Daily Pass-By, Diverted, and Primary Trip percentages assumed equal to Saturday midday peak hour.

Using the trip generation rates previously provided in Table 1, **Table 2** outlines the estimated full site trip generation for the proposed 158,000 square foot Costco warehouse retail center with a 32 fueling position fuel facility.

**Table 2. Costco Warehouse Retail Center and Fuel Facility Full Site Trip Generation Estimate**

| Land Use | Size | Weekday Daily | Weekday AM Peak | | | Weekday PM Peak | | | Saturday Daily | Saturday Midday Peak | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Total | In | Out | Total | In | Out | | Total | In | Out |
| Total Site Trips | 158,000 SF & 32 Fueling Positions | 12,614 | 351 | 198 | 153 | 1,182 | 572 | 610 | 13,896 | 1,585 | 794 | 791 |
| *Pass-by Trips* | | *(2,270)* | *(128)* | *(64)* | *(64)* | *(214)* | *(107)* | *(107)* | *(2,218)* | *(254)* | *(127)* | *(127)* |
| *Diverted Trips* | | *(3,860)* | *(140)* | *(70)* | *(70)* | *(362)* | *(181)* | *(181)* | *(3,295)* | *(376)* | *(188)* | *(188)* |
| **Net New Trips** | | **6,484** | **83** | **64** | **19** | **606** | **284** | **322** | **8,383** | **955** | **479** | **476** |

*Source: Kittelson & Associates, Inc., 2026*

As shown in Table 2, the project is estimated to generate 6,484 weekday daily net new trips. Of these, 83 are estimated to occur in the weekday AM peak hour (64 inbound / 19 outbound), and 606 are estimated to occur in the weekday PM peak hour (284 inbound / 322 outbound). The project is estimated to generate 8,383 Saturday daily net new trips. Of these, 955 are estimated to occur during the Saturday midday peak hour (479 inbound / 476 outbound).

## Costco MDO

The standard reference, *Trip Generation*, published by the Institute of Transportation Engineers (ITE) does not contain land use data that would accurately estimate the trip generation characteristics of the MDO.

MDOs are Costco's last-mile facilities for big and bulky items. At these facilities, there is a daily morning delivery of large goods, organization of the goods, and loading of last-mile trucks for delivery to members' homes. Delivery of goods using a larger truck dispatched to the MDO occurs during off-peak hours (early morning and/or late evening).

## Typical MDO Operations

### On-Site Staff

Costco MDO's require limited on-site staff, which may consist of any number of combinations of receiving staff (forklift operators), clerical staff (shipping logistics), and administrative staff (general operations/management). In some cases, MDO's do not have any on-site administrative staff (operations are managed remotely), but some facilities may employ up to two administrative staff. Exact shift times can vary from location to location. In general, receiving and admin staff generally operate on two shifts: one from approximately 6:00 AM to 2:00 PM, the other from approximately 12:00 PM to 8:00 PM. Clerical staff may also operate on one shift per day approximately 8:00 AM to 5:00 PM.

### Delivery Truck Workers

Costco MDO's typically use third-party trucking vendors to staff/operate their box truck deliveries. Each truck operates with two people. Delivery teams arrive approximately one hour before their scheduled departure. They typically take about 30-45 min to load their truck, hold a brief five minute standup meeting (this is a meeting with the local carrier manager to review the day any key announcements), and 5-10 minute

calling their first few deliveries. After returning from delivery runs, truck delivery teams typically unload remaindered materials for recycling and depart immediately after concluding their workday (within 15 minutes). The MDO delivery trucks are stored on-site overnight.

### MDO Capacity

MDO's may be a stand-alone building or operated out of a portion of a larger building that may contain other businesses/uses not related to Costco. However, most recently Costco has been integrating MDO's into new retail centers. Such is the case with the Concord, NH, location. The land use and trip generation characteristics of MDO are vastly different than that of a Costco retail center, and the square-footage of MDO's is not a good independent variable to correlate to trip generation for a Costco MDO.

Costco MDO trip generation is much better understood and predicted by relating it to the number of delivery truck bays. At theoretical full capacity, there can be two waves of delivery (box) truck departures separated by an hour (to allow for the second wave of trucks time to load). This is most commonly either 6:30/7:30 AM or 7:30/8:30 AM. Return times of delivery trucks are much more variable, as each truck's daily programmed route/schedule will change based on several variables such as distance traveled, number of deliveries, and/or amount of time needed for delivery/install of product.

After returning from delivery runs, truck delivery teams typically unload remaindered materials for recycling and depart immediately (within 15 minutes of return) after concluding their workday. The MDO delivery trucks are stored on-site overnight.

## Costco MDO Data – Three Similar Locations

To better understand the trip generation profile of Costco MDOs of a similar size/scale to the planned Concord MDO, detailed data (30 days) at three similar locations were reviewed. This data includes both planned delivery truck departure/return times, as well as actual departure/return times. Key attributes and information provided by the Costco Regional Logistics Manager in charge of each location are summarized below.

- **Colchester, Vermont MDO**
  - Shared facility
  - Scheduled truck departure time – 8:30 AM
  - Delivery truck bays - 3
  - Max # of trucks per day – 6
  - Average # of trucks per weekday – 2
  - Average # of trucks per Saturday - 2
  - Three (3) on-site staff
    i. 3 receiving staff (operating forklifts)
    ii. 0 clerical staff
    iii. 0 management/admin staff (managed remotely from Kingston, NH MDO)

- **Rochester, New York MDO**
  - Shared facility
  - Scheduled truck departure time(s) – 7:15/8:15 AM
  - Delivery truck bays – 6
  - Max # of trucks per day – 12
  - Average # of trucks per weekday – 2
  - Average # of trucks per Saturday - 1
  - Four (4) on-site staff
    i. 3 receiving staff (operating forklifts)
    ii. 0 clerical staff
    iii. 1 management/admin staff

- **Harrisburg, Pennsylvania MDO**
  - Shared facility
  - Scheduled truck departure time – 7:15 AM
  - Delivery truck bays – 7
  - Max # of trucks per day – 14
  - Average # of trucks per weekday – 3
  - Average # of trucks per Saturday - 2
  - Six (6) on-site staff
    i. 3 receiving staff (operating forklifts)
    ii. 1 clerical staff
    iii. 2 management/admin staff

It's notable that the average number of delivery trucks per day over the past month is substantially lower than the theoretical maximum capacity of each facility. The detailed data show that actual departure and return times can vary from the planned departure and return times. Actual delivery truck departures tend to be closer to and more clustered around the planned start times, while return times have a much wider range. **Table 3** summarizes these trends for the weekday AM and PM peak hour timeframes. **Table 4** summarizes the Saturday Midday peak hour.

**Table 3. Weekday AM & PM Averages for MDO Delivery Trucks**

| Location | Observed Range of Departure Time | % of Departures Occurring Between 7-9 AM | Observed Range of Return Time | % of Returns Occurring Between 3-6 PM |
|---|---|---|---|---|
| Colchester, VT | 7:26 – 8:24 AM | 100% | 11:09 AM – 6:14 PM | 24% |
| Rochester, NY | 6:40 – 7:59 AM | 56% | 10:12 AM – 6:51 PM | 28% |
| Harrisburg, PA | 6:03 – 7:30 AM | 12% | 10:49 AM – 7:28 PM | 52% |
| **AVERAGE** | | **56%** | | **35%** |

*Source: Costco Logistics / Kittelson & Associates, Inc., 2026*

**Table 4. Saturday Midday Averages for MDO Delivery Trucks**

| Location | Observed Range of Departure Time | % of Departures Occurring Between 11 AM - 2 PM | Observed Range of Return Time | % of Returns Occurring Between 11 AM - 2 PM |
|---|---|---|---|---|
| Colchester, VT | 7:28 – 11:00 AM | 10% | 12:46 – 7:42 PM | 20% |
| Rochester, NY | 6:50 – 10:33 AM | 0% | 9:21AM – 6:58 PM | 20% |
| Harrisburg, PA | 6:16 – 6:42 AM | 0% | 11:29 AM – 3:29 PM | 44% |
| **AVERAGE** | | **3%** | | **28%** |

*Source: Costco Logistics / Kittelson & Associates, Inc., 2026*

In general, departure times (planned / actual) are much closer together and vary less than return times. Return times can vary over several hours. As such, only a percentage of MDO delivery truck traffic impact the weekday AM, weekday PM, and Saturday Midday peak periods. Delivery team members' arrival will also vary since their arrival is consistently 15 minutes prior to truck departure and no later than 15 minutes after truck return. As such, the same percentage of truck trips found to occur within identified peak periods is applied to delivery team members' personal vehicles for the purposes of estimating trips.

## Planned Concord Embedded MDO Operations

Director of Costco Logistics, Joe Macro, previously provided detailed information regarding the Concord, NH MDO and how they anticipate it will operate once fully mature. These key characteristics are summarized below.

- An embedded MDO is a Delivery operation that is embedded inside the main Costco retail center. The building is configured so the retail center and the delivery operation share the receiving bays and the MDO has five (5) truck bays dedicated to delivery operations.
- Assumed anticipated truck departure time(s) – 8:00 AM
    - Truck teams (2 people per delivery truck) assumed to arrive approximately 30 minutes prior to truck departure (each in their own personal vehicle) and depart 15 min after the delivery truck returns for the day.
- Delivery truck bays – 5
- Max # of truck per day – 10
- There are typically (2-3) on-site staff members dedicated to the Delivery operations
    - Receiving function is shared between the retail center and MDO operations
    - 1 Material handler to stage and load the delivery trucks
    - 1 Dedicated Supervisor 7- 3PM shift, one shared Assistant General Manager (AGM) for the late shift 12PM - 8PM.

## Concord NH MDO Trip Generation

While the other similar sites demonstrate it is rare that the sites realize full delivery capacity on a regular basis (the three sites average 2-3 delivery trucks per weekday and 1-2 trucks per Saturday), the trip generation estimate for the Concord, NH, MDO is conservatively prepared and assumes that the site generates its maximum delivery truck potential of ten (10) trucks per day. The estimate also assumes a full

complement of on-site staff as estimated by Costco Logistics. The expected operations of a fully mature Concord MDO translate to the following estimate of trips generated during Weekday AM, Weekday PM, and Saturday midday peak hours:

- Weekday AM Peak Hour (7-9 AM)
  - On-site employees
    - 2 receiving staff arrive
    - 0 clerical staff arrive
    - 1 management/admin staff arrive
  - Delivery trucks
    - 6 trucks depart (56% of all delivery trucks depart within this time period)
    - 12 passenger vehicles arrive (delivery team personal vehicles)

- Weekday PM Peak Hour (3-6 PM)
  - On-site employees
    - 1 receiving staff depart
    - 0 clerical staff depart
    - 1 management/admin staff depart
  - Delivery trucks
    - 4 truck trips arrive (35% of delivery trucks return within this time period)
    - 8 passenger vehicles depart (delivery team personal vehicles)

- Saturday Midday Peak Hour (11 AM – 2 PM)
  - On-site employees
    - 1 receiving staff arrive/depart
    - 0 clerical staff arrive/depart
    - 1 management/admin staff arrive/depart
    - Assume two on-site workers per day goes off-site for lunch break (2 out/2 in)
  - Delivery trucks
    - 4 truck trips arrive (28% of all delivery trucks return within this time period)
    - 7 passenger vehicles depart (delivery team personal vehicles)

**Table 5** presents the resulting trip generation estimate for the Concord MDO.

**Table 5. Trip Generation Estimate for Concord NH MDO**

| Land Use | ITE Code | Delivery Truck Bays | Weekday Daily Trip Ends | Weekday AM Peak Hour | | | Weekday PM Peak Hour | | | Saturday Daily Trip Ends | Saturday Midday Peak Hour | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Total | In | Out | Total | In | Out | | Total | In | Out |
| Costco MDO | N/A | 5 | 60 | 18 | 12 | 6 | 12 | 4 | 8 | 60 | 15 | 6 | 9 |

*Source: Costco Logistics / Kittelson & Associates, Inc., 2026*

As shown in Table 5, the Concord, NH, MDO is conservatively anticipated to generate 60 daily trips, 6 weekday AM (12 in / 6 out), 12 weekday p.m. (4 in / 8 out), and 15 Saturday midday (6 in / 9 out) trips once fully matured.

## Overall Costco Trip Generation Estimate

Kittelson estimated the trip generation for the overall Concord, NH site for weekday daily and AM/PM peak hours, and for Saturday daily and midday peak hour using trip rates presented previously in Table 1.

Pass-by and diverted rates for the weekday PM peak hour were used to estimate weekday daily pass-by and diverted trips. Likewise, Saturday midday peak hour rates for pass-by and diverted trips were used to develop Saturday daily pass-by and diverted trips. **Table 6** presents the trip generation for the combined retail center, 32-position fuel facility, and attached MDO facility.

**Table 6. Concord NH Costco Retail Center with Fuel Facility and MDO Trip Generation Estimate**

| Land Use | Size (sq.ft.) | Weekday Daily | Weekday AM Peak | | | Weekday PM Peak | | | Saturday Daily | Saturday Midday Peak | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Total | In | Out | Total | In | Out | | Total | In | Out |
| **Costco Retail Center w/ Fuel Facility** | | | | | | | | | | | | |
| Total Site Trips | 158,000 & 32 Fueling Positions | 12,614 | 351 | 198 | 153 | 1,182 | 572 | 610 | 13,896 | 1,585 | 794 | 791 |
| *Pass-by Trips* | | (2,270) | (128) | (64) | (64) | (214) | (107) | (107) | (2,218) | (254) | (127) | (127) |
| *Diverted Trips* | | (3,860) | (140) | (70) | (70) | (362) | (181) | (181) | (3,295) | (376) | (188) | (188) |
| **Net New Trips** | | **6,484** | **83** | **64** | **19** | **606** | **284** | **322** | **8,383** | **955** | **479** | **476** |
| **Costco MDO** | | | | | | | | | | | | |
| **Net New Trips** | 11,000 | 60 | 18 | 12 | 6 | 12 | 4 | 8 | 60 | 15 | 6 | 9 |
| **TOTAL COSTCO SITE (Retail Center w/ Fuel Facility + MDO)** | | | | | | | | | | | | |
| **Net New Trips** | 158,000 SF & 32 FP & 11,000 SF MDO | 6,544 | 101 | 76 | 25 | 618 | 288 | 330 | 8,443 | 970 | 485 | 485 |

*Source: Kittelson & Associates, Inc., 2026*

As shown in Table 6, the project is estimated to generate 6,544 weekday daily net new trips. Of these, 101 are estimated to occur in the weekday AM peak hour (76 inbound / 25 outbound), and 618 are estimated to occur in the weekday PM peak hour (288 inbound / 330 outbound). The project is estimated to generate 8,443 Saturday daily net new trips. Of these, 970 are estimated to occur during the Saturday midday peak hour (485 inbound / 485 outbound).

Please contact us at 571.384.3943 or ctiesler@kittelson.com if you have questions.

Chick-fil-A Restaurant

Chick-fil-A Trip Generation Calculations

Empirical Count Data from 4 Chick-fil-A's
-Dedham, Massachusetts: 140 Providence Highway; 4,800 sf
-Salem, New Hampshire: 14 South Village; 4,800 sf
-Woburn, Massachusetts: 375 Washington Street; 4,300 sf
-Hanover, Massachusetts: 1835 Washington Street: 4,900 sf

Chick-fil-A Weekday Morning Trip Generation

| | Enter | Exit | Total | Per 1,000 sf | Split |
|---|---|---|---|---|---|
| Dedham | 39 | 34 | 73 | 15.21 | 53/47 |
| Salem | 20 | 18 | 38 | 7.92 | 53/47 |
| Woburn | 78 | 77 | 155 | 36.04 | 50/50 |
| Hanover | 30 | 25 | 55 | 11.22 | 55/45 |
| Avg. | -- | -- | -- | **17.60** | **53/47** |

Chick-fil-A Weekday Evening Trip Generation

| | Enter | Exit | Total | Per 1,000 sf | Split |
|---|---|---|---|---|---|
| Dedham | 134 | 150 | 284 | 59.17 | 47/53 |
| Salem | 90 | 104 | 194 | 40.42 | 46/54 |
| Woburn | 200 | 202 | 402 | 93.49 | 50/50 |
| Hanover | 174 | 154 | 328 | 66.94 | 53/47 |
| Avg. | -- | -- | -- | **65.01** | **49/51** |

Chick-fil-A Saturday Midday Trip Generation

| | Enter | Exit | Total | Per 1,000 sf | Split |
|---|---|---|---|---|---|
| Dedham | 191 | 191 | 382 | 79.58 | 50/50 |
| Salem | 127 | 131 | 258 | 53.75 | 49/51 |
| Woburn | 328 | 335 | 663 | 154.19 | 49/51 |
| Hanover | 258 | 257 | 515 | 105.10 | 50/50 |
| Avg. | -- | -- | -- | **98.16** | **50/50** |

ITE LUC 934, *Fast-Food Restaurant with Drive-Through Window* Trip Rates [12th Edition]

ITE LUC 934 *Weekday* = 448.12 trips per 1,000 sf
ITE LUC 934 *Weekday Evening Peak-Hour* = 31.60 trips per 1,000 sf
ITE LUC 934 *Saturday* = 522.28 trips per 1,000 sf
ITE LUC 934 *Saturday Midday Peak-Hour* = 50.75 trips per 1,000 sf

Empirical Weekday Trip Rate

$$= Emprical\ Weekday\ Evening\ Trip\ Rate\ \text{x}\frac{ITE\ LUC\ 934\ Weekday\ Trip\ Rate}{ITE\ LUC\ 934\ Weekday\ Evening\ Trip\ Rate}$$

$$\text{Empirical Weekday Trip Rate} = 65.01\ \text{x}\frac{448.12}{31.60} = 921.91\ \text{trips per 1,000 sf}$$

Empirical Saturday Trip Rate

$$= Emprical\ Saturday\ Midday\ Trip\ Rate\ \text{x}\frac{ITE\ LUC\ 934\ Saturday\ Trip\ Rate}{ITE\ LUC\ 934\ Saturday\ Midday\ Trip\ Rate}$$

$$\text{Empirical Weekday Trip Rate} = 98.16\ \text{x}\frac{522.28}{50.75} = 1{,}010.19\ \text{trips per 1,000 sf}$$

**TDC**

*Transportation Data Corporation*
*P.O. Box 486 Norwood, MA 02062*
*tel (781) 587-0086 cell (781) 439-4999*

Drive Thru Queue Study & Customer Trip Generation
***Chick-Fil-A***
140 Providence Highway, Dedham, MA
6/30 & 7/16/22
7-9 AM, 4-6 PM (Weekday, 6/30) and 11 AM-2 PM (Saturday, 7/16)
Client: VAI #9411/D. LaCivita
TDC #05583

*Queue Sample by Lane every (5) minutes w/max Queue of every 15-minute segment*
*Total Volumes Entering & Exiting Site 15-minute intervals*

| Time: | Queue: | Max Q: | Site Trips | Entering: | Exiting: | | | |
|---|---|---|---|---|---|---|---|---|
| 7:00 AM | 0 | | | 3 | 2 | | | |
| | 0 | 1 | | | | | | |
| | 0 | | | | | | | |
| 7:15 AM | 0 | | | 3 | 3 | | | |
| | 0 | 1 | | | | | | |
| | 0 | | | | | | | |
| 7:30 AM | 0 | | | 2 | 1 | | | |
| | 0 | 1 | | | | | | |
| | 0 | | | | | Enter | Exit | Total |
| 7:45 AM | 1 | | | 5 | 6 | 13 | 12 | 25 |
| | 1 | 1 | | | | | | |
| | 1 | | | | | | | |
| 8:00 AM | 0 | | | 8 | 4 | 18 | 14 | 32 |
| | 0 | 3 | | | | | | |
| | 1 | | | | | | | |
| 8:15 AM | 2 | | | 10 | 14 | 25 | 25 | 50 |
| | 2 | 3 | | | | | | |
| | 3 | | | | | | | |
| 8:30 AM | 0 | | | 8 | 8 | 31 | 32 | 63 |
| | 1 | 2 | | | | | | |
| | 1 | | | | | | | |
| 8:45 AM | 2 | | | 13 | 8 | 39 | 34 | 73 |
| | 1 | 2 | | | | | | |
| | 0 | | | | | | | |

2.75

# TDC

*Transportation Data Corporation*
*P.O. Box 486 Norwood, MA 02062*
*tel (781) 587-0086 cell (781) 439-4999*

Drive Thru Queue Study & Customer Trip Generation
***Chick-Fil-A***
140 Providence Highway, Dedham, MA
6/30 & 7/16/22
7-9 AM, 4-6 PM (Weekday, 6/30) and 11 AM-2 PM (Saturday, 7/16)
Client: VAI #9411/D. LaCivita
TDC #05583

*Queue Sample by Lane every (5) minutes w/max Queue of every 15-minute segment*
*Total Volumes Entering & Exiting Site 15-minute intervals*

| Time: | Queue: | Max Q: | Site Trips | Entering: | Exiting: | | | |
|---|---|---|---|---|---|---|---|---|
| 4:00 PM | 4 | | | 31 | 36 | | | |
| | 3 | 5 | | | | | | |
| | 4 | | | | | | | |
| 4:15 PM | 2 | | | 33 | 42 | | | |
| | 4 | 4 | | | | | | |
| | 4 | | | | | | | |
| 4:30 PM | 2 | | | 34 | 35 | | | |
| | 4 | 4 | | | | | | |
| | 4 | | | | | | | |
| 4:45 PM | 2 | | | 36 | 37 | 134 | 150 | 284 |
| | 5 | 5 | | | | | | |
| | 4 | | | | | | | |
| 5:00 PM | 4 | | | 28 | 30 | 131 | 144 | 275 |
| | 1 | 5 | | | | | | |
| | 4 | | | | | | | |
| 5:15 PM | 5 | | | 39 | 32 | 137 | 134 | 271 |
| | 6 | 9 | | | | | | |
| | 9 | | | | | | | |
| 5:30 PM | 7 | | | 38 | 33 | 141 | 132 | 273 |
| | 10 | 10 | | | | | | |
| | 9 | | | | | | | |
| 5:45 PM | 6 | | | 38 | 36 | 143 | 131 | 274 |
| | 3 | 9 | | | | | | |
| | 7 | | | | | | | |

9.75

**TDC**

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Drive Thru Queue Study & Customer Trip Generation
***Chick-Fil-A***
140 Providence Highway, Dedham, MA
6/30 & 7/16/22
7-9 AM, 4-6 PM (Weekday, 6/30) and 11 AM-2 PM (Saturday, 7/16)
Client: VAI #9411/D. LaCivita
TDC #05583

*Queue Sample by Lane every (5) minutes w/max Queue of every 15-minute segment*
*Total Volumes Entering & Exiting Site 15-minute intervals*

| Time: | Queue: | Max Q: | Site Trips | Entering: | Exiting: | | | |
|---|---|---|---|---|---|---|---|---|
| 11:00 AM | 2 | | | 24 | 20 | | | |
| | 3 | 7 | | | | | | |
| | 6 | | | | | | | |
| 11:15 AM | 6 | | | 33 | 22 | | | |
| | 4 | 8 | | | | | | |
| | 5 | | | | | | | |
| 11:30 AM | 10 | | | 38 | 34 | | | |
| | 6 | 10 | | | | | | |
| | 7 | | | | | Enter | Exit | Total |
| 11:45 AM | 5 | | | 29 | 29 | 124 | 105 | 229 |
| | 5 | 5 | | | | | | |
| | 4 | | | | | | | |
| 12:00 PM | 6 | | | 47 | 40 | 147 | 125 | 272 |
| | 9 | 15 | | | | | | |
| | 14 | | | | | | | |
| 12:15 PM | 12 | | | 37 | 37 | 151 | 140 | 291 |
| | 11 | 12 | | | | | | |
| | 10 | | | | | | | |
| 12:30 PM | 8 | | | 45 | 38 | 158 | 144 | 302 |
| | 10 | 13 | | | | | | |
| | 11 | | | | | | | |
| 12:45 PM | 15 | | | 54 | 50 | 183 | 165 | 348 |
| | 16 | 16 | | | | | | |
| | 16 | | | | | | | |
| 1:00 PM | 14 | | | 48 | 43 | 184 | 168 | 352 |
| | 16 | 21 | | | | | | |
| | 20 | | | | | | | |
| 1:15 PM | 22 | | | 44 | 60 | 191 | 191 | 382 |
| | 12 | 22 | | | | | | |
| | 13 | | | | | | | |
| 1:30 PM | 10 | | | 41 | 40 | 187 | 193 | 380 |
| | 9 | 11 | | | | | | |
| | 9 | | | | | | | |
| 1:45 PM | 8 | | | 39 | 44 | 172 | 187 | 359 |
| | 13 | 14 | | | | | | |
| | 14 | | | | | | | |

**TDC**

*Transportation Data Corporation*
*P.O. Box 486 Norwood, MA 02062*
*tel (781) 587-0086 cell (781) 439-4999*

Drive Thru Queue Study & Customer Trip Generation
***Chick-Fil-A***
14 South Village Drive, Salem, NH
8/3 & 8/6/22
7-9 AM, 4-6 PM (Weekday, 8/3) and 11 AM-2 PM (Saturday, 8/6)
Client: VAI #9411/D. LaCivita
TDC #05583

*Queue Sample by Lane every (5) minutes w/max Queue of every 15-minute segment*
*Total Volumes Entering & Exiting Site 15-minute intervals*

| **Time:** | **Q-L1:** | **Q-L2:** | **Max Q:** | **Site Trips** | **Entering:** | **Exiting:** | | | |
|---|---|---|---|---|---|---|---|---|---|
| 7:00 AM | 0 | N/A | | | 3 | 2 | | | |
| | 0 | | 0 | | | | | | |
| | 0 | | | | | | | | |
| 7:15 AM | 1 | | | | 3 | 3 | | | |
| | 1 | | 1 | | | | | | |
| | 1 | | | | | | | | |
| 7:30 AM | 0 | | | | 5 | 2 | | | |
| | 0 | | 2 | | | | | | |
| | 1 | | | | | | Enter | Exit | Total |
| 7:45 AM | 2 | | | | 2 | 5 | 13 | 12 | 25 |
| | 2 | | 3 | | | | | | |
| | 0 | | | | | | | | |
| 8:00 AM | 0 | | | | 5 | 5 | 15 | 15 | 30 |
| | 1 | | 1 | | | | | | |
| | 1 | | | | | | | | |
| 8:15 AM | 1 | | | | 3 | 5 | 15 | 17 | 32 |
| | 1 | | 2 | | | | | | |
| | 0 | | | | | | | | |
| 8:30 AM | 0 | | | | 6 | 2 | 16 | 17 | 33 |
| | 1 | | 3 | | | | | | |
| | 2 | | | | | | | | |
| 8:45 AM | 3 | | | | 6 | 6 | 20 | 18 | 38 |
| | 3 | | 3 | | | | | | |
| | 3 | | | | | | | | |

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Drive Thru Queue Study & Customer Trip Generation
***Chick-Fil-A***
14 South Village Drive, Salem, NH
8/3 & 8/6/22
7-9 AM, 4-6 PM (Weekday, 8/3) and 11 AM-2 PM (Saturday, 8/6)
Client: VAI #9411/D. LaCivita
TDC #05583

*Queue Sample by Lane every (5) minutes w/max Queue of every 15-minute segment*
*Total Volumes Entering & Exiting Site 15-minute intervals*

| Time: | Q-L1: | Q-L2: | Max Q: | Site Trips | Entering: | Exiting: | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| 4:00 PM | 10 | 8 | | | 18 | 22 | | | | 18 |
| | 10 | 6 | 11 | | | | | | | 16 |
| | 11 | 4 | | | | | | | | 15 |
| 4:15 PM | 9 | 3 | | | 25 | 30 | | | | 12 |
| | 6 | 1 | 9 | | | | | | | 7 |
| | 7 | 0 | | | | | | | | 7 |
| 4:30 PM | 7 | 1 | | | 20 | 23 | | | | 8 |
| | 7 | 0 | 8 | | | | | | | 7 |
| | 6 | 2 | | | | | Enter | Exit | Total | 8 |
| 4:45 PM | 6 | 2 | | | 27 | 26 | 90 | 101 | 191 | 8 |
| | 7 | 2 | 9 | | | | | | | 9 |
| | 9 | 2 | | | | | | | | 11 |
| 5:00 PM | 9 | 3 | | | 18 | 25 | 90 | 104 | 194 | 12 |
| | 8 | 2 | 9 | | | | | | | 10 |
| | 5 | 1 | | | | | | | | 6 |
| 5:15 PM | 7 | 0 | | | 21 | 21 | 86 | 95 | 181 | 7 |
| | 1 | 0 | 7 | | | | | | | 1 |
| | 6 | 1 | | | | | | | | 7 |
| 5:30 PM | 4 | 1 | | | 24 | 17 | 90 | 89 | 179 | 5 |
| | 4 | 1 | 8 | | | | | | | 5 |
| | 8 | 1 | | | | | | | | 9 |
| 5:45 PM | 9 | 0 | | | 26 | 25 | 89 | 88 | 177 | 9 |
| | 7 | 0 | 12 | | | | | | | 7 |
| | 12 | 3 | | | | | | | | 15 |
| | | | | | | | | | | 18 |

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14 South Village Drive, Salem, NH
8/3 & 8/6/22
7-9 AM, 4-6 PM (Weekday, 8/3) and 11 AM-2 PM (Saturday, 8/6)
Client: VAI #9411/D. LaCivita
TDC #05583

*Queue Sample by Lane every (5) minutes w/max Queue of every 15-minute segment*
*Total Volumes Entering & Exiting Site 15-minute intervals*

| Time: | Q-L1: | Q-L2: | Max Q: | Site Trips | Entering: | Exiting: | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| 11:00 AM | 2 | 0 | | | 21 | 11 | | | | 2 |
| | 1 | 0 | 7 | | | | | | | 1 |
| | 2 | 1 | | | | | | | | 3 |
| 11:15 AM | 7 | 1 | | | 14 | 20 | | | | 8 |
| | 6 | 0 | 8 | | | | | | | 6 |
| | 5 | 0 | | | | | | | | 5 |
| 11:30 AM | 1 | 2 | | | 22 | 20 | | | | 3 |
| | 1 | 0 | 7 | | | | | | | 1 |
| | 3 | 2 | | | | | Enter | Exit | Total | 5 |
| 11:45 AM | 6 | 2 | | | 23 | 23 | 80 | 74 | 154 | 8 |
| | 10 | 2 | 12 | | | | | | | 12 |
| | 10 | 1 | | | | | | | | 11 |
| 12:00 PM | 5 | 3 | | | 24 | 19 | 83 | 82 | 165 | 8 |
| | 9 | 3 | 13 | | | | | | | 12 |
| | 11 | 4 | | | | | | | | 15 |
| 12:15 PM | 13 | 1 | | | 28 | 36 | 97 | 98 | 195 | 14 |
| | 13 | 2 | 17 | | | | | | | 15 |
| | 17 | 3 | | | | | | | | 20 |
| 12:30 PM | 16 | 2 | | | 36 | 34 | 111 | 112 | 223 | 18 |
| | 12 | 1 | 16 | | | | | | | 13 |
| | 8 | 3 | | | | | | | | 11 |
| 12:45 PM | 13 | 3 | | | 34 | 29 | 122 | 118 | 240 | 16 |
| | 19 | 3 | 20 | | | | | | | 22 |
| | 15 | 3 | | | | | | | | 18 |
| 1:00 PM | 15 | 3 | | | 29 | 32 | 127 | 131 | 258 | 18 |
| | 19 | 5 | 20 | | | | | | | 24 |
| | 18 | 3 | | | | | | | | 21 |
| 1:15 PM | 14 | 1 | | | 26 | 36 | 125 | 131 | 256 | 15 |
| | 10 | 1 | 15 | | | | | | | 11 |
| | 8 | 0 | | | | | | | | 8 |
| 1:30 PM | 3 | 0 | | | 24 | 25 | 113 | 122 | 235 | 3 |
| | 4 | 0 | 12 | | | | | | | 4 |
| | 12 | 0 | | | | | | | | 12 |
| 1:45 PM | 8 | 1 | | | 25 | 33 | 104 | 126 | 230 | 9 |
| | 7 | 2 | 8 | | | | | | | 9 |
| | 8 | 1 | | | | | | | | 9 |
| | | | | | | | | | | 22 |

**TDC**

*Transportation Data Corporation*
*P.O. Box 486 Norwood, MA 02062*
*tel (781) 587-0086 cell (781) 439-4999*

Drive Thru Queue Study & Customer Trip Generation
***Chick-Fil-A***
375 Washington Street, Woburn, MA
7/14, 7/16 & 7/20/22
7-9 AM (7/14), 4-6 PM (7/20) and 11 AM-2 PM (Saturday, 7/16)
Client: VAI #9411/D. LaCivita
TDC #05583

*Queue Sample by Lane every (5) minutes w/max Queue of every 15-minute segment*
*Total Volumes Entering & Exiting Site 15-minute intervals*

| **Time:** | **Q-L1:** | **Q-L2:** | **Max Q:** | **Site Trips** | **Entering:** | **Exiting:** | | | |
|---|---|---|---|---|---|---|---|---|---|
| 7:00 AM | 1 | N/A | | | 13 | 12 | | | |
| | 2 | | 2 | | | | | | |
| | 1 | | | | | | | | |
| 7:15 AM | 1 | | | | 13 | 9 | | | |
| | 0 | | 2 | | | | | | |
| | 2 | | | | | | | | |
| 7:30 AM | 1 | | | | 13 | 16 | | | |
| | 2 | | 2 | | | | | | |
| | 2 | | | | | | Enter | Exit | Total |
| 7:45 AM | 1 | | | | 18 | 14 | 57 | 51 | 108 |
| | 2 | | 3 | | | | | | |
| | 3 | | | | | | | | |
| 8:00 AM | 1 | | | | 24 | 20 | 68 | 59 | 127 |
| | 2 | | 4 | | | | | | |
| | 3 | | | | | | | | |
| 8:15 AM | 1 | | | | 13 | 20 | 68 | 70 | 138 |
| | 2 | | 2 | | | | | | |
| | 1 | | | | | | | | |
| 8:30 AM | 2 | | | | 19 | 18 | 74 | 72 | 146 |
| | 2 | | 3 | | | | | | |
| | 2 | | | | | | | | |
| 8:45 AM | 0 | | | | 22 | 19 | 78 | 77 | 155 |
| | 5 | | 6 | | | | | | |
| | 3 | | | | | | | | |

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Drive Thru Queue Study & Customer Trip Generation
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375 Washington Street, Woburn, MA
7/14, 7/16 & 7/20/22
7-9 AM (7/14), 4-6 PM (7/20) and 11 AM-2 PM (Saturday, 7/16)
Client: VAI #9411/D. LaCivita
TDC #05583

*Queue Sample by Lane every (5) minutes w/max Queue of every 15-minute segment*
*Total Volumes Entering & Exiting Site 15-minute intervals*

| **Time:** | **Q-L1:** | **Q-L2:** | **Max Q:** | **Site Trips** | **Entering:** | **Exiting:** | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| 4:00 PM | 11 | 5 | | | 53 | 47 | | | | 16 |
| | 6 | 5 | 12 | | | | | | | 11 |
| | 12 | 8 | | | | | | | | 20 |
| 4:15 PM | 12 | 11 | | | 48 | 42 | | | | 23 |
| | 8 | 6 | 13 | | | | | | | 14 |
| | 13 | 7 | | | | | | | | 20 |
| 4:30 PM | 15 | 8 | | | 46 | 46 | | | | 23 |
| | 11 | 5 | 15 | | | | | | | 16 |
| | 12 | 7 | | | | | Enter | Exit | Total | 19 |
| 4:45 PM | 11 | 9 | | | 39 | 53 | 186 | 188 | 374 | 20 |
| | 12 | 7 | 12 | | | | | | | 19 |
| | 9 | 4 | | | | | | | | 13 |
| 5:00 PM | 11 | 6 | | | 56 | 56 | 189 | 197 | 386 | 17 |
| | 10 | 6 | 11 | | | | | | | 16 |
| | 10 | 3 | | | | | | | | 13 |
| 5:15 PM | 6 | 2 | | | 38 | 51 | 179 | 206 | 385 | 8 |
| | 5 | 0 | 6 | | | | | | | 5 |
| | 6 | 2 | | | | | | | | 8 |
| 5:30 PM | 5 | 1 | | | 48 | 38 | 181 | 198 | 379 | 6 |
| | 2 | 1 | 5 | | | | | | | 3 |
| | 4 | 3 | | | | | | | | 7 |
| 5:45 PM | 4 | 2 | | | 58 | 57 | 200 | 202 | 402 | 6 |
| | 5 | 3 | 6 | | | | | | | 8 |
| | 6 | 4 | | | | | | | | 10 |
| | | | | | 48.250 | 48.750 | | | | 23 |

**TDC**

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375 Washington Street, Woburn, MA
7/14, 7/16 & 7/20/22
7-9 AM (7/14), 4-6 PM (7/20) and 11 AM-2 PM (Saturday, 7/16)
Client: VAI #9411/D. LaCivita
TDC #05583

*Queue Sample by Lane every (5) minutes w/max Queue of every 15-minute segment*
*Total Volumes Entering & Exiting Site 15-minute intervals*

| Time: | Q-L1: | Q-L2: | Max Q: | Site Trips | Entering: | Exiting: | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| 11:00 AM | 5 | 0 | | | 44 | 38 | | | | 5 |
| | 2 | 1 | 6 | | | | | | | 3 |
| | 5 | 1 | | | | | | | | 6 |
| 11:15 AM | 6 | 2 | | | 42 | 45 | | | | 8 |
| | 6 | 2 | 7 | | | | | | | 8 |
| | 6 | 2 | | | | | | | | 8 |
| 11:30 AM | 4 | 4 | | | 57 | 54 | | | | 8 |
| | 7 | 4 | 12 | | | | | | | 11 |
| | 8 | 4 | | | | | Enter | Exit | Total | 12 |
| 11:45 AM | 12 | 3 | | | 68 | 60 | 211 | 197 | 408 | 15 |
| | 7 | 4 | 12 | | | | | | | 11 |
| | 11 | 3 | | | | | | | | 14 |
| 12:00 PM | 10 | 3 | | | 60 | 58 | 227 | 217 | 444 | 13 |
| | 4 | 1 | 11 | | | | | | | 5 |
| | 6 | 4 | | | | | | | | 10 |
| 12:15 PM | 11 | 1 | | | 77 | 75 | 262 | 247 | 509 | 12 |
| | 9 | 3 | 11 | | | | | | | 12 |
| | 11 | 3 | | | | | | | | 14 |
| 12:30 PM | 8 | 2 | | | 86 | 82 | 291 | 275 | 566 | 10 |
| | 15 | 3 | 20 | | | | | | | 18 |
| | 20 | 5 | | | | | | | | 25 |
| 12:45 PM | 4 | 2 | | | 85 | 73 | 308 | 288 | 596 | 6 |
| | 10 | 2 | 14 | | | | | | | 12 |
| | 12 | 4 | | | | | | | | 16 |
| 1:00 PM | 6 | 3 | | | 80 | 90 | 328 | 320 | 648 | 9 |
| | 9 | 2 | 12 | | | | | | | 11 |
| | 5 | 2 | | | | | | | | 7 |
| 1:15 PM | 5 | 3 | | | 77 | 90 | 328 | 335 | 663 | 8 |
| | 7 | 3 | 10 | | | | | | | 10 |
| | 10 | 6 | | | | | | | | 16 |
| 1:30 PM | 4 | 2 | | | 53 | 71 | 295 | 324 | 619 | 6 |
| | 5 | 2 | 7 | | | | | | | 7 |
| | 7 | 2 | | | | | | | | 9 |
| 1:45 PM | 7 | 3 | | | 69 | 65 | 279 | 316 | 595 | 10 |
| | 12 | 3 | 12 | | | | | | | 15 |
| | 11 | 1 | | | | | | | | 12 |
| | | | | | 66.500 | 66.750 | | | | 19 |

# Location Map: 228860-B Hanover, MA

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

| Client: | Engineer: | Site Code: | Date: | PDI Job # | City, State: |
|---|---|---|---|---|---|
| VAI | S. Kelly | TBD | Thurs 9/29/22-Sat 10/1/22 | 228860-B | Hanover, MA |

PDI File #: **228860-B (A)**
Location: **N: Washington St (Rte 53) S: Washington St (Rte 53)**
Location: **E: Chick-Fil-A Exit**
City, State: **Hanover, MA**
Client: **VAI/S. Kelly**
Site Code: **TBD**
Count Date: **Thursday, September 29, 2022**
Start Time: **4:00 PM**
End Time: **6:00 PM**

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Class: **Cars and Heavy Vehicles (Combined)**

| | Washington St (Route 53) from North | | | | Chick-Fil-A Exit from East | | | | Washington St (Route 53) from South | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Thru | Left | U-Turn | Total | Right | Left | U-Turn | Total | Right | Thru | U-Turn | Total | Total |
| 4:00 PM | 412 | 0 | 0 | 412 | 20 | 0 | 0 | 20 | 0 | 240 | 0 | 240 | 672 |
| 4:15 PM | 418 | 0 | 0 | 418 | 18 | 0 | 0 | 18 | 0 | 264 | 0 | 264 | 700 |
| 4:30 PM | 390 | 0 | 0 | 390 | 14 | 0 | 0 | 14 | 0 | 244 | 0 | 244 | 648 |
| 4:45 PM | 407 | 0 | 0 | 407 | 20 | 0 | 0 | 20 | 0 | 262 | 0 | 262 | 689 |
| Total | 1627 | 0 | 0 | 1627 | 72 | 0 | 0 | 72 | 0 | 1010 | 0 | 1010 | 2709 |
| 5:00 PM | 403 | 0 | 0 | 403 | 12 | 0 | 0 | 12 | 0 | 278 | 0 | 278 | 693 |
| 5:15 PM | 393 | 0 | 0 | 393 | 25 | 0 | 0 | 25 | 0 | 271 | 0 | 271 | 689 |
| 5:30 PM | 410 | 0 | 0 | 410 | 21 | 1 | 0 | 22 | 1 | 244 | 0 | 245 | 677 |
| 5:45 PM | 351 | 0 | 0 | 351 | 32 | 0 | 0 | 32 | 0 | 235 | 0 | 235 | 618 |
| Total | 1557 | 0 | 0 | 1557 | 90 | 1 | 0 | 91 | 1 | 1028 | 0 | 1029 | 2677 |
| Grand Total | 3184 | 0 | 0 | 3184 | 162 | 1 | 0 | 163 | 1 | 2038 | 0 | 2039 | 5386 |
| Approach % | 100.0 | 0.0 | 0.0 | | 99.4 | 0.6 | 0.0 | | 0.0 | 100.0 | 0.0 | | |
| Total % | 59.1 | 0.0 | 0.0 | 59.1 | 3.0 | 0.0 | 0.0 | 3.0 | 0.0 | 37.8 | 0.0 | 37.9 | |
| Exiting Leg Total | | | | 2200 | | | | 1 | | | | 3185 | 5386 |
| Cars | 3147 | 0 | 0 | 3147 | 162 | 1 | 0 | 163 | 1 | 2015 | 0 | 2016 | 5326 |
| % Cars | 98.8 | 0.0 | 0.0 | 98.8 | 100.0 | 100.0 | 0.0 | 100.0 | 100.0 | 98.9 | 0.0 | 98.9 | 98.9 |
| Exiting Leg Total | | | | 2177 | | | | 1 | | | | 3148 | 5326 |
| Heavy Vehicles | 37 | 0 | 0 | 37 | 0 | 0 | 0 | 0 | 0 | 23 | 0 | 23 | 60 |
| % Heavy Vehicles | 1.2 | 0.0 | 0.0 | 1.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.1 | 0.0 | 1.1 | 1.1 |
| Exiting Leg Total | | | | 23 | | | | 0 | | | | 37 | 60 |

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

| 4:45 PM | Washington St (Route 53) from North | | | | Chick-Fil-A Exit from East | | | | Washington St (Route 53) from South | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Thru | Left | U-Turn | Total | Right | Left | U-Turn | Total | Right | Thru | U-Turn | Total | Total |
| 4:45 PM | 407 | 0 | 0 | 407 | 20 | 0 | 0 | 20 | 0 | 262 | 0 | 262 | 689 |
| 5:00 PM | 403 | 0 | 0 | 403 | 12 | 0 | 0 | 12 | 0 | 278 | 0 | 278 | 693 |
| 5:15 PM | 393 | 0 | 0 | 393 | 25 | 0 | 0 | 25 | 0 | 271 | 0 | 271 | 689 |
| 5:30 PM | 410 | 0 | 0 | 410 | 21 | 1 | 0 | 22 | 1 | 244 | 0 | 245 | 677 |
| Total Volume | 1613 | 0 | 0 | 1613 | 78 | 1 | 0 | 79 | 1 | 1055 | 0 | 1056 | 2748 |
| % Approach Total | 100.0 | 0.0 | 0.0 | | 98.7 | 1.3 | 0.0 | | 0.1 | 99.9 | 0.0 | | |
| PHF | 0.984 | 0.000 | 0.000 | 0.984 | 0.780 | 0.250 | 0.000 | 0.790 | 0.250 | 0.949 | 0.000 | 0.950 | 0.991 |
| Cars | 1600 | 0 | 0 | 1600 | 78 | 1 | 0 | 79 | 1 | 1048 | 0 | 1049 | 2728 |
| Cars % | 99.2 | 0.0 | 0.0 | 99.2 | 100.0 | 100.0 | 0.0 | 100.0 | 100.0 | 99.3 | 0.0 | 99.3 | 99.3 |
| Heavy Vehicles | 13 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 7 | 20 |
| Heavy Vehicles % | 0.8 | 0.0 | 0.0 | 0.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.7 | 0.0 | 0.7 | 0.7 |
| Cars Enter Leg | 1600 | 0 | 0 | 1600 | 78 | 1 | 0 | 79 | 1 | 1048 | 0 | 1049 | 2728 |
| Heavy Enter Leg | 13 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 7 | 20 |
| Total Entering Leg | 1613 | 0 | 0 | 1613 | 78 | 1 | 0 | 79 | 1 | 1055 | 0 | 1056 | 2748 |
| Cars Exiting Leg | | | | 1126 | | | | 1 | | | | 1601 | 2728 |
| Heavy Exiting Leg | | | | 7 | | | | 0 | | | | 13 | 20 |
| Total Exiting Leg | | | | 1133 | | | | 1 | | | | 1614 | 2748 |

PDI File #: **228860-B (A)**
Location: **N: Washington St (Rte 53) S: Washington St (Rte 53)**
Location: **E: Chick-Fil-A Exit**
City, State: **Hanover, MA**
Client: **VAI/S. Kelly**
Site Code: **TBD**
Count Date: **Thursday, September 29, 2022**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

## Cars

| | Washington St (Route 53) from North | | | | Chick-Fil-A Exit from East | | | | Washington St (Route 53) from South | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Thru | Left | U-Turn | Total | Right | Left | U-Turn | Total | Right | Thru | U-Turn | Total | Total |
| 4:00 PM | 405 | 0 | 0 | 405 | 20 | 0 | 0 | 20 | 0 | 233 | 0 | 233 | 658 |
| 4:15 PM | 413 | 0 | 0 | 413 | 18 | 0 | 0 | 18 | 0 | 261 | 0 | 261 | 692 |
| 4:30 PM | 386 | 0 | 0 | 386 | 14 | 0 | 0 | 14 | 0 | 240 | 0 | 240 | 640 |
| 4:45 PM | 406 | 0 | 0 | 406 | 20 | 0 | 0 | 20 | 0 | 259 | 0 | 259 | 685 |
| Total | 1610 | 0 | 0 | 1610 | 72 | 0 | 0 | 72 | 0 | 993 | 0 | 993 | 2675 |
| 5:00 PM | 398 | 0 | 0 | 398 | 12 | 0 | 0 | 12 | 0 | 277 | 0 | 277 | 687 |
| 5:15 PM | 387 | 0 | 0 | 387 | 25 | 0 | 0 | 25 | 0 | 268 | 0 | 268 | 680 |
| 5:30 PM | 409 | 0 | 0 | 409 | 21 | 1 | 0 | 22 | 1 | 244 | 0 | 245 | 676 |
| 5:45 PM | 343 | 0 | 0 | 343 | 32 | 0 | 0 | 32 | 0 | 233 | 0 | 233 | 608 |
| Total | 1537 | 0 | 0 | 1537 | 90 | 1 | 0 | 91 | 1 | 1022 | 0 | 1023 | 2651 |
| Grand Total | 3147 | 0 | 0 | 3147 | 162 | 1 | 0 | 163 | 1 | 2015 | 0 | 2016 | 5326 |
| Approach % | 100.0 | 0.0 | 0.0 | | 99.4 | 0.6 | 0.0 | | 0.0 | 100.0 | 0.0 | | |
| Total % | 59.1 | 0.0 | 0.0 | 59.1 | 3.0 | 0.0 | 0.0 | 3.1 | 0.0 | 37.8 | 0.0 | 37.9 | |
| Exiting Leg Total | | | | 2177 | | | | 1 | | | | 3148 | 5326 |

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

| 4:45 PM | Washington St (Route 53) from North | | | | Chick-Fil-A Exit from East | | | | Washington St (Route 53) from South | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Thru | Left | U-Turn | Total | Right | Left | U-Turn | Total | Right | Thru | U-Turn | Total | Total |
| 4:45 PM | 406 | 0 | 0 | 406 | 20 | 0 | 0 | 20 | 0 | 259 | 0 | 259 | 685 |
| 5:00 PM | 398 | 0 | 0 | 398 | 12 | 0 | 0 | 12 | 0 | 277 | 0 | 277 | 687 |
| 5:15 PM | 387 | 0 | 0 | 387 | 25 | 0 | 0 | 25 | 0 | 268 | 0 | 268 | 680 |
| 5:30 PM | 409 | 0 | 0 | 409 | 21 | 1 | 0 | 22 | 1 | 244 | 0 | 245 | 676 |
| Total Volume | 1600 | 0 | 0 | 1600 | 78 | 1 | 0 | 79 | 1 | 1048 | 0 | 1049 | 2728 |
| % Approach Total | 100.0 | 0.0 | 0.0 | | 98.7 | 1.3 | 0.0 | | 0.1 | 99.9 | 0.0 | | |
| PHF | 0.978 | 0.000 | 0.000 | 0.978 | 0.780 | 0.250 | 0.000 | 0.790 | 0.250 | 0.946 | 0.000 | 0.947 | 0.993 |
| Entering Leg | 1600 | 0 | 0 | 1600 | 78 | 1 | 0 | 79 | 1 | 1048 | 0 | 1049 | 2728 |
| Exiting Leg | | | | 1126 | | | | 1 | | | | 1601 | 2728 |
| Total | | | | 2726 | | | | 80 | | | | 2650 | 5456 |

PDI File #: **228860-B (A)**
Location: **N: Washington St (Rte 53) S: Washington St (Rte 53)**
Location: **E: Chick-Fil-A Exit**
City, State: **Hanover, MA**
Client: **VAI/S. Kelly**
Site Code: **TBD**
Count Date: **Thursday, September 29, 2022**
Start Time: **4:00 PM**
End Time: **6:00 PM**

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

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

| | Washington St (Route 53) from North | | | | Chick-Fil-A Exit from East | | | | Washington St (Route 53) from South | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Thru | Left | U-Turn | Total | Right | Left | U-Turn | Total | Right | Thru | U-Turn | Total | Total |
| 4:00 PM | 7 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 7 | 14 |
| 4:15 PM | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 8 |
| 4:30 PM | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 8 |
| 4:45 PM | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 4 |
| Total | 17 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 17 | 34 |
| 5:00 PM | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 6 |
| 5:15 PM | 6 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 9 |
| 5:30 PM | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:45 PM | 8 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 10 |
| Total | 20 | 0 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 6 | 26 |
| Grand Total | 37 | 0 | 0 | 37 | 0 | 0 | 0 | 0 | 0 | 23 | 0 | 23 | 60 |
| Approach % | 100.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | | 0.0 | 100.0 | 0.0 | | |
| Total % | 61.7 | 0.0 | 0.0 | 61.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 38.3 | 0.0 | 38.3 | |
| Exiting Leg Total | | | | 23 | | | | 0 | | | | 37 | 60 |
| Buses | 7 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 10 |
| % Buses | 18.9 | 0.0 | 0.0 | 18.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13.0 | 0.0 | 13.0 | 16.7 |
| Exiting Leg Total | | | | 3 | | | | 0 | | | | 7 | 10 |
| Single-Unit Trucks | 27 | 0 | 0 | 27 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 17 | 44 |
| % Single-Unit | 73.0 | 0.0 | 0.0 | 73.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 73.9 | 0.0 | 73.9 | 73.3 |
| Exiting Leg Total | | | | 17 | | | | 0 | | | | 27 | 44 |
| Articulated Trucks | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 6 |
| % Articulated | 8.1 | 0.0 | 0.0 | 8.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13.0 | 0.0 | 13.0 | 10.0 |
| Exiting Leg Total | | | | 3 | | | | 0 | | | | 3 | 6 |

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

| 4:00 PM | Washington St (Route 53) from North | | | | Chick-Fil-A Exit from East | | | | Washington St (Route 53) from South | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Thru | Left | U-Turn | Total | Right | Left | U-Turn | Total | Right | Thru | U-Turn | Total | Total |
| 4:00 PM | 7 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 7 | 14 |
| 4:15 PM | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 8 |
| 4:30 PM | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 8 |
| 4:45 PM | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 4 |
| Total Volume | 17 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 17 | 34 |
| % Approach Total | 100.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | | 0.0 | 100.0 | 0.0 | | |
| PHF | 0.607 | 0.000 | 0.000 | 0.607 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.607 | 0.000 | 0.607 | 0.607 |
| Buses | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 |
| Buses % | 5.9 | 0.0 | 0.0 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5.9 | 0.0 | 5.9 | 5.9 |
| Single-Unit Trucks | 14 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 14 | 28 |
| Single-Unit % | 82.4 | 0.0 | 0.0 | 82.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 82.4 | 0.0 | 82.4 | 82.4 |
| Articulated Trucks | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 4 |
| Articulated % | 11.8 | 0.0 | 0.0 | 11.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11.8 | 0.0 | 11.8 | 11.8 |
| Buses | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 |
| Single-Unit Trucks | 14 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 14 | 28 |
| Articulated Trucks | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 4 |
| Total Entering Leg | 17 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 17 | 34 |
| Buses | | | | 1 | | | | 0 | | | | 1 | 2 |
| Single-Unit Trucks | | | | 14 | | | | 0 | | | | 14 | 28 |
| Articulated Trucks | | | | 2 | | | | 0 | | | | 2 | 4 |
| Total Exiting Leg | | | | 17 | | | | 0 | | | | 17 | 34 |

PDI File #: **228860-B (A)**
Location: **N: Washington St (Rte 53) S: Washington St (Rte 53)**
Location: **E: Chick-Fil-A Exit**
City, State: **Hanover, MA**
Client: **VAI/S. Kelly**
Site Code: **TBD**
Count Date: **Thursday, September 29, 2022**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

## Buses

| | Washington St (Route 53) from North | | | | Chick-Fil-A Exit from East | | | | Washington St (Route 53) from South | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Thru | Left | U-Turn | Total | Right | Left | U-Turn | Total | Right | Thru | U-Turn | Total | Total |
| 4:00 PM | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 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 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 6 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| Total | 6 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 8 |
| Grand Total | 7 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 10 |
| Approach % | 100.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | | 0.0 | 100.0 | 0.0 | | |
| Total % | 70.0 | 0.0 | 0.0 | 70.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 30.0 | 0.0 | 30.0 | |
| Exiting Leg Total | | | | 3 | | | | 0 | | | | 7 | 10 |

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

| 5:00 PM | Washington St (Route 53) from North | | | | Chick-Fil-A Exit from East | | | | Washington St (Route 53) from South | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Thru | Left | U-Turn | Total | Right | Left | U-Turn | Total | Right | Thru | U-Turn | Total | Total |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 6 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| Total Volume | 6 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 8 |
| % 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 | 0.333 |
| Entering Leg | 6 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 8 |
| Exiting Leg | | | | 2 | | | | 0 | | | | 6 | 8 |
| Total | | | | 8 | | | | 0 | | | | 8 | 16 |

PDI File #: **228860-B (A)**
Location: **N: Washington St (Rte 53) S: Washington St (Rte 53)**
Location: **E: Chick-Fil-A Exit**
City, State: **Hanover, MA**
Client: **VAI/S. Kelly**
Site Code: **TBD**
Count Date: **Thursday, September 29, 2022**
Start Time: **4:00 PM**
End Time: **6:00 PM**

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Class: **Single-Unit Trucks**

| | Washington St (Route 53) from North | | | | Chick-Fil-A Exit from East | | | | Washington St (Route 53) from South | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Thru | Left | U-Turn | Total | Right | Left | U-Turn | Total | Right | Thru | U-Turn | Total | Total |
| 4:00 PM | 6 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 6 | 12 |
| 4:15 PM | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 4 |
| 4:30 PM | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 8 |
| 4:45 PM | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 4 |
| Total | 14 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 14 | 28 |
| 5:00 PM | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 5:15 PM | 6 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 7 |
| 5:30 PM | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:45 PM | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 4 |
| Total | 13 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 16 |
| Grand Total | 27 | 0 | 0 | 27 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 17 | 44 |
| Approach % | 100.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | | 0.0 | 100.0 | 0.0 | | |
| Total % | 61.4 | 0.0 | 0.0 | 61.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 38.6 | 0.0 | 38.6 | |
| Exiting Leg Total | | | | 17 | | | | 0 | | | | 27 | 44 |

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

| 4:00 PM | Washington St (Route 53) from North | | | | Chick-Fil-A Exit from East | | | | Washington St (Route 53) from South | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Thru | Left | U-Turn | Total | Right | Left | U-Turn | Total | Right | Thru | U-Turn | Total | Total |
| 4:00 PM | 6 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 6 | 12 |
| 4:15 PM | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 4 |
| 4:30 PM | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 8 |
| 4:45 PM | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 4 |
| Total Volume | 14 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 14 | 28 |
| % Approach Total | 100.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | | 0.0 | 100.0 | 0.0 | | |
| PHF | 0.583 | 0.000 | 0.000 | 0.583 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.583 | 0.000 | 0.583 | 0.583 |
| Entering Leg | 14 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 14 | 28 |
| Exiting Leg | | | | 14 | | | | 0 | | | | 14 | 28 |
| Total | | | | 28 | | | | 0 | | | | 28 | 56 |

PDI File #: **228860-B (A)**
Location: **N: Washington St (Rte 53) S: Washington St (Rte 53)**
Location: **E: Chick-Fil-A Exit**
City, State: **Hanover, MA**
Client: **VAI/S. Kelly**
Site Code: **TBD**
Count Date: **Thursday, September 29, 2022**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

## Articulated Trucks

| | Washington St (Route 53) from North | | | | Chick-Fil-A Exit from East | | | | Washington St (Route 53) from South | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Thru | Left | U-Turn | Total | Right | Left | U-Turn | Total | Right | Thru | U-Turn | Total | Total |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 |
| 4:15 PM | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 3 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 4 |
| 5:00 PM | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 |
| Grand Total | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 6 |
| 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 | | | | 3 | | | | 0 | | | | 3 | 6 |

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

| 4:00 PM | Washington St (Route 53) from North | | | | Chick-Fil-A Exit from East | | | | Washington St (Route 53) from South | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Thru | Left | U-Turn | Total | Right | Left | U-Turn | Total | Right | Thru | U-Turn | Total | Total |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 |
| 4:15 PM | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 3 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Volume | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 4 |
| % 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 | 0.333 |
| Entering Leg | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 4 |
| Exiting Leg | | | | 2 | | | | 0 | | | | 2 | 4 |
| Total | | | | 4 | | | | 0 | | | | 4 | 8 |

PDI File #: **228860-B (A)**
Location: **N: Washington St (Rte 53) S: Washington St (Rte 53)**
Location: **E: Chick-Fil-A Exit**
City, State: **Hanover, MA**
Client: **VAI/S. Kelly**
Site Code: **TBD**
Count Date: **Thursday, September 29, 2022**
Start Time: **4:00 PM**
End Time: **6:00 PM**

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Class: **Bicycles (on Roadway and Crosswalks)**

| | Washington St (Route 53) from North | | | | | | Chick-Fil-A Exit from East | | | | | | Washington St (Route 53) from South | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Thru | Left | U-Turn | CW-EB | CW-WB | Total | Right | Left | U-Turn | CW-SB | CW-NB | Total | Right | Thru | U-Turn | CW-WB | CW-EB | Total | Total |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 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 | | |
| 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 | |
| Exiting Leg Total | | | | | | 0 | | | | | | 0 | | | | | | 0 | 0 |

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

| 4:00 PM | Washington St (Route 53) from North | | | | | | Chick-Fil-A Exit from East | | | | | | Washington St (Route 53) from South | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Thru | Left | U-Turn | CW-EB | CW-WB | Total | Right | Left | U-Turn | CW-SB | CW-NB | Total | Right | Thru | U-Turn | CW-WB | CW-EB | Total | Total |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 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 | | |
| 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 #: **228860-B (A)**
Location: **N: Washington St (Rte 53) S: Washington St (Rte 53)**
Location: **E: Chick-Fil-A Exit**
City, State: **Hanover, MA**
Client: **VAI/S. Kelly**
Site Code: **TBD**
Count Date: **Thursday, September 29, 2022**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

## Pedestrians

| | Washington St (Route 53) from North | | | | | | Chick-Fil-A Exit from East | | | | | | Washington St (Route 53) from South | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Thru | Left | U-Turn | CW-EB | CW-WB | Total | Right | Left | U-Turn | CW-SB | CW-NB | Total | Right | Thru | U-Turn | CW-WB | CW-EB | Total | Total |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 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 | | |
| Total % | 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 | Washington St (Route 53) from North | | | | | | Chick-Fil-A Exit from East | | | | | | Washington St (Route 53) from South | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Thru | Left | U-Turn | CW-EB | CW-WB | Total | Right | Left | U-Turn | CW-SB | CW-NB | Total | Right | Thru | U-Turn | CW-WB | CW-EB | Total | Total |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 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 | | |
| 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 #: **228860-B (A)**
Location: **N: Washington St (Rte 53) S: Washington St (Rte 53)**
Location: **E: Chick-Fil-A Exit**
City, State: **Hanover, MA**
Client: **VAI/S. Kelly**
Site Code: **TBD**
Count Date: **Saturday, October 1, 2022**
Start Time: **11:00 AM**
End Time: **2:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

## Cars and Heavy Vehicles (Combined)

| | Washington St (Route 53) from North | | | | Chick-Fil-A Exit from East | | | | Washington St (Route 53) from South | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Thru | Left | U-Turn | Total | Right | Left | U-Turn | Total | Right | Thru | U-Turn | Total | Total |
| 11:00 AM | 393 | 0 | 0 | 393 | 15 | 1 | 0 | 16 | 0 | 296 | 0 | 296 | 705 |
| 11:15 AM | 392 | 0 | 0 | 392 | 21 | 0 | 0 | 21 | 0 | 278 | 0 | 278 | 691 |
| 11:30 AM | 404 | 0 | 0 | 404 | 19 | 0 | 0 | 19 | 0 | 314 | 0 | 314 | 737 |
| 11:45 AM | 446 | 0 | 0 | 446 | 22 | 0 | 0 | 22 | 0 | 306 | 0 | 306 | 774 |
| Total | 1635 | 0 | 0 | 1635 | 77 | 1 | 0 | 78 | 0 | 1194 | 0 | 1194 | 2907 |
| 12:00 PM | 357 | 0 | 0 | 357 | 29 | 1 | 0 | 30 | 0 | 310 | 0 | 310 | 697 |
| 12:15 PM | 449 | 0 | 0 | 449 | 37 | 1 | 0 | 38 | 0 | 264 | 0 | 264 | 751 |
| 12:30 PM | 416 | 0 | 0 | 416 | 45 | 1 | 0 | 46 | 0 | 276 | 0 | 276 | 738 |
| 12:45 PM | 415 | 0 | 0 | 415 | 40 | 0 | 0 | 40 | 0 | 307 | 0 | 307 | 762 |
| Total | 1637 | 0 | 0 | 1637 | 151 | 3 | 0 | 154 | 0 | 1157 | 0 | 1157 | 2948 |
| 1:00 PM | 417 | 0 | 0 | 417 | 33 | 0 | 0 | 33 | 0 | 283 | 0 | 283 | 733 |
| 1:15 PM | 409 | 0 | 0 | 409 | 37 | 0 | 0 | 37 | 0 | 251 | 0 | 251 | 697 |
| 1:30 PM | 393 | 0 | 0 | 393 | 33 | 2 | 0 | 35 | 0 | 267 | 0 | 267 | 695 |
| 1:45 PM | 393 | 0 | 0 | 393 | 36 | 3 | 0 | 39 | 0 | 280 | 0 | 280 | 712 |
| Total | 1612 | 0 | 0 | 1612 | 139 | 5 | 0 | 144 | 0 | 1081 | 0 | 1081 | 2837 |
| Grand Total | 4884 | 0 | 0 | 4884 | 367 | 9 | 0 | 376 | 0 | 3432 | 0 | 3432 | 8692 |
| Approach % | 100.0 | 0.0 | 0.0 | | 97.6 | 2.4 | 0.0 | | 0.0 | 100.0 | 0.0 | | |
| Total % | 56.2 | 0.0 | 0.0 | 56.2 | 4.2 | 0.1 | 0.0 | 4.3 | 0.0 | 39.5 | 0.0 | 39.5 | |
| Exiting Leg Total | | | | 3799 | | | | 0 | | | | 4893 | 8692 |
| Cars | 4847 | 0 | 0 | 4847 | 366 | 9 | 0 | 375 | 0 | 3409 | 0 | 3409 | 8631 |
| % Cars | 99.2 | 0.0 | 0.0 | 99.2 | 99.7 | 100.0 | 0.0 | 99.7 | 0.0 | 99.3 | 0.0 | 99.3 | 99.3 |
| Exiting Leg Total | | | | 3775 | | | | 0 | | | | 4856 | 8631 |
| Heavy Vehicles | 37 | 0 | 0 | 37 | 1 | 0 | 0 | 1 | 0 | 23 | 0 | 23 | 61 |
| % Heavy Vehicles | 0.8 | 0.0 | 0.0 | 0.8 | 0.3 | 0.0 | 0.0 | 0.3 | 0.0 | 0.7 | 0.0 | 0.7 | 0.7 |
| Exiting Leg Total | | | | 24 | | | | 0 | | | | 37 | 61 |

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

| 12:15 PM | Washington St (Route 53) from North | | | | Chick-Fil-A Exit from East | | | | Washington St (Route 53) from South | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Thru | Left | U-Turn | Total | Right | Left | U-Turn | Total | Right | Thru | U-Turn | Total | Total |
| 12:15 PM | 449 | 0 | 0 | 449 | 37 | 1 | 0 | 38 | 0 | 264 | 0 | 264 | 751 |
| 12:30 PM | 416 | 0 | 0 | 416 | 45 | 1 | 0 | 46 | 0 | 276 | 0 | 276 | 738 |
| 12:45 PM | 415 | 0 | 0 | 415 | 40 | 0 | 0 | 40 | 0 | 307 | 0 | 307 | 762 |
| 1:00 PM | 417 | 0 | 0 | 417 | 33 | 0 | 0 | 33 | 0 | 283 | 0 | 283 | 733 |
| Total Volume | 1697 | 0 | 0 | 1697 | 155 | 2 | 0 | 157 | 0 | 1130 | 0 | 1130 | 2984 |
| % Approach Total | 100.0 | 0.0 | 0.0 | | 98.7 | 1.3 | 0.0 | | 0.0 | 100.0 | 0.0 | | |
| PHF | 0.945 | 0.000 | 0.000 | 0.945 | 0.861 | 0.500 | 0.000 | 0.853 | 0.000 | 0.920 | 0.000 | 0.920 | 0.979 |
| Cars | 1681 | 0 | 0 | 1681 | 154 | 2 | 0 | 156 | 0 | 1122 | 0 | 1122 | 2959 |
| Cars % | 99.1 | 0.0 | 0.0 | 99.1 | 99.4 | 100.0 | 0.0 | 99.4 | 0.0 | 99.3 | 0.0 | 99.3 | 99.2 |
| Heavy Vehicles | 16 | 0 | 0 | 16 | 1 | 0 | 0 | 1 | 0 | 8 | 0 | 8 | 25 |
| Heavy Vehicles % | 0.9 | 0.0 | 0.0 | 0.9 | 0.6 | 0.0 | 0.0 | 0.6 | 0.0 | 0.7 | 0.0 | 0.7 | 0.8 |
| Cars Enter Leg | 1681 | 0 | 0 | 1681 | 154 | 2 | 0 | 156 | 0 | 1122 | 0 | 1122 | 2959 |
| Heavy Enter Leg | 16 | 0 | 0 | 16 | 1 | 0 | 0 | 1 | 0 | 8 | 0 | 8 | 25 |
| Total Entering Leg | 1697 | 0 | 0 | 1697 | 155 | 2 | 0 | 157 | 0 | 1130 | 0 | 1130 | 2984 |
| Cars Exiting Leg | | | | 1276 | | | | 0 | | | | 1683 | 2959 |
| Heavy Exiting Leg | | | | 9 | | | | 0 | | | | 16 | 25 |
| Total Exiting Leg | | | | 1285 | | | | 0 | | | | 1699 | 2984 |

PDI File #: **228860-B (A)**
Location: **N: Washington St (Rte 53) S: Washington St (Rte 53)**
Location: **E: Chick-Fil-A Exit**
City, State: **Hanover, MA**
Client: **VAI/S. Kelly**
Site Code: **TBD**
Count Date: **Saturday, October 1, 2022**
Start Time: **11:00 AM**
End Time: **2:00 PM**

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Class: **Cars**

| | Washington St (Route 53) from North | | | | Chick-Fil-A Exit from East | | | | Washington St (Route 53) from South | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Thru | Left | U-Turn | Total | Right | Left | U-Turn | Total | Right | Thru | U-Turn | Total | Total |
| 11:00 AM | 392 | 0 | 0 | 392 | 15 | 1 | 0 | 16 | 0 | 295 | 0 | 295 | 703 |
| 11:15 AM | 392 | 0 | 0 | 392 | 21 | 0 | 0 | 21 | 0 | 274 | 0 | 274 | 687 |
| 11:30 AM | 400 | 0 | 0 | 400 | 19 | 0 | 0 | 19 | 0 | 313 | 0 | 313 | 732 |
| 11:45 AM | 443 | 0 | 0 | 443 | 22 | 0 | 0 | 22 | 0 | 304 | 0 | 304 | 769 |
| Total | 1627 | 0 | 0 | 1627 | 77 | 1 | 0 | 78 | 0 | 1186 | 0 | 1186 | 2891 |
| 12:00 PM | 356 | 0 | 0 | 356 | 29 | 1 | 0 | 30 | 0 | 310 | 0 | 310 | 696 |
| 12:15 PM | 446 | 0 | 0 | 446 | 37 | 1 | 0 | 38 | 0 | 262 | 0 | 262 | 746 |
| 12:30 PM | 408 | 0 | 0 | 408 | 45 | 1 | 0 | 46 | 0 | 274 | 0 | 274 | 728 |
| 12:45 PM | 414 | 0 | 0 | 414 | 39 | 0 | 0 | 39 | 0 | 304 | 0 | 304 | 757 |
| Total | 1624 | 0 | 0 | 1624 | 150 | 3 | 0 | 153 | 0 | 1150 | 0 | 1150 | 2927 |
| 1:00 PM | 413 | 0 | 0 | 413 | 33 | 0 | 0 | 33 | 0 | 282 | 0 | 282 | 728 |
| 1:15 PM | 404 | 0 | 0 | 404 | 37 | 0 | 0 | 37 | 0 | 246 | 0 | 246 | 687 |
| 1:30 PM | 391 | 0 | 0 | 391 | 33 | 2 | 0 | 35 | 0 | 266 | 0 | 266 | 692 |
| 1:45 PM | 388 | 0 | 0 | 388 | 36 | 3 | 0 | 39 | 0 | 279 | 0 | 279 | 706 |
| Total | 1596 | 0 | 0 | 1596 | 139 | 5 | 0 | 144 | 0 | 1073 | 0 | 1073 | 2813 |
| Grand Total | 4847 | 0 | 0 | 4847 | 366 | 9 | 0 | 375 | 0 | 3409 | 0 | 3409 | 8631 |
| Approach % | 100.0 | 0.0 | 0.0 | | 97.6 | 2.4 | 0.0 | | 0.0 | 100.0 | 0.0 | | |
| Total % | 56.2 | 0.0 | 0.0 | 56.2 | 4.2 | 0.1 | 0.0 | 4.3 | 0.0 | 39.5 | 0.0 | 39.5 | |
| Exiting Leg Total | | | | 3775 | | | | 0 | | | | 4856 | 8631 |

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

| 12:15 PM | Washington St (Route 53) from North | | | | Chick-Fil-A Exit from East | | | | Washington St (Route 53) from South | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Thru | Left | U-Turn | Total | Right | Left | U-Turn | Total | Right | Thru | U-Turn | Total | Total |
| 12:15 PM | 446 | 0 | 0 | 446 | 37 | 1 | 0 | 38 | 0 | 262 | 0 | 262 | 746 |
| 12:30 PM | 408 | 0 | 0 | 408 | 45 | 1 | 0 | 46 | 0 | 274 | 0 | 274 | 728 |
| 12:45 PM | 414 | 0 | 0 | 414 | 39 | 0 | 0 | 39 | 0 | 304 | 0 | 304 | 757 |
| 1:00 PM | 413 | 0 | 0 | 413 | 33 | 0 | 0 | 33 | 0 | 282 | 0 | 282 | 728 |
| Total Volume | 1681 | 0 | 0 | 1681 | 154 | 2 | 0 | 156 | 0 | 1122 | 0 | 1122 | 2959 |
| % Approach Total | 100.0 | 0.0 | 0.0 | | 98.7 | 1.3 | 0.0 | | 0.0 | 100.0 | 0.0 | | |
| PHF | 0.942 | 0.000 | 0.000 | 0.942 | 0.856 | 0.500 | 0.000 | 0.848 | 0.000 | 0.923 | 0.000 | 0.923 | 0.977 |
| Entering Leg | 1681 | 0 | 0 | 1681 | 154 | 2 | 0 | 156 | 0 | 1122 | 0 | 1122 | 2959 |
| Exiting Leg | | | | 1276 | | | | 0 | | | | 1683 | 2959 |
| Total | | | | 2957 | | | | 156 | | | | 2805 | 5918 |

PDI File #: **228860-B (A)**
Location: **N: Washington St (Rte 53) S: Washington St (Rte 53)**
Location: **E: Chick-Fil-A Exit**
City, State: **Hanover, MA**
Client: **VAI/S. Kelly**
Site Code: **TBD**
Count Date: **Saturday, October 1, 2022**
Start Time: **11:00 AM**
End Time: **2:00 PM**

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

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

| | Washington St (Route 53) from North | | | | Chick-Fil-A Exit from East | | | | Washington St (Route 53) from South | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Thru | Left | U-Turn | Total | Right | Left | U-Turn | Total | Right | Thru | U-Turn | Total | Total |
| 11:00 AM | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 |
| 11:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 4 |
| 11:30 AM | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 5 |
| 11:45 AM | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 5 |
| Total | 8 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 8 | 16 |
| 12:00 PM | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 12:15 PM | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 5 |
| 12:30 PM | 8 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 10 |
| 12:45 PM | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 3 | 0 | 3 | 5 |
| Total | 13 | 0 | 0 | 13 | 1 | 0 | 0 | 1 | 0 | 7 | 0 | 7 | 21 |
| 1:00 PM | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 5 |
| 1:15 PM | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 5 | 10 |
| 1:30 PM | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 3 |
| 1:45 PM | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 6 |
| Total | 16 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 8 | 24 |
| Grand Total | 37 | 0 | 0 | 37 | 1 | 0 | 0 | 1 | 0 | 23 | 0 | 23 | 61 |
| Approach % | 100.0 | 0.0 | 0.0 | | 100.0 | 0.0 | 0.0 | | 0.0 | 100.0 | 0.0 | | |
| Total % | 60.7 | 0.0 | 0.0 | 60.7 | 1.6 | 0.0 | 0.0 | 1.6 | 0.0 | 37.7 | 0.0 | 37.7 | |
| Exiting Leg Total | | | | 24 | | | | 0 | | | | 37 | 61 |
| Buses | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| % Buses | 5.4 | 0.0 | 0.0 | 5.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.3 |
| Exiting Leg Total | | | | 0 | | | | 0 | | | | 2 | 2 |
| Single-Unit Trucks | 31 | 0 | 0 | 31 | 1 | 0 | 0 | 1 | 0 | 18 | 0 | 18 | 50 |
| % Single-Unit | 83.8 | 0.0 | 0.0 | 83.8 | 100.0 | 0.0 | 0.0 | 100.0 | 0.0 | 78.3 | 0.0 | 78.3 | 82.0 |
| Exiting Leg Total | | | | 19 | | | | 0 | | | | 31 | 50 |
| Articulated Trucks | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 5 | 9 |
| % Articulated | 10.8 | 0.0 | 0.0 | 10.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 21.7 | 0.0 | 21.7 | 14.8 |
| Exiting Leg Total | | | | 5 | | | | 0 | | | | 4 | 9 |

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

| 12:30 PM | Washington St (Route 53) from North | | | | Chick-Fil-A Exit from East | | | | Washington St (Route 53) from South | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Thru | Left | U-Turn | Total | Right | Left | U-Turn | Total | Right | Thru | U-Turn | Total | Total |
| 12:30 PM | 8 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 10 |
| 12:45 PM | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 3 | 0 | 3 | 5 |
| 1:00 PM | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 5 |
| 1:15 PM | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 5 | 10 |
| Total Volume | 18 | 0 | 0 | 18 | 1 | 0 | 0 | 1 | 0 | 11 | 0 | 11 | 30 |
| % Approach Total | 100.0 | 0.0 | 0.0 | | 100.0 | 0.0 | 0.0 | | 0.0 | 100.0 | 0.0 | | |
| PHF | 0.563 | 0.000 | 0.000 | 0.563 | 0.250 | 0.000 | 0.000 | 0.250 | 0.000 | 0.550 | 0.000 | 0.550 | 0.750 |
| Buses | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Buses % | 11.1 | 0.0 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6.7 |
| Single-Unit Trucks | 14 | 0 | 0 | 14 | 1 | 0 | 0 | 1 | 0 | 10 | 0 | 10 | 25 |
| Single-Unit % | 77.8 | 0.0 | 0.0 | 77.8 | 100.0 | 0.0 | 0.0 | 100.0 | 0.0 | 90.9 | 0.0 | 90.9 | 83.3 |
| Articulated Trucks | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 3 |
| Articulated % | 11.1 | 0.0 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9.1 | 0.0 | 9.1 | 10.0 |
| Buses | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Single-Unit Trucks | 14 | 0 | 0 | 14 | 1 | 0 | 0 | 1 | 0 | 10 | 0 | 10 | 25 |
| Articulated Trucks | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 3 |
| Total Entering Leg | 18 | 0 | 0 | 18 | 1 | 0 | 0 | 1 | 0 | 11 | 0 | 11 | 30 |
| Buses | | | | 0 | | | | 0 | | | | 2 | 2 |
| Single-Unit Trucks | | | | 11 | | | | 0 | | | | 14 | 25 |
| Articulated Trucks | | | | 1 | | | | 0 | | | | 2 | 3 |
| Total Exiting Leg | | | | 12 | | | | 0 | | | | 18 | 30 |

PDI File #: **228860-B (A)**
Location: **N: Washington St (Rte 53) S: Washington St (Rte 53)**
Location: **E: Chick-Fil-A Exit**
City, State: **Hanover, MA**
Client: **VAI/S. Kelly**
Site Code: **TBD**
Count Date: **Saturday, October 1, 2022**
Start Time: **11:00 AM**
End Time: **2:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

## Buses

| | Washington St (Route 53) from North | | | | Chick-Fil-A Exit from East | | | | Washington St (Route 53) from South | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Thru | Left | U-Turn | Total | Right | Left | U-Turn | Total | Right | Thru | U-Turn | Total | 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 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 PM | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 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 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Grand Total | 2 | 0 | 0 | 2 | 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 | | |
| Total % | 100.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Exiting Leg Total | | | | 0 | | | | 0 | | | | 2 | 2 |

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

| 12:30 PM | Washington St (Route 53) from North | | | | Chick-Fil-A Exit from East | | | | Washington St (Route 53) from South | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Thru | Left | U-Turn | Total | Right | Left | U-Turn | Total | Right | Thru | U-Turn | Total | 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 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 PM | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Total Volume | 2 | 0 | 0 | 2 | 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 | | |
| PHF | 0.250 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 |
| Entering Leg | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Exiting Leg | | | | 0 | | | | 0 | | | | 2 | 2 |
| Total | | | | 2 | | | | 0 | | | | 2 | 4 |

PDI File #: **228860-B (A)**
Location: **N: Washington St (Rte 53) S: Washington St (Rte 53)**
Location: **E: Chick-Fil-A Exit**
City, State: **Hanover, MA**
Client: **VAI/S. Kelly**
Site Code: **TBD**
Count Date: **Saturday, October 1, 2022**
Start Time: **11:00 AM**
End Time: **2:00 PM**

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Class: **Single-Unit Trucks**

| | Washington St (Route 53) from North | | | | Chick-Fil-A Exit from East | | | | Washington St (Route 53) from South | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Thru | Left | U-Turn | Total | Right | Left | U-Turn | Total | Right | Thru | U-Turn | Total | Total |
| 11:00 AM | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 |
| 11:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 2 |
| 11:30 AM | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 5 |
| 11:45 AM | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 4 |
| Total | 8 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 5 | 13 |
| 12:00 PM | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 12:15 PM | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 5 |
| 12:30 PM | 6 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 8 |
| 12:45 PM | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 3 | 0 | 3 | 5 |
| Total | 11 | 0 | 0 | 11 | 1 | 0 | 0 | 1 | 0 | 7 | 0 | 7 | 19 |
| 1:00 PM | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 5 |
| 1:15 PM | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 7 |
| 1:30 PM | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1:45 PM | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 4 |
| Total | 12 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 6 | 18 |
| Grand Total | 31 | 0 | 0 | 31 | 1 | 0 | 0 | 1 | 0 | 18 | 0 | 18 | 50 |
| Approach % | 100.0 | 0.0 | 0.0 | | 100.0 | 0.0 | 0.0 | | 0.0 | 100.0 | 0.0 | | |
| Total % | 62.0 | 0.0 | 0.0 | 62.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 36.0 | 0.0 | 36.0 | |
| Exiting Leg Total | | | | 19 | | | | 0 | | | | 31 | 50 |

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

| 12:30 PM | Washington St (Route 53) from North | | | | Chick-Fil-A Exit from East | | | | Washington St (Route 53) from South | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Thru | Left | U-Turn | Total | Right | Left | U-Turn | Total | Right | Thru | U-Turn | Total | Total |
| 12:30 PM | 6 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 8 |
| 12:45 PM | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 3 | 0 | 3 | 5 |
| 1:00 PM | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 5 |
| 1:15 PM | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 7 |
| Total Volume | 14 | 0 | 0 | 14 | 1 | 0 | 0 | 1 | 0 | 10 | 0 | 10 | 25 |
| % Approach Total | 100.0 | 0.0 | 0.0 | | 100.0 | 0.0 | 0.0 | | 0.0 | 100.0 | 0.0 | | |
| PHF | 0.583 | 0.000 | 0.000 | 0.583 | 0.250 | 0.000 | 0.000 | 0.250 | 0.000 | 0.625 | 0.000 | 0.625 | 0.781 |
| Entering Leg | 14 | 0 | 0 | 14 | 1 | 0 | 0 | 1 | 0 | 10 | 0 | 10 | 25 |
| Exiting Leg | | | | 11 | | | | 0 | | | | 14 | 25 |
| Total | | | | 25 | | | | 1 | | | | 24 | 50 |

PDI File #: **228860-B (A)**
Location: **N: Washington St (Rte 53) S: Washington St (Rte 53)**
Location: **E: Chick-Fil-A Exit**
City, State: **Hanover, MA**
Client: **VAI/S. Kelly**
Site Code: **TBD**
Count Date: **Saturday, October 1, 2022**
Start Time: **11:00 AM**
End Time: **2:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

## Articulated Trucks

| | Washington St (Route 53) from North | | | | Chick-Fil-A Exit from East | | | | Washington St (Route 53) from South | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Thru | Left | U-Turn | Total | Right | Left | U-Turn | Total | Right | Thru | U-Turn | Total | 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 | 2 | 0 | 2 | 2 |
| 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 | 1 | 0 | 1 | 1 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 3 |
| 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 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 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 | 1 | 0 | 1 | 1 |
| 1:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 |
| 1:45 PM | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Total | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 4 |
| Grand Total | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 5 | 9 |
| Approach % | 100.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | | 0.0 | 100.0 | 0.0 | | |
| Total % | 44.4 | 0.0 | 0.0 | 44.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 55.6 | 0.0 | 55.6 | |
| Exiting Leg Total | | | | 5 | | | | 0 | | | | 4 | 9 |

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

| 1:00 PM | Washington St (Route 53) from North | | | | Chick-Fil-A Exit from East | | | | Washington St (Route 53) from South | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Thru | Left | U-Turn | Total | Right | Left | U-Turn | Total | Right | Thru | U-Turn | Total | Total |
| 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 | 1 | 0 | 1 | 1 |
| 1:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 |
| 1:45 PM | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Total Volume | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 4 |
| % 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 | 0.500 |
| Entering Leg | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 4 |
| Exiting Leg | | | | 2 | | | | 0 | | | | 2 | 4 |
| Total | | | | 4 | | | | 0 | | | | 4 | 8 |

PDI File #: **228860-B (A)**
Location: **N: Washington St (Rte 53) S: Washington St (Rte 53)**
Location: **E: Chick-Fil-A Exit**
City, State: **Hanover, MA**
Client: **VAI/S. Kelly**
Site Code: **TBD**
Count Date: **Saturday, October 1, 2022**
Start Time: **11:00 AM**
End Time: **2:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

## Bicycles (on Roadway and Crosswalks)

| | Washington St (Route 53) from North | | | | | | Chick-Fil-A Exit from East | | | | | | Washington St (Route 53) from South | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Thru | Left | U-Turn | CW-EB | CW-WB | Total | Right | Left | U-Turn | CW-SB | CW-NB | Total | Right | Thru | U-Turn | CW-WB | CW-EB | Total | Total |
| 11:00 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 | |
| Exiting Leg Total | | | | | | 0 | | | | | | 0 | | | | | | 0 | 0 |

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

| 11:00 AM | Washington St (Route 53) from North | | | | | | Chick-Fil-A Exit from East | | | | | | Washington St (Route 53) from South | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Thru | Left | U-Turn | CW-EB | CW-WB | Total | Right | Left | U-Turn | CW-SB | CW-NB | Total | Right | Thru | U-Turn | CW-WB | CW-EB | Total | Total |
| 11:00 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 | 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 #: **228860-B (A)**
Location: **N: Washington St (Rte 53) S: Washington St (Rte 53)**
Location: **E: Chick-Fil-A Exit**
City, State: **Hanover, MA**
Client: **VAI/S. Kelly**
Site Code: **TBD**
Count Date: **Saturday, October 1, 2022**
Start Time: **11:00 AM**
End Time: **2:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

## Pedestrians

| | Washington St (Route 53) from North | | | | | | Chick-Fil-A Exit from East | | | | | | Washington St (Route 53) from South | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Thru | Left | U-Turn | CW-EB | CW-WB | Total | Right | Left | U-Turn | CW-SB | CW-NB | Total | Right | Thru | U-Turn | CW-WB | CW-EB | Total | Total |
| 11:00 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 | | |
| Total % | 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 | Washington St (Route 53) from North | | | | | | Chick-Fil-A Exit from East | | | | | | Washington St (Route 53) from South | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Thru | Left | U-Turn | CW-EB | CW-WB | Total | Right | Left | U-Turn | CW-SB | CW-NB | Total | Right | Thru | U-Turn | CW-WB | CW-EB | Total | Total |
| 11:00 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 | 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 #: **228860-B (B)**
Location: **N: Washington St (Rte 53) S: Washington St (Rte 53)**
Location: **E: Chick-Fil-A Entrance**
City, State: **Hanover, MA**
Client: **VAI/S. Kelly**
Site Code: **TBD**
Count Date: **Thursday, September 29, 2022**
Start Time: **4:00 PM**
End Time: **6:00 PM**

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Class: **Cars and Heavy Vehicles (Combined)**

| | Washington St (Route 53) from North | | | | Chick-Fil-A Entrance from East | | | | Washington St (Route 53) from South | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Thru | Left | U-Turn | Total | Right | Left | U-Turn | Total | Right | Thru | U-Turn | Total | Total |
| 4:00 PM | 394 | 16 | 0 | 410 | 4 | 8 | 0 | 12 | 11 | 237 | 0 | 248 | 670 |
| 4:15 PM | 398 | 15 | 0 | 413 | 0 | 0 | 0 | 0 | 3 | 264 | 0 | 267 | 680 |
| 4:30 PM | 390 | 11 | 0 | 401 | 1 | 2 | 0 | 3 | 15 | 244 | 0 | 259 | 663 |
| 4:45 PM | 405 | 15 | 0 | 420 | 5 | 0 | 0 | 5 | 14 | 262 | 0 | 276 | 701 |
| Total | 1587 | 57 | 0 | 1644 | 10 | 10 | 0 | 20 | 43 | 1007 | 0 | 1050 | 2714 |
| 5:00 PM | 319 | 25 | 0 | 344 | 4 | 2 | 0 | 6 | 18 | 278 | 0 | 296 | 646 |
| 5:15 PM | 328 | 21 | 0 | 349 | 7 | 2 | 0 | 9 | 12 | 260 | 0 | 272 | 630 |
| 5:30 PM | 365 | 17 | 0 | 382 | 3 | 2 | 0 | 5 | 13 | 243 | 0 | 256 | 643 |
| 5:45 PM | 308 | 22 | 0 | 330 | 3 | 11 | 0 | 14 | 16 | 228 | 0 | 244 | 588 |
| Total | 1320 | 85 | 0 | 1405 | 17 | 17 | 0 | 34 | 59 | 1009 | 0 | 1068 | 2507 |
| Grand Total | 2907 | 142 | 0 | 3049 | 27 | 27 | 0 | 54 | 102 | 2016 | 0 | 2118 | 5221 |
| Approach % | 95.3 | 4.7 | 0.0 | | 50.0 | 50.0 | 0.0 | | 4.8 | 95.2 | 0.0 | | |
| Total % | 55.7 | 2.7 | 0.0 | 58.4 | 0.5 | 0.5 | 0.0 | 1.0 | 2.0 | 38.6 | 0.0 | 40.6 | |
| Exiting Leg Total | | | | 2043 | | | | 244 | | | | 2934 | 5221 |
| Cars | 2855 | 142 | 0 | 2997 | 27 | 26 | 0 | 53 | 102 | 1992 | 0 | 2094 | 5144 |
| % Cars | 98.2 | 100.0 | 0.0 | 98.3 | 100.0 | 96.3 | 0.0 | 98.1 | 100.0 | 98.8 | 0.0 | 98.9 | 98.5 |
| Exiting Leg Total | | | | 2019 | | | | 244 | | | | 2881 | 5144 |
| Heavy Vehicles | 52 | 0 | 0 | 52 | 0 | 1 | 0 | 1 | 0 | 24 | 0 | 24 | 77 |
| % Heavy Vehicles | 1.8 | 0.0 | 0.0 | 1.7 | 0.0 | 3.7 | 0.0 | 1.9 | 0.0 | 1.2 | 0.0 | 1.1 | 1.5 |
| Exiting Leg Total | | | | 24 | | | | 0 | | | | 53 | 77 |

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

| 4:00 PM | Washington St (Route 53) from North | | | | Chick-Fil-A Entrance from East | | | | Washington St (Route 53) from South | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Thru | Left | U-Turn | Total | Right | Left | U-Turn | Total | Right | Thru | U-Turn | Total | Total |
| 4:00 PM | 394 | 16 | 0 | 410 | 4 | 8 | 0 | 12 | 11 | 237 | 0 | 248 | 670 |
| 4:15 PM | 398 | 15 | 0 | 413 | 0 | 0 | 0 | 0 | 3 | 264 | 0 | 267 | 680 |
| 4:30 PM | 390 | 11 | 0 | 401 | 1 | 2 | 0 | 3 | 15 | 244 | 0 | 259 | 663 |
| 4:45 PM | 405 | 15 | 0 | 420 | 5 | 0 | 0 | 5 | 14 | 262 | 0 | 276 | 701 |
| Total Volume | 1587 | 57 | 0 | 1644 | 10 | 10 | 0 | 20 | 43 | 1007 | 0 | 1050 | 2714 |
| % Approach Total | 96.5 | 3.5 | 0.0 | | 50.0 | 50.0 | 0.0 | | 4.1 | 95.9 | 0.0 | | |
| PHF | 0.980 | 0.891 | 0.000 | 0.979 | 0.500 | 0.313 | 0.000 | 0.417 | 0.717 | 0.954 | 0.000 | 0.951 | 0.968 |
| Cars | 1560 | 57 | 0 | 1617 | 10 | 9 | 0 | 19 | 43 | 989 | 0 | 1032 | 2668 |
| Cars % | 98.3 | 100.0 | 0.0 | 98.4 | 100.0 | 90.0 | 0.0 | 95.0 | 100.0 | 98.2 | 0.0 | 98.3 | 98.3 |
| Heavy Vehicles | 27 | 0 | 0 | 27 | 0 | 1 | 0 | 1 | 0 | 18 | 0 | 18 | 46 |
| Heavy Vehicles % | 1.7 | 0.0 | 0.0 | 1.6 | 0.0 | 10.0 | 0.0 | 5.0 | 0.0 | 1.8 | 0.0 | 1.7 | 1.7 |
| Cars Enter Leg | 1560 | 57 | 0 | 1617 | 10 | 9 | 0 | 19 | 43 | 989 | 0 | 1032 | 2668 |
| Heavy Enter Leg | 27 | 0 | 0 | 27 | 0 | 1 | 0 | 1 | 0 | 18 | 0 | 18 | 46 |
| Total Entering Leg | 1587 | 57 | 0 | 1644 | 10 | 10 | 0 | 20 | 43 | 1007 | 0 | 1050 | 2714 |
| Cars Exiting Leg | | | | 999 | | | | 100 | | | | 1569 | 2668 |
| Heavy Exiting Leg | | | | 18 | | | | 0 | | | | 28 | 46 |
| Total Exiting Leg | | | | 1017 | | | | 100 | | | | 1597 | 2714 |

PDI File #: **228860-B (B)**
Location: **N: Washington St (Rte 53) S: Washington St (Rte 53)**
Location: **E: Chick-Fil-A Entrance**
City, State: **Hanover, MA**
Client: **VAI/S. Kelly**
Site Code: **TBD**
Count Date: **Thursday, September 29, 2022**
Start Time: **4:00 PM**
End Time: **6:00 PM**

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Class: **Cars**

| | Washington St (Route 53) from North | | | | Chick-Fil-A Entrance from East | | | | Washington St (Route 53) from South | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Thru | Left | U-Turn | Total | Right | Left | U-Turn | Total | Right | Thru | U-Turn | Total | Total |
| 4:00 PM | 387 | 16 | 0 | 403 | 4 | 7 | 0 | 11 | 11 | 230 | 0 | 241 | 655 |
| 4:15 PM | 388 | 15 | 0 | 403 | 0 | 0 | 0 | 0 | 3 | 259 | 0 | 262 | 665 |
| 4:30 PM | 384 | 11 | 0 | 395 | 1 | 2 | 0 | 3 | 15 | 240 | 0 | 255 | 653 |
| 4:45 PM | 401 | 15 | 0 | 416 | 5 | 0 | 0 | 5 | 14 | 260 | 0 | 274 | 695 |
| Total | 1560 | 57 | 0 | 1617 | 10 | 9 | 0 | 19 | 43 | 989 | 0 | 1032 | 2668 |
| 5:00 PM | 313 | 25 | 0 | 338 | 4 | 2 | 0 | 6 | 18 | 277 | 0 | 295 | 639 |
| 5:15 PM | 323 | 21 | 0 | 344 | 7 | 2 | 0 | 9 | 12 | 257 | 0 | 269 | 622 |
| 5:30 PM | 361 | 17 | 0 | 378 | 3 | 2 | 0 | 5 | 13 | 243 | 0 | 256 | 639 |
| 5:45 PM | 298 | 22 | 0 | 320 | 3 | 11 | 0 | 14 | 16 | 226 | 0 | 242 | 576 |
| Total | 1295 | 85 | 0 | 1380 | 17 | 17 | 0 | 34 | 59 | 1003 | 0 | 1062 | 2476 |
| Grand Total | 2855 | 142 | 0 | 2997 | 27 | 26 | 0 | 53 | 102 | 1992 | 0 | 2094 | 5144 |
| Approach % | 95.3 | 4.7 | 0.0 | | 50.9 | 49.1 | 0.0 | | 4.9 | 95.1 | 0.0 | | |
| Total % | 55.5 | 2.8 | 0.0 | 58.3 | 0.5 | 0.5 | 0.0 | 1.0 | 2.0 | 38.7 | 0.0 | 40.7 | |
| Exiting Leg Total | | | | 2019 | | | | 244 | | | | 2881 | 5144 |

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

| 4:00 PM | Washington St (Route 53) from North | | | | Chick-Fil-A Entrance from East | | | | Washington St (Route 53) from South | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Thru | Left | U-Turn | Total | Right | Left | U-Turn | Total | Right | Thru | U-Turn | Total | Total |
| 4:00 PM | 387 | 16 | 0 | 403 | 4 | 7 | 0 | 11 | 11 | 230 | 0 | 241 | 655 |
| 4:15 PM | 388 | 15 | 0 | 403 | 0 | 0 | 0 | 0 | 3 | 259 | 0 | 262 | 665 |
| 4:30 PM | 384 | 11 | 0 | 395 | 1 | 2 | 0 | 3 | 15 | 240 | 0 | 255 | 653 |
| 4:45 PM | 401 | 15 | 0 | 416 | 5 | 0 | 0 | 5 | 14 | 260 | 0 | 274 | 695 |
| Total Volume | 1560 | 57 | 0 | 1617 | 10 | 9 | 0 | 19 | 43 | 989 | 0 | 1032 | 2668 |
| % Approach Total | 96.5 | 3.5 | 0.0 | | 52.6 | 47.4 | 0.0 | | 4.2 | 95.8 | 0.0 | | |
| PHF | 0.973 | 0.891 | 0.000 | 0.972 | 0.500 | 0.321 | 0.000 | 0.432 | 0.717 | 0.951 | 0.000 | 0.942 | 0.960 |
| Entering Leg | 1560 | 57 | 0 | 1617 | 10 | 9 | 0 | 19 | 43 | 989 | 0 | 1032 | 2668 |
| Exiting Leg | | | | 999 | | | | 100 | | | | 1569 | 2668 |
| Total | | | | 2616 | | | | 119 | | | | 2601 | 5336 |

PDI File #: **228860-B (B)**
Location: **N: Washington St (Rte 53) S: Washington St (Rte 53)**
Location: **E: Chick-Fil-A Entrance**
City, State: **Hanover, MA**
Client: **VAI/S. Kelly**
Site Code: **TBD**
Count Date: **Thursday, September 29, 2022**
Start Time: **4:00 PM**
End Time: **6:00 PM**

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

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

| | Washington St (Route 53) from North | | | | Chick-Fil-A Entrance from East | | | | Washington St (Route 53) from South | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Thru | Left | U-Turn | Total | Right | Left | U-Turn | Total | Right | Thru | U-Turn | Total | Total |
| 4:00 PM | 7 | 0 | 0 | 7 | 0 | 1 | 0 | 1 | 0 | 7 | 0 | 7 | 15 |
| 4:15 PM | 10 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 5 | 15 |
| 4:30 PM | 6 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 10 |
| 4:45 PM | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 6 |
| Total | 27 | 0 | 0 | 27 | 0 | 1 | 0 | 1 | 0 | 18 | 0 | 18 | 46 |
| 5:00 PM | 6 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 7 |
| 5:15 PM | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 8 |
| 5:30 PM | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 5:45 PM | 10 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 12 |
| Total | 25 | 0 | 0 | 25 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 6 | 31 |
| Grand Total | 52 | 0 | 0 | 52 | 0 | 1 | 0 | 1 | 0 | 24 | 0 | 24 | 77 |
| Approach % | 100.0 | 0.0 | 0.0 | | 0.0 | 100.0 | 0.0 | | 0.0 | 100.0 | 0.0 | | |
| Total % | 67.5 | 0.0 | 0.0 | 67.5 | 0.0 | 1.3 | 0.0 | 1.3 | 0.0 | 31.2 | 0.0 | 31.2 | |
| Exiting Leg Total | | | | 24 | | | | 0 | | | | 53 | 77 |
| Buses | 7 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 10 |
| % Buses | 13.5 | 0.0 | 0.0 | 13.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12.5 | 0.0 | 12.5 | 13.0 |
| Exiting Leg Total | | | | 3 | | | | 0 | | | | 7 | 10 |
| Single-Unit Trucks | 40 | 0 | 0 | 40 | 0 | 1 | 0 | 1 | 0 | 18 | 0 | 18 | 59 |
| % Single-Unit | 76.9 | 0.0 | 0.0 | 76.9 | 0.0 | 100.0 | 0.0 | 100.0 | 0.0 | 75.0 | 0.0 | 75.0 | 76.6 |
| Exiting Leg Total | | | | 18 | | | | 0 | | | | 41 | 59 |
| Articulated Trucks | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 8 |
| % Articulated | 9.6 | 0.0 | 0.0 | 9.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12.5 | 0.0 | 12.5 | 10.4 |
| Exiting Leg Total | | | | 3 | | | | 0 | | | | 5 | 8 |

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

| 4:00 PM | Washington St (Route 53) from North | | | | Chick-Fil-A Entrance from East | | | | Washington St (Route 53) from South | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Thru | Left | U-Turn | Total | Right | Left | U-Turn | Total | Right | Thru | U-Turn | Total | Total |
| 4:00 PM | 7 | 0 | 0 | 7 | 0 | 1 | 0 | 1 | 0 | 7 | 0 | 7 | 15 |
| 4:15 PM | 10 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 5 | 15 |
| 4:30 PM | 6 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 10 |
| 4:45 PM | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 6 |
| Total Volume | 27 | 0 | 0 | 27 | 0 | 1 | 0 | 1 | 0 | 18 | 0 | 18 | 46 |
| % Approach Total | 100.0 | 0.0 | 0.0 | | 0.0 | 100.0 | 0.0 | | 0.0 | 100.0 | 0.0 | | |
| PHF | 0.675 | 0.000 | 0.000 | 0.675 | 0.000 | 0.250 | 0.000 | 0.250 | 0.000 | 0.643 | 0.000 | 0.643 | 0.767 |
| Buses | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 |
| Buses % | 3.7 | 0.0 | 0.0 | 3.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5.6 | 0.0 | 5.6 | 4.3 |
| Single-Unit Trucks | 23 | 0 | 0 | 23 | 0 | 1 | 0 | 1 | 0 | 15 | 0 | 15 | 39 |
| Single-Unit % | 85.2 | 0.0 | 0.0 | 85.2 | 0.0 | 100.0 | 0.0 | 100.0 | 0.0 | 83.3 | 0.0 | 83.3 | 84.8 |
| Articulated Trucks | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 5 |
| Articulated % | 11.1 | 0.0 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11.1 | 0.0 | 11.1 | 10.9 |
| Buses | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 |
| Single-Unit Trucks | 23 | 0 | 0 | 23 | 0 | 1 | 0 | 1 | 0 | 15 | 0 | 15 | 39 |
| Articulated Trucks | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 5 |
| Total Entering Leg | 27 | 0 | 0 | 27 | 0 | 1 | 0 | 1 | 0 | 18 | 0 | 18 | 46 |
| Buses | | | | 1 | | | | 0 | | | | 1 | 2 |
| Single-Unit Trucks | | | | 15 | | | | 0 | | | | 24 | 39 |
| Articulated Trucks | | | | 2 | | | | 0 | | | | 3 | 5 |
| Total Exiting Leg | | | | 18 | | | | 0 | | | | 28 | 46 |

PDI File #: **228860-B (B)**
Location: **N: Washington St (Rte 53) S: Washington St (Rte 53)**
Location: **E: Chick-Fil-A Entrance**
City, State: **Hanover, MA**
Client: **VAI/S. Kelly**
Site Code: **TBD**
Count Date: **Thursday, September 29, 2022**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

## Buses

| | Washington St (Route 53) from North | | | | Chick-Fil-A Entrance from East | | | | Washington St (Route 53) from South | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Thru | Left | U-Turn | Total | Right | Left | U-Turn | Total | Right | Thru | U-Turn | Total | Total |
| 4:00 PM | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 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 |
| 5:00 PM | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| Total | 6 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 8 |
| Grand Total | 7 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 10 |
| Approach % | 100.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | | 0.0 | 100.0 | 0.0 | | |
| Total % | 70.0 | 0.0 | 0.0 | 70.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 30.0 | 0.0 | 30.0 | |
| Exiting Leg Total | | | | 3 | | | | 0 | | | | 7 | 10 |

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

| 5:00 PM | Washington St (Route 53) from North | | | | Chick-Fil-A Entrance from East | | | | Washington St (Route 53) from South | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Thru | Left | U-Turn | Total | Right | Left | U-Turn | Total | Right | Thru | U-Turn | Total | Total |
| 5:00 PM | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| Total Volume | 6 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 8 |
| % Approach Total | 100.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | | 0.0 | 100.0 | 0.0 | | |
| PHF | 0.300 | 0.000 | 0.000 | 0.300 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 0.500 | 0.400 |
| Entering Leg | 6 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 8 |
| Exiting Leg | | | | 2 | | | | 0 | | | | 6 | 8 |
| Total | | | | 8 | | | | 0 | | | | 8 | 16 |

PDI File #: **228860-B (B)**
Location: **N: Washington St (Rte 53) S: Washington St (Rte 53)**
Location: **E: Chick-Fil-A Entrance**
City, State: **Hanover, MA**
Client: **VAI/S. Kelly**
Site Code: **TBD**
Count Date: **Thursday, September 29, 2022**
Start Time: **4:00 PM**
End Time: **6:00 PM**

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Class: **Single-Unit Trucks**

| | Washington St (Route 53) from North | | | | Chick-Fil-A Entrance from East | | | | Washington St (Route 53) from South | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Thru | Left | U-Turn | Total | Right | Left | U-Turn | Total | Right | Thru | U-Turn | Total | Total |
| 4:00 PM | 5 | 0 | 0 | 5 | 0 | 1 | 0 | 1 | 0 | 6 | 0 | 6 | 12 |
| 4:15 PM | 8 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 11 |
| 4:30 PM | 6 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 10 |
| 4:45 PM | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 6 |
| Total | 23 | 0 | 0 | 23 | 0 | 1 | 0 | 1 | 0 | 15 | 0 | 15 | 39 |
| 5:00 PM | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 5:15 PM | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 6 |
| 5:30 PM | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 5:45 PM | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 6 |
| Total | 17 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 20 |
| Grand Total | 40 | 0 | 0 | 40 | 0 | 1 | 0 | 1 | 0 | 18 | 0 | 18 | 59 |
| Approach % | 100.0 | 0.0 | 0.0 | | 0.0 | 100.0 | 0.0 | | 0.0 | 100.0 | 0.0 | | |
| Total % | 67.8 | 0.0 | 0.0 | 67.8 | 0.0 | 1.7 | 0.0 | 1.7 | 0.0 | 30.5 | 0.0 | 30.5 | |
| Exiting Leg Total | | | | 18 | | | | 0 | | | | 41 | 59 |

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

| 4:00 PM | Washington St (Route 53) from North | | | | Chick-Fil-A Entrance from East | | | | Washington St (Route 53) from South | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Thru | Left | U-Turn | Total | Right | Left | U-Turn | Total | Right | Thru | U-Turn | Total | Total |
| 4:00 PM | 5 | 0 | 0 | 5 | 0 | 1 | 0 | 1 | 0 | 6 | 0 | 6 | 12 |
| 4:15 PM | 8 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 11 |
| 4:30 PM | 6 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 10 |
| 4:45 PM | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 6 |
| Total Volume | 23 | 0 | 0 | 23 | 0 | 1 | 0 | 1 | 0 | 15 | 0 | 15 | 39 |
| % Approach Total | 100.0 | 0.0 | 0.0 | | 0.0 | 100.0 | 0.0 | | 0.0 | 100.0 | 0.0 | | |
| PHF | 0.719 | 0.000 | 0.000 | 0.719 | 0.000 | 0.250 | 0.000 | 0.250 | 0.000 | 0.625 | 0.000 | 0.625 | 0.813 |
| Entering Leg | 23 | 0 | 0 | 23 | 0 | 1 | 0 | 1 | 0 | 15 | 0 | 15 | 39 |
| Exiting Leg | | | | 15 | | | | 0 | | | | 24 | 39 |
| Total | | | | 38 | | | | 1 | | | | 39 | 78 |

PDI File #: **228860-B (B)**
Location: **N: Washington St (Rte 53) S: Washington St (Rte 53)**
Location: **E: Chick-Fil-A Entrance**
City, State: **Hanover, MA**
Client: **VAI/S. Kelly**
Site Code: **TBD**
Count Date: **Thursday, September 29, 2022**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

## Articulated Trucks

| | Washington St (Route 53) from North | | | | Chick-Fil-A Entrance from East | | | | Washington St (Route 53) from South | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Thru | Left | U-Turn | Total | Right | Left | U-Turn | Total | Right | Thru | U-Turn | Total | Total |
| 4:00 PM | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 |
| 4:15 PM | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 3 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 5 |
| 5:00 PM | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Total | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 3 |
| Grand Total | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 8 |
| Approach % | 100.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | | 0.0 | 100.0 | 0.0 | | |
| Total % | 62.5 | 0.0 | 0.0 | 62.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 37.5 | 0.0 | 37.5 | |
| Exiting Leg Total | | | | 3 | | | | 0 | | | | 5 | 8 |

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

| 4:00 PM | Washington St (Route 53) from North | | | | Chick-Fil-A Entrance from East | | | | Washington St (Route 53) from South | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Thru | Left | U-Turn | Total | Right | Left | U-Turn | Total | Right | Thru | U-Turn | Total | Total |
| 4:00 PM | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 |
| 4:15 PM | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 3 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Volume | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 5 |
| % 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 | 0.417 |
| Entering Leg | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 5 |
| Exiting Leg | | | | 2 | | | | 0 | | | | 3 | 5 |
| Total | | | | 5 | | | | 0 | | | | 5 | 10 |

PDI File #: **228860-B (B)**
Location: **N: Washington St (Rte 53) S: Washington St (Rte 53)**
Location: **E: Chick-Fil-A Entrance**
City, State: **Hanover, MA**
Client: **VAI/S. Kelly**
Site Code: **TBD**
Count Date: **Thursday, September 29, 2022**
Start Time: **4:00 PM**
End Time: **6:00 PM**

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Class:

## Bicycles (on Roadway and Crosswalks)

| | Washington St (Route 53) from North | | | | | | Chick-Fil-A Entrance from East | | | | | | Washington St (Route 53) from South | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Thru | Left | U-Turn | CW-EB | CW-WB | Total | Right | Left | U-Turn | CW-SB | CW-NB | Total | Right | Thru | U-Turn | CW-WB | CW-EB | Total | Total |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 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 | | |
| 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 | |
| Exiting Leg Total | | | | | | 0 | | | | | | 0 | | | | | | 0 | 0 |

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

| 4:00 PM | Washington St (Route 53) from North | | | | | | Chick-Fil-A Entrance from East | | | | | | Washington St (Route 53) from South | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Thru | Left | U-Turn | CW-EB | CW-WB | Total | Right | Left | U-Turn | CW-SB | CW-NB | Total | Right | Thru | U-Turn | CW-WB | CW-EB | Total | Total |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 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 | | |
| 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 #: **228860-B (B)**
Location: **N: Washington St (Rte 53) S: Washington St (Rte 53)**
Location: **E: Chick-Fil-A Entrance**
City, State: **Hanover, MA**
Client: **VAI/S. Kelly**
Site Code: **TBD**
Count Date: **Thursday, September 29, 2022**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

## Pedestrians

| | Washington St (Route 53) from North | | | | | | Chick-Fil-A Entrance from East | | | | | | Washington St (Route 53) from South | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Thru | Left | U-Turn | CW-EB | CW-WB | Total | Right | Left | U-Turn | CW-SB | CW-NB | Total | Right | Thru | U-Turn | CW-WB | CW-EB | Total | Total |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 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 | | |
| Total % | 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 | Washington St (Route 53) from North | | | | | | Chick-Fil-A Entrance from East | | | | | | Washington St (Route 53) from South | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Thru | Left | U-Turn | CW-EB | CW-WB | Total | Right | Left | U-Turn | CW-SB | CW-NB | Total | Right | Thru | U-Turn | CW-WB | CW-EB | Total | Total |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 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 | | |
| 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 #: **228860-B (B)**
Location: **N: Washington St (Rte 53) S: Washington St (Rte 53)**
Location: **E: Chick-Fil-A Entrance**
City, State: **Hanover, MA**
Client: **VAI/S. Kelly**
Site Code: **TBD**
Count Date: **Saturday, October 1, 2022**
Start Time: **11:00 AM**
End Time: **2:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

## Cars and Heavy Vehicles (Combined)

| | Washington St (Route 53) from North | | | | Chick-Fil-A Entrance from East | | | | Washington St (Route 53) from South | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Thru | Left | U-Turn | Total | Right | Left | U-Turn | Total | Right | Thru | U-Turn | Total | Total |
| 11:00 AM | 373 | 24 | 0 | 397 | 4 | 3 | 0 | 7 | 17 | 294 | 0 | 311 | 715 |
| 11:15 AM | 360 | 20 | 0 | 380 | 7 | 0 | 0 | 7 | 16 | 272 | 0 | 288 | 675 |
| 11:30 AM | 372 | 11 | 0 | 383 | 10 | 2 | 0 | 12 | 17 | 301 | 0 | 318 | 713 |
| 11:45 AM | 426 | 22 | 0 | 448 | 6 | 3 | 0 | 9 | 23 | 301 | 1 | 325 | 782 |
| Total | 1531 | 77 | 0 | 1608 | 27 | 8 | 0 | 35 | 73 | 1168 | 1 | 1242 | 2885 |
| 12:00 PM | 330 | 18 | 0 | 348 | 7 | 4 | 0 | 11 | 26 | 302 | 0 | 328 | 687 |
| 12:15 PM | 428 | 19 | 0 | 447 | 6 | 2 | 0 | 8 | 28 | 257 | 1 | 286 | 741 |
| 12:30 PM | 386 | 30 | 0 | 416 | 8 | 7 | 0 | 15 | 32 | 273 | 0 | 305 | 736 |
| 12:45 PM | 389 | 39 | 0 | 428 | 5 | 8 | 0 | 13 | 17 | 300 | 0 | 317 | 758 |
| Total | 1533 | 106 | 0 | 1639 | 26 | 21 | 0 | 47 | 103 | 1132 | 1 | 1236 | 2922 |
| 1:00 PM | 379 | 24 | 0 | 403 | 9 | 1 | 0 | 10 | 20 | 289 | 0 | 309 | 722 |
| 1:15 PM | 370 | 20 | 0 | 390 | 7 | 5 | 0 | 12 | 21 | 257 | 0 | 278 | 680 |
| 1:30 PM | 367 | 25 | 0 | 392 | 12 | 4 | 0 | 16 | 24 | 279 | 0 | 303 | 711 |
| 1:45 PM | 364 | 22 | 0 | 386 | 11 | 3 | 0 | 14 | 24 | 277 | 0 | 301 | 701 |
| Total | 1480 | 91 | 0 | 1571 | 39 | 13 | 0 | 52 | 89 | 1102 | 0 | 1191 | 2814 |
| Grand Total | 4544 | 274 | 0 | 4818 | 92 | 42 | 0 | 134 | 265 | 3402 | 2 | 3669 | 8621 |
| Approach % | 94.3 | 5.7 | 0.0 | | 68.7 | 31.3 | 0.0 | | 7.2 | 92.7 | 0.1 | | |
| Total % | 52.7 | 3.2 | 0.0 | 55.9 | 1.1 | 0.5 | 0.0 | 1.6 | 3.1 | 39.5 | 0.0 | 42.6 | |
| Exiting Leg Total | | | | 3494 | | | | 539 | | | | 4588 | 8621 |
| Cars | 4506 | 272 | 0 | 4778 | 91 | 42 | 0 | 133 | 264 | 3380 | 2 | 3646 | 8557 |
| % Cars | 99.2 | 99.3 | 0.0 | 99.2 | 98.9 | 100.0 | 0.0 | 99.3 | 99.6 | 99.4 | 100.0 | 99.4 | 99.3 |
| Exiting Leg Total | | | | 3471 | | | | 536 | | | | 4550 | 8557 |
| Heavy Vehicles | 38 | 2 | 0 | 40 | 1 | 0 | 0 | 1 | 1 | 22 | 0 | 23 | 64 |
| % Heavy Vehicles | 0.8 | 0.7 | 0.0 | 0.8 | 1.1 | 0.0 | 0.0 | 0.7 | 0.4 | 0.6 | 0.0 | 0.6 | 0.7 |
| Exiting Leg Total | | | | 23 | | | | 3 | | | | 38 | 64 |

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

| 12:15 PM | Washington St (Route 53) from North | | | | Chick-Fil-A Entrance from East | | | | Washington St (Route 53) from South | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Thru | Left | U-Turn | Total | Right | Left | U-Turn | Total | Right | Thru | U-Turn | Total | Total |
| 12:15 PM | 428 | 19 | 0 | 447 | 6 | 2 | 0 | 8 | 28 | 257 | 1 | 286 | 741 |
| 12:30 PM | 386 | 30 | 0 | 416 | 8 | 7 | 0 | 15 | 32 | 273 | 0 | 305 | 736 |
| 12:45 PM | 389 | 39 | 0 | 428 | 5 | 8 | 0 | 13 | 17 | 300 | 0 | 317 | 758 |
| 1:00 PM | 379 | 24 | 0 | 403 | 9 | 1 | 0 | 10 | 20 | 289 | 0 | 309 | 722 |
| Total Volume | 1582 | 112 | 0 | 1694 | 28 | 18 | 0 | 46 | 97 | 1119 | 1 | 1217 | 2957 |
| % Approach Total | 93.4 | 6.6 | 0.0 | | 60.9 | 39.1 | 0.0 | | 8.0 | 91.9 | 0.1 | | |
| PHF | 0.924 | 0.718 | 0.000 | 0.947 | 0.778 | 0.563 | 0.000 | 0.767 | 0.758 | 0.933 | 0.250 | 0.960 | 0.975 |
| Cars | 1568 | 110 | 0 | 1678 | 28 | 18 | 0 | 46 | 97 | 1111 | 1 | 1209 | 2933 |
| Cars % | 99.1 | 98.2 | 0.0 | 99.1 | 100.0 | 100.0 | 0.0 | 100.0 | 100.0 | 99.3 | 100.0 | 99.3 | 99.2 |
| Heavy Vehicles | 14 | 2 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 8 | 24 |
| Heavy Vehicles % | 0.9 | 1.8 | 0.0 | 0.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.7 | 0.0 | 0.7 | 0.8 |
| Cars Enter Leg | 1568 | 110 | 0 | 1678 | 28 | 18 | 0 | 46 | 97 | 1111 | 1 | 1209 | 2933 |
| Heavy Enter Leg | 14 | 2 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 8 | 24 |
| Total Entering Leg | 1582 | 112 | 0 | 1694 | 28 | 18 | 0 | 46 | 97 | 1119 | 1 | 1217 | 2957 |
| Cars Exiting Leg | | | | 1139 | | | | 207 | | | | 1587 | 2933 |
| Heavy Exiting Leg | | | | 8 | | | | 2 | | | | 14 | 24 |
| Total Exiting Leg | | | | 1147 | | | | 209 | | | | 1601 | 2957 |

PDI File #: **228860-B (B)**
Location: **N: Washington St (Rte 53) S: Washington St (Rte 53)**
Location: **E: Chick-Fil-A Entrance**
City, State: **Hanover, MA**
Client: **VAI/S. Kelly**
Site Code: **TBD**
Count Date: **Saturday, October 1, 2022**
Start Time: **11:00 AM**
End Time: **2:00 PM**

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Class: **Cars**

| | Washington St (Route 53) from North | | | | Chick-Fil-A Entrance from East | | | | Washington St (Route 53) from South | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Thru | Left | U-Turn | Total | Right | Left | U-Turn | Total | Right | Thru | U-Turn | Total | Total |
| 11:00 AM | 372 | 24 | 0 | 396 | 4 | 3 | 0 | 7 | 16 | 294 | 0 | 310 | 713 |
| 11:15 AM | 359 | 20 | 0 | 379 | 7 | 0 | 0 | 7 | 16 | 268 | 0 | 284 | 670 |
| 11:30 AM | 368 | 11 | 0 | 379 | 9 | 2 | 0 | 11 | 17 | 301 | 0 | 318 | 708 |
| 11:45 AM | 421 | 22 | 0 | 443 | 6 | 3 | 0 | 9 | 23 | 299 | 1 | 323 | 775 |
| Total | 1520 | 77 | 0 | 1597 | 26 | 8 | 0 | 34 | 72 | 1162 | 1 | 1235 | 2866 |
| 12:00 PM | 329 | 18 | 0 | 347 | 7 | 4 | 0 | 11 | 26 | 302 | 0 | 328 | 686 |
| 12:15 PM | 426 | 19 | 0 | 445 | 6 | 2 | 0 | 8 | 28 | 255 | 1 | 284 | 737 |
| 12:30 PM | 380 | 29 | 0 | 409 | 8 | 7 | 0 | 15 | 32 | 271 | 0 | 303 | 727 |
| 12:45 PM | 387 | 38 | 0 | 425 | 5 | 8 | 0 | 13 | 17 | 297 | 0 | 314 | 752 |
| Total | 1522 | 104 | 0 | 1626 | 26 | 21 | 0 | 47 | 103 | 1125 | 1 | 1229 | 2902 |
| 1:00 PM | 375 | 24 | 0 | 399 | 9 | 1 | 0 | 10 | 20 | 288 | 0 | 308 | 717 |
| 1:15 PM | 365 | 20 | 0 | 385 | 7 | 5 | 0 | 12 | 21 | 251 | 0 | 272 | 669 |
| 1:30 PM | 365 | 25 | 0 | 390 | 12 | 4 | 0 | 16 | 24 | 278 | 0 | 302 | 708 |
| 1:45 PM | 359 | 22 | 0 | 381 | 11 | 3 | 0 | 14 | 24 | 276 | 0 | 300 | 695 |
| Total | 1464 | 91 | 0 | 1555 | 39 | 13 | 0 | 52 | 89 | 1093 | 0 | 1182 | 2789 |
| Grand Total | 4506 | 272 | 0 | 4778 | 91 | 42 | 0 | 133 | 264 | 3380 | 2 | 3646 | 8557 |
| Approach % | 94.3 | 5.7 | 0.0 | | 68.4 | 31.6 | 0.0 | | 7.2 | 92.7 | 0.1 | | |
| Total % | 52.7 | 3.2 | 0.0 | 55.8 | 1.1 | 0.5 | 0.0 | 1.6 | 3.1 | 39.5 | 0.0 | 42.6 | |
| Exiting Leg Total | | | | 3471 | | | | 536 | | | | 4550 | 8557 |

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

| 12:15 PM | Washington St (Route 53) from North | | | | Chick-Fil-A Entrance from East | | | | Washington St (Route 53) from South | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Thru | Left | U-Turn | Total | Right | Left | U-Turn | Total | Right | Thru | U-Turn | Total | Total |
| 12:15 PM | 426 | 19 | 0 | 445 | 6 | 2 | 0 | 8 | 28 | 255 | 1 | 284 | 737 |
| 12:30 PM | 380 | 29 | 0 | 409 | 8 | 7 | 0 | 15 | 32 | 271 | 0 | 303 | 727 |
| 12:45 PM | 387 | 38 | 0 | 425 | 5 | 8 | 0 | 13 | 17 | 297 | 0 | 314 | 752 |
| 1:00 PM | 375 | 24 | 0 | 399 | 9 | 1 | 0 | 10 | 20 | 288 | 0 | 308 | 717 |
| Total Volume | 1568 | 110 | 0 | 1678 | 28 | 18 | 0 | 46 | 97 | 1111 | 1 | 1209 | 2933 |
| % Approach Total | 93.4 | 6.6 | 0.0 | | 60.9 | 39.1 | 0.0 | | 8.0 | 91.9 | 0.1 | | |
| PHF | 0.920 | 0.724 | 0.000 | 0.943 | 0.778 | 0.563 | 0.000 | 0.767 | 0.758 | 0.935 | 0.250 | 0.963 | 0.975 |
| Entering Leg | 1568 | 110 | 0 | 1678 | 28 | 18 | 0 | 46 | 97 | 1111 | 1 | 1209 | 2933 |
| Exiting Leg | | | | 1139 | | | | 207 | | | | 1587 | 2933 |
| Total | | | | 2817 | | | | 253 | | | | 2796 | 5866 |

PDI File #: **228860-B (B)**
Location: **N: Washington St (Rte 53) S: Washington St (Rte 53)**
Location: **E: Chick-Fil-A Entrance**
City, State: **Hanover, MA**
Client: **VAI/S. Kelly**
Site Code: **TBD**
Count Date: **Saturday, October 1, 2022**
Start Time: **11:00 AM**
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PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
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Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

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

| | Washington St (Route 53) from North | | | | Chick-Fil-A Entrance from East | | | | Washington St (Route 53) from South | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Thru | Left | U-Turn | Total | Right | Left | U-Turn | Total | Right | Thru | U-Turn | Total | Total |
| 11:00 AM | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 2 |
| 11:15 AM | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 5 |
| 11:30 AM | 4 | 0 | 0 | 4 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 5 |
| 11:45 AM | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 7 |
| Total | 11 | 0 | 0 | 11 | 1 | 0 | 0 | 1 | 1 | 6 | 0 | 7 | 19 |
| 12:00 PM | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 12:15 PM | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 4 |
| 12:30 PM | 6 | 1 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 9 |
| 12:45 PM | 2 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 6 |
| Total | 11 | 2 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 7 | 20 |
| 1:00 PM | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 5 |
| 1:15 PM | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 6 | 11 |
| 1:30 PM | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 3 |
| 1:45 PM | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 6 |
| Total | 16 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 9 | 25 |
| Grand Total | 38 | 2 | 0 | 40 | 1 | 0 | 0 | 1 | 1 | 22 | 0 | 23 | 64 |
| Approach % | 95.0 | 5.0 | 0.0 | | 100.0 | 0.0 | 0.0 | | 4.3 | 95.7 | 0.0 | | |
| Total % | 59.4 | 3.1 | 0.0 | 62.5 | 1.6 | 0.0 | 0.0 | 1.6 | 1.6 | 34.4 | 0.0 | 35.9 | |
| Exiting Leg Total | | | | 23 | | | | 3 | | | | 38 | 64 |
| Buses | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| % Buses | 7.9 | 0.0 | 0.0 | 7.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4.7 |
| Exiting Leg Total | | | | 0 | | | | 0 | | | | 3 | 3 |
| Single-Unit Trucks | 30 | 2 | 0 | 32 | 1 | 0 | 0 | 1 | 1 | 16 | 0 | 17 | 50 |
| % Single-Unit | 78.9 | 100.0 | 0.0 | 80.0 | 100.0 | 0.0 | 0.0 | 100.0 | 100.0 | 72.7 | 0.0 | 73.9 | 78.1 |
| Exiting Leg Total | | | | 17 | | | | 3 | | | | 30 | 50 |
| Articulated Trucks | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 6 | 11 |
| % Articulated | 13.2 | 0.0 | 0.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 27.3 | 0.0 | 26.1 | 17.2 |
| Exiting Leg Total | | | | 6 | | | | 0 | | | | 5 | 11 |

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

| 12:30 PM | Washington St (Route 53) from North | | | | Chick-Fil-A Entrance from East | | | | Washington St (Route 53) from South | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Thru | Left | U-Turn | Total | Right | Left | U-Turn | Total | Right | Thru | U-Turn | Total | Total |
| 12:30 PM | 6 | 1 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 9 |
| 12:45 PM | 2 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 6 |
| 1:00 PM | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 5 |
| 1:15 PM | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 6 | 11 |
| Total Volume | 17 | 2 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 12 | 31 |
| % Approach Total | 89.5 | 10.5 | 0.0 | | 0.0 | 0.0 | 0.0 | | 0.0 | 100.0 | 0.0 | | |
| PHF | 0.708 | 0.500 | 0.000 | 0.679 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 0.500 | 0.705 |
| Buses | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Buses % | 11.8 | 0.0 | 0.0 | 10.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6.5 |
| Single-Unit Trucks | 13 | 2 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 10 | 25 |
| Single-Unit % | 76.5 | 100.0 | 0.0 | 78.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 83.3 | 0.0 | 83.3 | 80.6 |
| Articulated Trucks | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 4 |
| Articulated % | 11.8 | 0.0 | 0.0 | 10.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16.7 | 0.0 | 16.7 | 12.9 |
| Buses | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Single-Unit Trucks | 13 | 2 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 10 | 25 |
| Articulated Trucks | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 4 |
| Total Entering Leg | 17 | 2 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 12 | 31 |
| Buses | | | | 0 | | | | 0 | | | | 2 | 2 |
| Single-Unit Trucks | | | | 10 | | | | 2 | | | | 13 | 25 |
| Articulated Trucks | | | | 2 | | | | 0 | | | | 2 | 4 |
| Total Exiting Leg | | | | 12 | | | | 2 | | | | 17 | 31 |

PDI File #: **228860-B (B)**
Location: **N: Washington St (Rte 53) S: Washington St (Rte 53)**
Location: **E: Chick-Fil-A Entrance**
City, State: **Hanover, MA**
Client: **VAI/S. Kelly**
Site Code: **TBD**
Count Date: **Saturday, October 1, 2022**
Start Time: **11:00 AM**
End Time: **2:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

## Buses

| | Washington St (Route 53) from North | | | | Chick-Fil-A Entrance from East | | | | Washington St (Route 53) from South | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Thru | Left | U-Turn | Total | Right | Left | U-Turn | Total | Right | Thru | U-Turn | Total | 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 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Total | 1 | 0 | 0 | 1 | 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 |
| 12:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 PM | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 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 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Grand Total | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| Approach % | 100.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | | |
| Total % | 100.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Exiting Leg Total | | | | 0 | | | | 0 | | | | 3 | 3 |

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

| 12:30 PM | Washington St (Route 53) from North | | | | Chick-Fil-A Entrance from East | | | | Washington St (Route 53) from South | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Thru | Left | U-Turn | Total | Right | Left | U-Turn | Total | Right | Thru | U-Turn | Total | 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 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 PM | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Total Volume | 2 | 0 | 0 | 2 | 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 | | |
| PHF | 0.250 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 |
| Entering Leg | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Exiting Leg | | | | 0 | | | | 0 | | | | 2 | 2 |
| Total | | | | 2 | | | | 0 | | | | 2 | 4 |

PDI File #: **228860-B (B)**
Location: **N: Washington St (Rte 53) S: Washington St (Rte 53)**
Location: **E: Chick-Fil-A Entrance**
City, State: **Hanover, MA**
Client: **VAI/S. Kelly**
Site Code: **TBD**
Count Date: **Saturday, October 1, 2022**
Start Time: **11:00 AM**
End Time: **2:00 PM**

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Class: **Single-Unit Trucks**

| | Washington St (Route 53) from North | | | | Chick-Fil-A Entrance from East | | | | Washington St (Route 53) from South | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Thru | Left | U-Turn | Total | Right | Left | U-Turn | Total | Right | Thru | U-Turn | Total | Total |
| 11:00 AM | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 2 |
| 11:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 2 |
| 11:30 AM | 4 | 0 | 0 | 4 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 5 |
| 11:45 AM | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 5 |
| Total | 9 | 0 | 0 | 9 | 1 | 0 | 0 | 1 | 1 | 3 | 0 | 4 | 14 |
| 12:00 PM | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 12:15 PM | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 4 |
| 12:30 PM | 4 | 1 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 7 |
| 12:45 PM | 2 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 5 |
| Total | 9 | 2 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 6 | 17 |
| 1:00 PM | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 5 |
| 1:15 PM | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 5 | 8 |
| 1:30 PM | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1:45 PM | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 4 |
| Total | 12 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 7 | 19 |
| Grand Total | 30 | 2 | 0 | 32 | 1 | 0 | 0 | 1 | 1 | 16 | 0 | 17 | 50 |
| Approach % | 93.8 | 6.3 | 0.0 | | 100.0 | 0.0 | 0.0 | | 5.9 | 94.1 | 0.0 | | |
| Total % | 60.0 | 4.0 | 0.0 | 64.0 | 2.0 | 0.0 | 0.0 | 2.0 | 2.0 | 32.0 | 0.0 | 34.0 | |
| Exiting Leg Total | | | | 17 | | | | 3 | | | | 30 | 50 |

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

| 12:30 PM | Washington St (Route 53) from North | | | | Chick-Fil-A Entrance from East | | | | Washington St (Route 53) from South | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Thru | Left | U-Turn | Total | Right | Left | U-Turn | Total | Right | Thru | U-Turn | Total | Total |
| 12:30 PM | 4 | 1 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 7 |
| 12:45 PM | 2 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 5 |
| 1:00 PM | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 5 |
| 1:15 PM | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 5 | 8 |
| Total Volume | 13 | 2 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 10 | 25 |
| % Approach Total | 86.7 | 13.3 | 0.0 | | 0.0 | 0.0 | 0.0 | | 0.0 | 100.0 | 0.0 | | |
| PHF | 0.813 | 0.500 | 0.000 | 0.750 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 0.500 | 0.781 |
| Entering Leg | 13 | 2 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 10 | 25 |
| Exiting Leg | | | | 10 | | | | 2 | | | | 13 | 25 |
| Total | | | | 25 | | | | 2 | | | | 23 | 50 |

PDI File #: **228860-B (B)**
Location: **N: Washington St (Rte 53) S: Washington St (Rte 53)**
Location: **E: Chick-Fil-A Entrance**
City, State: **Hanover, MA**
Client: **VAI/S. Kelly**
Site Code: **TBD**
Count Date: **Saturday, October 1, 2022**
Start Time: **11:00 AM**
End Time: **2:00 PM**

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Class: **Articulated Trucks**

| | Washington St (Route 53) from North | | | | Chick-Fil-A Entrance from East | | | | Washington St (Route 53) from South | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Thru | Left | U-Turn | Total | Right | Left | U-Turn | Total | Right | Thru | U-Turn | Total | Total |
| 11:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:15 AM | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 3 |
| 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 | 1 | 0 | 1 | 1 |
| Total | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 4 |
| 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 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 |
| Total | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 3 |
| 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 | 1 | 0 | 1 | 1 |
| 1:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 |
| 1:45 PM | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Total | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 4 |
| Grand Total | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 6 | 11 |
| Approach % | 100.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | | 0.0 | 100.0 | 0.0 | | |
| Total % | 45.5 | 0.0 | 0.0 | 45.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 54.5 | 0.0 | 54.5 | |
| Exiting Leg Total | | | | 6 | | | | 0 | | | | 5 | 11 |

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

| 11:00 AM | Washington St (Route 53) from North | | | | Chick-Fil-A Entrance from East | | | | Washington St (Route 53) from South | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Thru | Left | U-Turn | Total | Right | Left | U-Turn | Total | Right | Thru | U-Turn | Total | Total |
| 11:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:15 AM | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 3 |
| 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 | 1 | 0 | 1 | 1 |
| Total Volume | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 4 |
| % 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 | 0.375 | 0.000 | 0.375 | 0.333 |
| Entering Leg | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 4 |
| Exiting Leg | | | | 3 | | | | 0 | | | | 1 | 4 |
| Total | | | | 4 | | | | 0 | | | | 4 | 8 |

PDI File #: **228860-B (B)**
Location: **N: Washington St (Rte 53) S: Washington St (Rte 53)**
Location: **E: Chick-Fil-A Entrance**
City, State: **Hanover, MA**
Client: **VAI/S. Kelly**
Site Code: **TBD**
Count Date: **Saturday, October 1, 2022**
Start Time: **11:00 AM**
End Time: **2:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

## Bicycles (on Roadway and Crosswalks)

| | Washington St (Route 53) from North | | | | | | Chick-Fil-A Entrance from East | | | | | | Washington St (Route 53) from South | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Thru | Left | U-Turn | CW-EB | CW-WB | Total | Right | Left | U-Turn | CW-SB | CW-NB | Total | Right | Thru | U-Turn | CW-WB | CW-EB | Total | Total |
| 11:00 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 | |
| Exiting Leg Total | | | | | | 0 | | | | | | 0 | | | | | | 0 | 0 |

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

| 11:00 AM | Washington St (Route 53) from North | | | | | | Chick-Fil-A Entrance from East | | | | | | Washington St (Route 53) from South | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Thru | Left | U-Turn | CW-EB | CW-WB | Total | Right | Left | U-Turn | CW-SB | CW-NB | Total | Right | Thru | U-Turn | CW-WB | CW-EB | Total | Total |
| 11:00 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 | 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 #: **228860-B (B)**
Location: **N: Washington St (Rte 53) S: Washington St (Rte 53)**
Location: **E: Chick-Fil-A Entrance**
City, State: **Hanover, MA**
Client: **VAI/S. Kelly**
Site Code: **TBD**
Count Date: **Saturday, October 1, 2022**
Start Time: **11:00 AM**
End Time: **2:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

## Pedestrians

| | Washington St (Route 53) from North | | | | | | Chick-Fil-A Entrance from East | | | | | | Washington St (Route 53) from South | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Thru | Left | U-Turn | CW-EB | CW-WB | Total | Right | Left | U-Turn | CW-SB | CW-NB | Total | Right | Thru | U-Turn | CW-WB | CW-EB | Total | Total |
| 11:00 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 | | |
| Total % | 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 | Washington St (Route 53) from North | | | | | | Chick-Fil-A Entrance from East | | | | | | Washington St (Route 53) from South | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Thru | Left | U-Turn | CW-EB | CW-WB | Total | Right | Left | U-Turn | CW-SB | CW-NB | Total | Right | Thru | U-Turn | CW-WB | CW-EB | Total | Total |
| 11:00 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 | 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 #: **228860-B ( C)**
Location: **N: Hanover Mall Drive S: Hanover Mall Drive**
Location: **W: Chick-Fil-A Rear Access**
City, State: **Hanover, MA**
Client: **VAI/S. Kelly**
Site Code: **TBD**
Count Date: **Thursday, September 29, 2022**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

## Cars and Heavy Vehicles (Combined)

| | Hanover Mall Drive from North | | | | Hanover Mall Drive from South | | | | Chick-Fil-A Rear Access from West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Right | Thru | U-Turn | Total | Thru | Left | U-Turn | Total | Right | Left | U-Turn | Total | Total |
| 4:00 PM | 1 | 21 | 0 | 22 | 60 | 8 | 0 | 68 | 7 | 3 | 0 | 10 | 100 |
| 4:15 PM | 4 | 20 | 0 | 24 | 53 | 3 | 0 | 56 | 7 | 4 | 0 | 11 | 91 |
| 4:30 PM | 1 | 14 | 0 | 15 | 49 | 4 | 0 | 53 | 7 | 1 | 0 | 8 | 76 |
| 4:45 PM | 4 | 17 | 0 | 21 | 70 | 6 | 0 | 76 | 4 | 5 | 0 | 9 | 106 |
| Total | 10 | 72 | 0 | 82 | 232 | 21 | 0 | 253 | 25 | 13 | 0 | 38 | 373 |
| 5:00 PM | 0 | 22 | 0 | 22 | 48 | 7 | 0 | 55 | 10 | 4 | 0 | 14 | 91 |
| 5:15 PM | 1 | 24 | 0 | 25 | 47 | 3 | 0 | 50 | 4 | 3 | 0 | 7 | 82 |
| 5:30 PM | 1 | 14 | 0 | 15 | 57 | 7 | 0 | 64 | 2 | 3 | 0 | 5 | 84 |
| 5:45 PM | 5 | 16 | 0 | 21 | 48 | 7 | 0 | 55 | 4 | 1 | 0 | 5 | 81 |
| Total | 7 | 76 | 0 | 83 | 200 | 24 | 0 | 224 | 20 | 11 | 0 | 31 | 338 |
| Grand Total | 17 | 148 | 0 | 165 | 432 | 45 | 0 | 477 | 45 | 24 | 0 | 69 | 711 |
| Approach % | 10.3 | 89.7 | 0.0 | | 90.6 | 9.4 | 0.0 | | 65.2 | 34.8 | 0.0 | | |
| Total % | 2.4 | 20.8 | 0.0 | 23.2 | 60.8 | 6.3 | 0.0 | 67.1 | 6.3 | 3.4 | 0.0 | 9.7 | |
| Exiting Leg Total | | | | 456 | | | | 193 | | | | 62 | 711 |
| Cars | 17 | 147 | 0 | 164 | 430 | 44 | 0 | 474 | 45 | 24 | 0 | 69 | 707 |
| % Cars | 100.0 | 99.3 | 0.0 | 99.4 | 99.5 | 97.8 | 0.0 | 99.4 | 100.0 | 100.0 | 0.0 | 100.0 | 99.4 |
| Exiting Leg Total | | | | 454 | | | | 192 | | | | 61 | 707 |
| Heavy Vehicles | 0 | 1 | 0 | 1 | 2 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 4 |
| % Heavy Vehicles | 0.0 | 0.7 | 0.0 | 0.6 | 0.5 | 2.2 | 0.0 | 0.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.6 |
| Exiting Leg Total | | | | 2 | | | | 1 | | | | 1 | 4 |

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

| 4:00 PM | Hanover Mall Drive from North | | | | Hanover Mall Drive from South | | | | Chick-Fil-A Rear Access from West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Right | Thru | U-Turn | Total | Thru | Left | U-Turn | Total | Right | Left | U-Turn | Total | Total |
| 4:00 PM | 1 | 21 | 0 | 22 | 60 | 8 | 0 | 68 | 7 | 3 | 0 | 10 | 100 |
| 4:15 PM | 4 | 20 | 0 | 24 | 53 | 3 | 0 | 56 | 7 | 4 | 0 | 11 | 91 |
| 4:30 PM | 1 | 14 | 0 | 15 | 49 | 4 | 0 | 53 | 7 | 1 | 0 | 8 | 76 |
| 4:45 PM | 4 | 17 | 0 | 21 | 70 | 6 | 0 | 76 | 4 | 5 | 0 | 9 | 106 |
| Total Volume | 10 | 72 | 0 | 82 | 232 | 21 | 0 | 253 | 25 | 13 | 0 | 38 | 373 |
| % Approach Total | 12.2 | 87.8 | 0.0 | | 91.7 | 8.3 | 0.0 | | 65.8 | 34.2 | 0.0 | | |
| PHF | 0.625 | 0.857 | 0.000 | 0.854 | 0.829 | 0.656 | 0.000 | 0.832 | 0.893 | 0.650 | 0.000 | 0.864 | 0.880 |
| Cars | 10 | 72 | 0 | 82 | 231 | 20 | 0 | 251 | 25 | 13 | 0 | 38 | 371 |
| Cars % | 100.0 | 100.0 | 0.0 | 100.0 | 99.6 | 95.2 | 0.0 | 99.2 | 100.0 | 100.0 | 0.0 | 100.0 | 99.5 |
| Heavy Vehicles | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 2 |
| Heavy Vehicles % | 0.0 | 0.0 | 0.0 | 0.0 | 0.4 | 4.8 | 0.0 | 0.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.5 |
| Cars Enter Leg | 10 | 72 | 0 | 82 | 231 | 20 | 0 | 251 | 25 | 13 | 0 | 38 | 371 |
| Heavy Enter Leg | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 2 |
| Total Entering Leg | 10 | 72 | 0 | 82 | 232 | 21 | 0 | 253 | 25 | 13 | 0 | 38 | 373 |
| Cars Exiting Leg | | | | 244 | | | | 97 | | | | 30 | 371 |
| Heavy Exiting Leg | | | | 1 | | | | 0 | | | | 1 | 2 |
| Total Exiting Leg | | | | 245 | | | | 97 | | | | 31 | 373 |

PDI File #: **228860-B ( C)**
Location: **N: Hanover Mall Drive S: Hanover Mall Drive**
Location: **W: Chick-Fil-A Rear Access**
City, State: **Hanover, MA**
Client: **VAI/S. Kelly**
Site Code: **TBD**
Count Date: **Thursday, September 29, 2022**
Start Time: **4:00 PM**
End Time: **6:00 PM**

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Class: **Cars**

| | Hanover Mall Drive from North | | | | Hanover Mall Drive from South | | | | Chick-Fil-A Rear Access from West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Right | Thru | U-Turn | Total | Thru | Left | U-Turn | Total | Right | Left | U-Turn | Total | Total |
| 4:00 PM | 1 | 21 | 0 | 22 | 60 | 7 | 0 | 67 | 7 | 3 | 0 | 10 | 99 |
| 4:15 PM | 4 | 20 | 0 | 24 | 53 | 3 | 0 | 56 | 7 | 4 | 0 | 11 | 91 |
| 4:30 PM | 1 | 14 | 0 | 15 | 49 | 4 | 0 | 53 | 7 | 1 | 0 | 8 | 76 |
| 4:45 PM | 4 | 17 | 0 | 21 | 69 | 6 | 0 | 75 | 4 | 5 | 0 | 9 | 105 |
| Total | 10 | 72 | 0 | 82 | 231 | 20 | 0 | 251 | 25 | 13 | 0 | 38 | 371 |
| 5:00 PM | 0 | 22 | 0 | 22 | 48 | 7 | 0 | 55 | 10 | 4 | 0 | 14 | 91 |
| 5:15 PM | 1 | 23 | 0 | 24 | 47 | 3 | 0 | 50 | 4 | 3 | 0 | 7 | 81 |
| 5:30 PM | 1 | 14 | 0 | 15 | 56 | 7 | 0 | 63 | 2 | 3 | 0 | 5 | 83 |
| 5:45 PM | 5 | 16 | 0 | 21 | 48 | 7 | 0 | 55 | 4 | 1 | 0 | 5 | 81 |
| Total | 7 | 75 | 0 | 82 | 199 | 24 | 0 | 223 | 20 | 11 | 0 | 31 | 336 |
| Grand Total | 17 | 147 | 0 | 164 | 430 | 44 | 0 | 474 | 45 | 24 | 0 | 69 | 707 |
| Approach % | 10.4 | 89.6 | 0.0 | | 90.7 | 9.3 | 0.0 | | 65.2 | 34.8 | 0.0 | | |
| Total % | 2.4 | 20.8 | 0.0 | 23.2 | 60.8 | 6.2 | 0.0 | 67.0 | 6.4 | 3.4 | 0.0 | 9.8 | |
| Exiting Leg Total | | | | 454 | | | | 192 | | | | 61 | 707 |

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

| 4:00 PM | Hanover Mall Drive from North | | | | Hanover Mall Drive from South | | | | Chick-Fil-A Rear Access from West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Right | Thru | U-Turn | Total | Thru | Left | U-Turn | Total | Right | Left | U-Turn | Total | Total |
| 4:00 PM | 1 | 21 | 0 | 22 | 60 | 7 | 0 | 67 | 7 | 3 | 0 | 10 | 99 |
| 4:15 PM | 4 | 20 | 0 | 24 | 53 | 3 | 0 | 56 | 7 | 4 | 0 | 11 | 91 |
| 4:30 PM | 1 | 14 | 0 | 15 | 49 | 4 | 0 | 53 | 7 | 1 | 0 | 8 | 76 |
| 4:45 PM | 4 | 17 | 0 | 21 | 69 | 6 | 0 | 75 | 4 | 5 | 0 | 9 | 105 |
| Total Volume | 10 | 72 | 0 | 82 | 231 | 20 | 0 | 251 | 25 | 13 | 0 | 38 | 371 |
| % Approach Total | 12.2 | 87.8 | 0.0 | | 92.0 | 8.0 | 0.0 | | 65.8 | 34.2 | 0.0 | | |
| PHF | 0.625 | 0.857 | 0.000 | 0.854 | 0.837 | 0.714 | 0.000 | 0.837 | 0.893 | 0.650 | 0.000 | 0.864 | 0.883 |
| Entering Leg | 10 | 72 | 0 | 82 | 231 | 20 | 0 | 251 | 25 | 13 | 0 | 38 | 371 |
| Exiting Leg | | | | 244 | | | | 97 | | | | 30 | 371 |
| Total | | | | 326 | | | | 348 | | | | 68 | 742 |

PDI File #: **228860-B ( C)**
Location: **N: Hanover Mall Drive S: Hanover Mall Drive**
Location: **W: Chick-Fil-A Rear Access**
City, State: **Hanover, MA**
Client: **VAI/S. Kelly**
Site Code: **TBD**
Count Date: **Thursday, September 29, 2022**
Start Time: **4:00 PM**
End Time: **6:00 PM**

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

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

| | Hanover Mall Drive from North | | | | Hanover Mall Drive from South | | | | Chick-Fil-A Rear Access from West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Right | Thru | U-Turn | Total | Thru | Left | U-Turn | Total | Right | Left | U-Turn | Total | Total |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| Total | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 2 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:30 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 5:45 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 | 2 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 4 |
| Approach % | 0.0 | 100.0 | 0.0 | | 66.7 | 33.3 | 0.0 | | 0.0 | 0.0 | 0.0 | | |
| Total % | 0.0 | 25.0 | 0.0 | 25.0 | 50.0 | 25.0 | 0.0 | 75.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Exiting Leg Total | | | | 2 | | | | 1 | | | | 1 | 4 |
| Buses | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| % Buses | 0.0 | 100.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25.0 |
| Exiting Leg Total | | | | 0 | | | | 1 | | | | 0 | 1 |
| Single-Unit Trucks | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 |
| % Single-Unit | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 66.7 | 0.0 | 0.0 | 0.0 | 0.0 | 50.0 |
| Exiting Leg Total | | | | 2 | | | | 0 | | | | 0 | 2 |
| Articulated Trucks | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| % Articulated | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 25.0 |
| Exiting Leg Total | | | | 0 | | | | 0 | | | | 1 | 1 |

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

| 4:45 PM | Hanover Mall Drive from North | | | | Hanover Mall Drive from South | | | | Chick-Fil-A Rear Access from West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Right | Thru | U-Turn | Total | Thru | Left | U-Turn | Total | Right | Left | U-Turn | Total | Total |
| 4:45 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:30 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| Total Volume | 0 | 1 | 0 | 1 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 3 |
| % 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 | 0.500 | 0.000 | 0.000 | 0.500 | 0.000 | 0.000 | 0.000 | 0.000 | 0.750 |
| Buses | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Buses % | 0.0 | 100.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 33.3 |
| Single-Unit Trucks | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 |
| Single-Unit % | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 66.7 |
| Articulated Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Articulated % | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Buses | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Single-Unit Trucks | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 |
| Articulated Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Entering Leg | 0 | 1 | 0 | 1 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 3 |
| Buses | | | | 0 | | | | 1 | | | | 0 | 1 |
| Single-Unit Trucks | | | | 2 | | | | 0 | | | | 0 | 2 |
| Articulated Trucks | | | | 0 | | | | 0 | | | | 0 | 0 |
| Total Exiting Leg | | | | 2 | | | | 1 | | | | 0 | 3 |

PDI File #: **228860-B ( C)**
Location: **N: Hanover Mall Drive S: Hanover Mall Drive**
Location: **W: Chick-Fil-A Rear Access**
City, State: **Hanover, MA**
Client: **VAI/S. Kelly**
Site Code: **TBD**
Count Date: **Thursday, September 29, 2022**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

## Buses

| | Hanover Mall Drive from North | | | | Hanover Mall Drive from South | | | | Chick-Fil-A Rear Access from West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Right | Thru | U-Turn | Total | Thru | Left | U-Turn | Total | Right | Left | U-Turn | Total | Total |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Grand Total | 0 | 1 | 0 | 1 | 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 | | |
| Total % | 0.0 | 100.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Exiting Leg Total | | | | 0 | | | | 1 | | | | 0 | 1 |

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

| 4:30 PM | Hanover Mall Drive from North | | | | Hanover Mall Drive from South | | | | Chick-Fil-A Rear Access from West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Right | Thru | U-Turn | Total | Thru | Left | U-Turn | Total | Right | Left | U-Turn | Total | Total |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Total Volume | 0 | 1 | 0 | 1 | 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 | | |
| PHF | 0.000 | 0.250 | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 |
| Entering Leg | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Exiting Leg | | | | 0 | | | | 1 | | | | 0 | 1 |
| Total | | | | 1 | | | | 1 | | | | 0 | 2 |

PDI File #: **228860-B ( C)**
Location: **N: Hanover Mall Drive S: Hanover Mall Drive**
Location: **W: Chick-Fil-A Rear Access**
City, State: **Hanover, MA**
Client: **VAI/S. Kelly**
Site Code: **TBD**
Count Date: **Thursday, September 29, 2022**
Start Time: **4:00 PM**
End Time: **6:00 PM**

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Class: **Single-Unit Trucks**

| | Hanover Mall Drive from North | | | | Hanover Mall Drive from South | | | | Chick-Fil-A Rear Access from West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Right | Thru | U-Turn | Total | Thru | Left | U-Turn | Total | Right | Left | U-Turn | Total | Total |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| Total | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| Grand Total | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 |
| Approach % | 0.0 | 0.0 | 0.0 | | 100.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | | |
| Total % | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Exiting Leg Total | | | | 2 | | | | 0 | | | | 0 | 2 |

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

| 4:45 PM | Hanover Mall Drive from North | | | | Hanover Mall Drive from South | | | | Chick-Fil-A Rear Access from West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Right | Thru | U-Turn | Total | Thru | Left | U-Turn | Total | Right | Left | U-Turn | Total | Total |
| 4:45 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| Total Volume | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 |
| % Approach Total | 0.0 | 0.0 | 0.0 | | 100.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | | |
| PHF | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 0.000 | 0.500 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 |
| Entering Leg | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 |
| Exiting Leg | | | | 2 | | | | 0 | | | | 0 | 2 |
| Total | | | | 2 | | | | 2 | | | | 0 | 4 |

PDI File #: **228860-B ( C)**
Location: **N: Hanover Mall Drive S: Hanover Mall Drive**
Location: **W: Chick-Fil-A Rear Access**
City, State: **Hanover, MA**
Client: **VAI/S. Kelly**
Site Code: **TBD**
Count Date: **Thursday, September 29, 2022**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

## Articulated Trucks

| | Hanover Mall Drive from North | | | | Hanover Mall Drive from South | | | | Chick-Fil-A Rear Access from West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Right | Thru | U-Turn | Total | Thru | Left | U-Turn | Total | Right | Left | U-Turn | Total | Total |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| Approach % | 0.0 | 0.0 | 0.0 | | 0.0 | 100.0 | 0.0 | | 0.0 | 0.0 | 0.0 | | |
| Total % | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Exiting Leg Total | | | | 0 | | | | 0 | | | | 1 | 1 |

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

| 4:00 PM | Hanover Mall Drive from North | | | | Hanover Mall Drive from South | | | | Chick-Fil-A Rear Access from West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Right | Thru | U-Turn | Total | Thru | Left | U-Turn | Total | Right | Left | U-Turn | Total | Total |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| % Approach Total | 0.0 | 0.0 | 0.0 | | 0.0 | 100.0 | 0.0 | | 0.0 | 0.0 | 0.0 | | |
| PHF | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 |
| Entering Leg | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| Exiting Leg | | | | 0 | | | | 0 | | | | 1 | 1 |
| Total | | | | 0 | | | | 1 | | | | 1 | 2 |

PDI File #: **228860-B ( C)**
Location: **N: Hanover Mall Drive S: Hanover Mall Drive**
Location: **W: Chick-Fil-A Rear Access**
City, State: **Hanover, MA**
Client: **VAI/S. Kelly**
Site Code: **TBD**
Count Date: **Thursday, September 29, 2022**
Start Time: **4:00 PM**
End Time: **6:00 PM**

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Class:

## Bicycles (on Roadway and Crosswalks)

| | Hanover Mall Drive from North | | | | | | Hanover Mall Drive from South | | | | | | Chick-Fil-A Rear Access from 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 | 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 | | |
| 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 | |
| Exiting Leg Total | | | | | | 0 | | | | | | 0 | | | | | | 0 | 0 |

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

| 4:00 PM | Hanover Mall Drive from North | | | | | | Hanover Mall Drive from South | | | | | | Chick-Fil-A Rear Access from 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 | 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 | | |
| 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 #: **228860-B ( C)**
Location: **N: Hanover Mall Drive S: Hanover Mall Drive**
Location: **W: Chick-Fil-A Rear Access**
City, State: **Hanover, MA**
Client: **VAI/S. Kelly**
Site Code: **TBD**
Count Date: **Thursday, September 29, 2022**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

## Pedestrians

| | Hanover Mall Drive from North | | | | | | Hanover Mall Drive from South | | | | | | Chick-Fil-A Rear Access from 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 | Total |
| 4:00 PM | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 |
| 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 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 |
| 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 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Grand Total | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 3 |
| Approach % | 0 | 0 | 0 | 100 | 0 | | 0 | 0 | 0 | 100 | 0 | | 0 | 0 | 0 | 0 | 100 | | |
| Total % | 0 | 0 | 0 | 33.333 | 0 | 33.333 | 0 | 0 | 0 | 33.333 | 0 | 33.333 | 0 | 0 | 0 | 0 | 33.333 | 33.333 | |
| Exiting Leg Total | | | | | | 1 | | | | | | 1 | | | | | | 1 | 3 |

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

| 4:00 PM | Hanover Mall Drive from North | | | | | | Hanover Mall Drive from South | | | | | | Chick-Fil-A Rear Access from 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 | Total |
| 4:00 PM | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 |
| 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 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 |
| % Approach Total | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | | |
| PHF | 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 | 0.250 | 0.250 | 0.250 |
| Entering Leg | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 |
| Exiting Leg | | | | | | 1 | | | | | | 0 | | | | | | 1 | 2 |
| Total | | | | | | 2 | | | | | | 0 | | | | | | 2 | 4 |

PDI File #: **228860-B ( C)**
Location: **N: Hanover Mall Drive S: Hanover Mall Drive**
Location: **W: Chick-Fil-A Rear Access**
City, State: **Hanover, MA**
Client: **VAI/S. Kelly**
Site Code: **TBD**
Count Date: **Saturday, October 1, 2022**
Start Time: **11:00 AM**
End Time: **2:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

## Cars and Heavy Vehicles (Combined)

| | Hanover Mall Drive from North | | | | Hanover Mall Drive from South | | | | Chick-Fil-A Rear Access from West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Right | Thru | U-Turn | Total | Thru | Left | U-Turn | Total | Right | Left | U-Turn | Total | Total |
| 11:00 AM | 1 | 19 | 0 | 20 | 53 | 3 | 0 | 56 | 3 | 4 | 0 | 7 | 83 |
| 11:15 AM | 1 | 19 | 0 | 20 | 53 | 5 | 0 | 58 | 3 | 2 | 0 | 5 | 83 |
| 11:30 AM | 1 | 18 | 0 | 19 | 61 | 8 | 0 | 69 | 9 | 3 | 0 | 12 | 100 |
| 11:45 AM | 3 | 19 | 0 | 22 | 69 | 6 | 0 | 75 | 7 | 8 | 0 | 15 | 112 |
| Total | 6 | 75 | 0 | 81 | 236 | 22 | 0 | 258 | 22 | 17 | 0 | 39 | 378 |
| 12:00 PM | 3 | 21 | 0 | 24 | 70 | 16 | 0 | 86 | 5 | 2 | 0 | 7 | 117 |
| 12:15 PM | 3 | 32 | 0 | 35 | 64 | 11 | 0 | 75 | 13 | 2 | 0 | 15 | 125 |
| 12:30 PM | 4 | 29 | 0 | 33 | 53 | 10 | 0 | 63 | 8 | 2 | 0 | 10 | 106 |
| 12:45 PM | 1 | 22 | 0 | 23 | 60 | 8 | 0 | 68 | 9 | 4 | 0 | 13 | 104 |
| Total | 11 | 104 | 0 | 115 | 247 | 45 | 0 | 292 | 35 | 10 | 0 | 45 | 452 |
| 1:00 PM | 5 | 26 | 0 | 31 | 68 | 7 | 0 | 75 | 7 | 9 | 0 | 16 | 122 |
| 1:15 PM | 6 | 24 | 0 | 30 | 55 | 12 | 0 | 67 | 11 | 4 | 0 | 15 | 112 |
| 1:30 PM | 4 | 26 | 0 | 30 | 69 | 10 | 0 | 79 | 11 | 2 | 0 | 13 | 122 |
| 1:45 PM | 2 | 14 | 0 | 16 | 45 | 8 | 0 | 53 | 10 | 4 | 0 | 14 | 83 |
| Total | 17 | 90 | 0 | 107 | 237 | 37 | 0 | 274 | 39 | 19 | 0 | 58 | 439 |
| Grand Total | 34 | 269 | 0 | 303 | 720 | 104 | 0 | 824 | 96 | 46 | 0 | 142 | 1269 |
| Approach % | 11.2 | 88.8 | 0.0 | | 87.4 | 12.6 | 0.0 | | 67.6 | 32.4 | 0.0 | | |
| Total % | 2.7 | 21.2 | 0.0 | 23.9 | 56.7 | 8.2 | 0.0 | 64.9 | 7.6 | 3.6 | 0.0 | 11.2 | |
| Exiting Leg Total | | | | 766 | | | | 365 | | | | 138 | 1269 |
| Cars | 34 | 268 | 0 | 302 | 718 | 102 | 0 | 820 | 95 | 45 | 0 | 140 | 1262 |
| % Cars | 100.0 | 99.6 | 0.0 | 99.7 | 99.7 | 98.1 | 0.0 | 99.5 | 99.0 | 97.8 | 0.0 | 98.6 | 99.4 |
| Exiting Leg Total | | | | 763 | | | | 363 | | | | 136 | 1262 |
| Heavy Vehicles | 0 | 1 | 0 | 1 | 2 | 2 | 0 | 4 | 1 | 1 | 0 | 2 | 7 |
| % Heavy Vehicles | 0.0 | 0.4 | 0.0 | 0.3 | 0.3 | 1.9 | 0.0 | 0.5 | 1.0 | 2.2 | 0.0 | 1.4 | 0.6 |
| Exiting Leg Total | | | | 3 | | | | 2 | | | | 2 | 7 |

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

| 11:45 AM | Hanover Mall Drive from North | | | | Hanover Mall Drive from South | | | | Chick-Fil-A Rear Access from West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Right | Thru | U-Turn | Total | Thru | Left | U-Turn | Total | Right | Left | U-Turn | Total | Total |
| 11:45 AM | 3 | 19 | 0 | 22 | 69 | 6 | 0 | 75 | 7 | 8 | 0 | 15 | 112 |
| 12:00 PM | 3 | 21 | 0 | 24 | 70 | 16 | 0 | 86 | 5 | 2 | 0 | 7 | 117 |
| 12:15 PM | 3 | 32 | 0 | 35 | 64 | 11 | 0 | 75 | 13 | 2 | 0 | 15 | 125 |
| 12:30 PM | 4 | 29 | 0 | 33 | 53 | 10 | 0 | 63 | 8 | 2 | 0 | 10 | 106 |
| Total Volume | 13 | 101 | 0 | 114 | 256 | 43 | 0 | 299 | 33 | 14 | 0 | 47 | 460 |
| % Approach Total | 11.4 | 88.6 | 0.0 | | 85.6 | 14.4 | 0.0 | | 70.2 | 29.8 | 0.0 | | |
| PHF | 0.813 | 0.789 | 0.000 | 0.814 | 0.914 | 0.672 | 0.000 | 0.869 | 0.635 | 0.438 | 0.000 | 0.783 | 0.920 |
| Cars | 13 | 101 | 0 | 114 | 256 | 41 | 0 | 297 | 32 | 14 | 0 | 46 | 457 |
| Cars % | 100.0 | 100.0 | 0.0 | 100.0 | 100.0 | 95.3 | 0.0 | 99.3 | 97.0 | 100.0 | 0.0 | 97.9 | 99.3 |
| Heavy Vehicles | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 1 | 0 | 0 | 1 | 3 |
| Heavy Vehicles % | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4.7 | 0.0 | 0.7 | 3.0 | 0.0 | 0.0 | 2.1 | 0.7 |
| Cars Enter Leg | 13 | 101 | 0 | 114 | 256 | 41 | 0 | 297 | 32 | 14 | 0 | 46 | 457 |
| Heavy Enter Leg | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 1 | 0 | 0 | 1 | 3 |
| Total Entering Leg | 13 | 101 | 0 | 114 | 256 | 43 | 0 | 299 | 33 | 14 | 0 | 47 | 460 |
| Cars Exiting Leg | | | | 270 | | | | 133 | | | | 54 | 457 |
| Heavy Exiting Leg | | | | 0 | | | | 1 | | | | 2 | 3 |
| Total Exiting Leg | | | | 270 | | | | 134 | | | | 56 | 460 |

PDI File #: **228860-B ( C)**
Location: **N: Hanover Mall Drive S: Hanover Mall Drive**
Location: **W: Chick-Fil-A Rear Access**
City, State: **Hanover, MA**
Client: **VAI/S. Kelly**
Site Code: **TBD**
Count Date: **Saturday, October 1, 2022**
Start Time: **11:00 AM**
End Time: **2:00 PM**

PRECISION DATA INDUSTRIES, LLC
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Email: datarequests@pdillc.com

Class: **Cars**

| | Hanover Mall Drive from North | | | | Hanover Mall Drive from South | | | | Chick-Fil-A Rear Access from West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Right | Thru | U-Turn | Total | Thru | Left | U-Turn | Total | Right | Left | U-Turn | Total | Total |
| 11:00 AM | 1 | 18 | 0 | 19 | 53 | 3 | 0 | 56 | 3 | 4 | 0 | 7 | 82 |
| 11:15 AM | 1 | 19 | 0 | 20 | 52 | 5 | 0 | 57 | 3 | 2 | 0 | 5 | 82 |
| 11:30 AM | 1 | 18 | 0 | 19 | 60 | 8 | 0 | 68 | 9 | 3 | 0 | 12 | 99 |
| 11:45 AM | 3 | 19 | 0 | 22 | 69 | 6 | 0 | 75 | 7 | 8 | 0 | 15 | 112 |
| Total | 6 | 74 | 0 | 80 | 234 | 22 | 0 | 256 | 22 | 17 | 0 | 39 | 375 |
| 12:00 PM | 3 | 21 | 0 | 24 | 70 | 16 | 0 | 86 | 5 | 2 | 0 | 7 | 117 |
| 12:15 PM | 3 | 32 | 0 | 35 | 64 | 11 | 0 | 75 | 13 | 2 | 0 | 15 | 125 |
| 12:30 PM | 4 | 29 | 0 | 33 | 53 | 8 | 0 | 61 | 7 | 2 | 0 | 9 | 103 |
| 12:45 PM | 1 | 22 | 0 | 23 | 60 | 8 | 0 | 68 | 9 | 3 | 0 | 12 | 103 |
| Total | 11 | 104 | 0 | 115 | 247 | 43 | 0 | 290 | 34 | 9 | 0 | 43 | 448 |
| 1:00 PM | 5 | 26 | 0 | 31 | 68 | 7 | 0 | 75 | 7 | 9 | 0 | 16 | 122 |
| 1:15 PM | 6 | 24 | 0 | 30 | 55 | 12 | 0 | 67 | 11 | 4 | 0 | 15 | 112 |
| 1:30 PM | 4 | 26 | 0 | 30 | 69 | 10 | 0 | 79 | 11 | 2 | 0 | 13 | 122 |
| 1:45 PM | 2 | 14 | 0 | 16 | 45 | 8 | 0 | 53 | 10 | 4 | 0 | 14 | 83 |
| Total | 17 | 90 | 0 | 107 | 237 | 37 | 0 | 274 | 39 | 19 | 0 | 58 | 439 |
| Grand Total | 34 | 268 | 0 | 302 | 718 | 102 | 0 | 820 | 95 | 45 | 0 | 140 | 1262 |
| Approach % | 11.3 | 88.7 | 0.0 | | 87.6 | 12.4 | 0.0 | | 67.9 | 32.1 | 0.0 | | |
| Total % | 2.7 | 21.2 | 0.0 | 23.9 | 56.9 | 8.1 | 0.0 | 65.0 | 7.5 | 3.6 | 0.0 | 11.1 | |
| Exiting Leg Total | | | | 763 | | | | 363 | | | | 136 | 1262 |

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

| 12:45 PM | Hanover Mall Drive from North | | | | Hanover Mall Drive from South | | | | Chick-Fil-A Rear Access from West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Right | Thru | U-Turn | Total | Thru | Left | U-Turn | Total | Right | Left | U-Turn | Total | Total |
| 12:45 PM | 1 | 22 | 0 | 23 | 60 | 8 | 0 | 68 | 9 | 3 | 0 | 12 | 103 |
| 1:00 PM | 5 | 26 | 0 | 31 | 68 | 7 | 0 | 75 | 7 | 9 | 0 | 16 | 122 |
| 1:15 PM | 6 | 24 | 0 | 30 | 55 | 12 | 0 | 67 | 11 | 4 | 0 | 15 | 112 |
| 1:30 PM | 4 | 26 | 0 | 30 | 69 | 10 | 0 | 79 | 11 | 2 | 0 | 13 | 122 |
| Total Volume | 16 | 98 | 0 | 114 | 252 | 37 | 0 | 289 | 38 | 18 | 0 | 56 | 459 |
| % Approach Total | 14.0 | 86.0 | 0.0 | | 87.2 | 12.8 | 0.0 | | 67.9 | 32.1 | 0.0 | | |
| PHF | 0.667 | 0.942 | 0.000 | 0.919 | 0.913 | 0.771 | 0.000 | 0.915 | 0.864 | 0.500 | 0.000 | 0.875 | 0.941 |
| Entering Leg | 16 | 98 | 0 | 114 | 252 | 37 | 0 | 289 | 38 | 18 | 0 | 56 | 459 |
| Exiting Leg | | | | 270 | | | | 136 | | | | 53 | 459 |
| Total | | | | 384 | | | | 425 | | | | 109 | 918 |

PDI File #: **228860-B ( C)**
Location: **N: Hanover Mall Drive S: Hanover Mall Drive**
Location: **W: Chick-Fil-A Rear Access**
City, State: **Hanover, MA**
Client: **VAI/S. Kelly**
Site Code: **TBD**
Count Date: **Saturday, October 1, 2022**
Start Time: **11:00 AM**
End Time: **2:00 PM**

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

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

| | Hanover Mall Drive from North | | | | Hanover Mall Drive from South | | | | Chick-Fil-A Rear Access from West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Right | Thru | U-Turn | Total | Thru | Left | U-Turn | Total | Right | Left | U-Turn | Total | Total |
| 11:00 AM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 11:15 AM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 11:30 AM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 11:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 1 | 0 | 1 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 3 |
| 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 | 2 | 0 | 2 | 1 | 0 | 0 | 1 | 3 |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 |
| Total | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 1 | 1 | 0 | 2 | 4 |
| 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 | 2 | 2 | 0 | 4 | 1 | 1 | 0 | 2 | 7 |
| Approach % | 0.0 | 100.0 | 0.0 | | 50.0 | 50.0 | 0.0 | | 50.0 | 50.0 | 0.0 | | |
| Total % | 0.0 | 14.3 | 0.0 | 14.3 | 28.6 | 28.6 | 0.0 | 57.1 | 14.3 | 14.3 | 0.0 | 28.6 | |
| Exiting Leg Total | | | | 3 | | | | 2 | | | | 2 | 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 |
| Exiting Leg Total | | | | 0 | | | | 0 | | | | 0 | 0 |
| Single-Unit Trucks | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 3 | 1 | 1 | 0 | 2 | 5 |
| % Single-Unit | 0.0 | 0.0 | 0.0 | 0.0 | 50.0 | 100.0 | 0.0 | 75.0 | 100.0 | 100.0 | 0.0 | 100.0 | 71.4 |
| Exiting Leg Total | | | | 2 | | | | 1 | | | | 2 | 5 |
| Articulated Trucks | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 |
| % Articulated | 0.0 | 100.0 | 0.0 | 100.0 | 50.0 | 0.0 | 0.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 28.6 |
| Exiting Leg Total | | | | 1 | | | | 1 | | | | 0 | 2 |

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

| 12:00 PM | Hanover Mall Drive from North | | | | Hanover Mall Drive from South | | | | Chick-Fil-A Rear Access from West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Right | Thru | U-Turn | Total | Thru | Left | U-Turn | Total | Right | Left | U-Turn | Total | Total |
| 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 | 2 | 0 | 2 | 1 | 0 | 0 | 1 | 3 |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 1 | 1 | 0 | 2 | 4 |
| % Approach Total | 0.0 | 0.0 | 0.0 | | 0.0 | 100.0 | 0.0 | | 50.0 | 50.0 | 0.0 | | |
| PHF | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.250 | 0.250 | 0.250 | 0.000 | 0.500 | 0.333 |
| 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 |
| Single-Unit Trucks | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 1 | 1 | 0 | 2 | 4 |
| Single-Unit % | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 100.0 | 100.0 | 100.0 | 0.0 | 100.0 | 100.0 |
| Articulated Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Articulated % | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Buses | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Single-Unit Trucks | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 1 | 1 | 0 | 2 | 4 |
| Articulated Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Entering Leg | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 1 | 1 | 0 | 2 | 4 |
| Buses | | | | 0 | | | | 0 | | | | 0 | 0 |
| Single-Unit Trucks | | | | 1 | | | | 1 | | | | 2 | 4 |
| Articulated Trucks | | | | 0 | | | | 0 | | | | 0 | 0 |
| Total Exiting Leg | | | | 1 | | | | 1 | | | | 2 | 4 |

PDI File #: **228860-B ( C)**
Location: **N: Hanover Mall Drive S: Hanover Mall Drive**
Location: **W: Chick-Fil-A Rear Access**
City, State: **Hanover, MA**
Client: **VAI/S. Kelly**
Site Code: **TBD**
Count Date: **Saturday, October 1, 2022**
Start Time: **11:00 AM**
End Time: **2:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

## Buses

| | Hanover Mall Drive from North | | | | Hanover Mall Drive from South | | | | Chick-Fil-A Rear Access from West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Right | Thru | U-Turn | Total | Thru | Left | U-Turn | Total | Right | Left | U-Turn | Total | 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 | 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 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Approach % | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | | |
| Total % | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Exiting Leg Total | | | | 0 | | | | 0 | | | | 0 | 0 |

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

| 11:00 AM | Hanover Mall Drive from North | | | | Hanover Mall Drive from South | | | | Chick-Fil-A Rear Access from West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Right | Thru | U-Turn | Total | Thru | Left | U-Turn | Total | Right | Left | U-Turn | Total | 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 Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % Approach Total | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | | |
| PHF | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Entering Leg | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exiting Leg | | | | 0 | | | | 0 | | | | 0 | 0 |
| Total | | | | 0 | | | | 0 | | | | 0 | 0 |

PDI File #: **228860-B ( C)**
Location: **N: Hanover Mall Drive S: Hanover Mall Drive**
Location: **W: Chick-Fil-A Rear Access**
City, State: **Hanover, MA**
Client: **VAI/S. Kelly**
Site Code: **TBD**
Count Date: **Saturday, October 1, 2022**
Start Time: **11:00 AM**
End Time: **2:00 PM**

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Class: **Single-Unit Trucks**

| | Hanover Mall Drive from North | | | | Hanover Mall Drive from South | | | | Chick-Fil-A Rear Access from West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Right | Thru | U-Turn | Total | Thru | Left | U-Turn | Total | Right | Left | U-Turn | Total | Total |
| 11:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:15 AM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 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 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 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 | 2 | 0 | 2 | 1 | 0 | 0 | 1 | 3 |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 |
| Total | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 1 | 1 | 0 | 2 | 4 |
| 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 | 0 | 0 | 0 | 1 | 2 | 0 | 3 | 1 | 1 | 0 | 2 | 5 |
| Approach % | 0.0 | 0.0 | 0.0 | | 33.3 | 66.7 | 0.0 | | 50.0 | 50.0 | 0.0 | | |
| Total % | 0.0 | 0.0 | 0.0 | 0.0 | 20.0 | 40.0 | 0.0 | 60.0 | 20.0 | 20.0 | 0.0 | 40.0 | |
| Exiting Leg Total | | | | 2 | | | | 1 | | | | 2 | 5 |

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

| 12:00 PM | Hanover Mall Drive from North | | | | Hanover Mall Drive from South | | | | Chick-Fil-A Rear Access from West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Right | Thru | U-Turn | Total | Thru | Left | U-Turn | Total | Right | Left | U-Turn | Total | Total |
| 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 | 2 | 0 | 2 | 1 | 0 | 0 | 1 | 3 |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 1 | 1 | 0 | 2 | 4 |
| % Approach Total | 0.0 | 0.0 | 0.0 | | 0.0 | 100.0 | 0.0 | | 50.0 | 50.0 | 0.0 | | |
| PHF | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.250 | 0.250 | 0.250 | 0.000 | 0.500 | 0.333 |
| Entering Leg | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 1 | 1 | 0 | 2 | 4 |
| Exiting Leg | | | | 1 | | | | 1 | | | | 2 | 4 |
| Total | | | | 1 | | | | 3 | | | | 4 | 8 |

PDI File #: **228860-B ( C)**
Location: **N: Hanover Mall Drive S: Hanover Mall Drive**
Location: **W: Chick-Fil-A Rear Access**
City, State: **Hanover, MA**
Client: **VAI/S. Kelly**
Site Code: **TBD**
Count Date: **Saturday, October 1, 2022**
Start Time: **11:00 AM**
End Time: **2:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

## Articulated Trucks

| | Hanover Mall Drive from North | | | | Hanover Mall Drive from South | | | | Chick-Fil-A Rear Access from West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Right | Thru | U-Turn | Total | Thru | Left | U-Turn | Total | Right | Left | U-Turn | Total | Total |
| 11:00 AM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 11:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:30 AM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 11:45 AM | 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 |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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:

| 11:00 AM | Hanover Mall Drive from North | | | | Hanover Mall Drive from South | | | | Chick-Fil-A Rear Access from West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Right | Thru | U-Turn | Total | Thru | Left | U-Turn | Total | Right | Left | U-Turn | Total | Total |
| 11:00 AM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 11:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:30 AM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 11:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 #: **228860-B ( C)**
Location: **N: Hanover Mall Drive S: Hanover Mall Drive**
Location: **W: Chick-Fil-A Rear Access**
City, State: **Hanover, MA**
Client: **VAI/S. Kelly**
Site Code: **TBD**
Count Date: **Saturday, October 1, 2022**
Start Time: **11:00 AM**
End Time: **2:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

## Bicycles (on Roadway and Crosswalks)

| | Hanover Mall Drive from North | | | | | | Hanover Mall Drive from South | | | | | | Chick-Fil-A Rear Access from 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 | 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 | |
| Exiting Leg Total | | | | | | 0 | | | | | | 0 | | | | | | 0 | 0 |

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

| 11:00 AM | Hanover Mall Drive from North | | | | | | Hanover Mall Drive from South | | | | | | Chick-Fil-A Rear Access from 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 | 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 | 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 #: **228860-B ( C)**
Location: **N: Hanover Mall Drive S: Hanover Mall Drive**
Location: **W: Chick-Fil-A Rear Access**
City, State: **Hanover, MA**
Client: **VAI/S. Kelly**
Site Code: **TBD**
Count Date: **Saturday, October 1, 2022**
Start Time: **11:00 AM**
End Time: **2:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

## Pedestrians

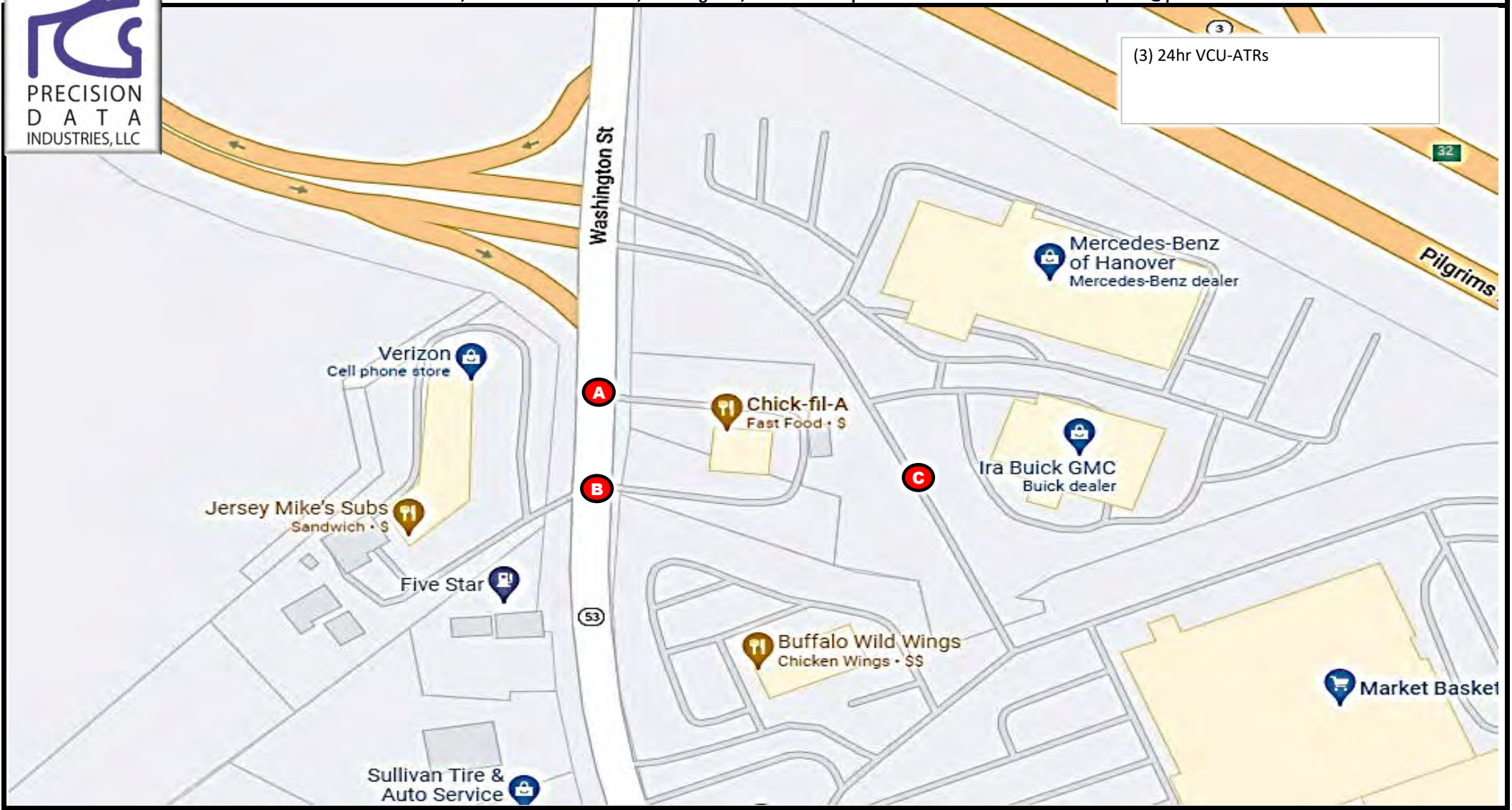
| | Hanover Mall Drive from North | | | | | | Hanover Mall Drive from South | | | | | | Chick-Fil-A Rear Access from West | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Right | Thru | U-Turn | CW-EB | CW-WB | Total | Thru | Left | U-Turn | CW-WB | CW-EB | Total | Right | Left | U-Turn | CW-NB | CW-SB | Total | 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 | 1 | 0 | 1 | 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 | 1 | 1 | 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 |
| 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 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 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 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Approach % | 0 | 0 | 0 | 100 | 0 | | 0 | 0 | 0 | 0 | 100 | | 0 | 0 | 0 | 0 | 0 | | |
| Total % | 0 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 0 | 50 | 50 | 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 | Hanover Mall Drive from North | | | | | | Hanover Mall Drive from South | | | | | | Chick-Fil-A Rear Access from 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 | Total |
| 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 |
| 12:00 PM | 0 | 0 | 0 | 1 | 0 | 1 | 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 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Total Volume | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| % Approach Total | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | |
| PHF | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 |
| Entering Leg | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Exiting Leg | | | | | | 1 | | | | | | 1 | | | | | | 0 | 2 |
| Total | | | | | | 2 | | | | | | 2 | | | | | | 0 | 4 |

# Location Map: 239130 Hanover, MA

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




| Client: | Engineer: | Site Code: | Date: | PDI Job # | City, State: |
|---|---|---|---|---|---|
| VAI | S. Kelly | 9231 | Tues 1/24/2023 | 239130 | Hanover, MA |

**Chick-Fil-A North Driveway**
**east of Route 53**
**City, State: Hanover, MA**
**Client: VAI/ S. Kelly**
**Site Code: 9231**

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

**PDI File #** **239130 ATR-A**

## Exiting Trips

**Count Date:** **Tuesday, January 24, 2023**
**Direction:** **WB**

| AM | Cars | Single Unit Heavy | Multi Unit Heavy | Total |
|---|---|---|---|---|
| 12:00 AM | 0 | 0 | 0 | 0 |
| 12:15 AM | 1 | 0 | 0 | 1 |
| 12:30 AM | 0 | 0 | 0 | 0 |
| 12:45 AM | 0 | 1 | 0 | 1 |
| 1:00 AM | 0 | 0 | 0 | 0 |
| 1:15 AM | 0 | 0 | 0 | 0 |
| 1:30 AM | 0 | 0 | 0 | 0 |
| 1:45 AM | 0 | 0 | 0 | 0 |
| 2:00 AM | 0 | 0 | 0 | 0 |
| 2:15 AM | 0 | 0 | 0 | 0 |
| 2:30 AM | 0 | 0 | 0 | 0 |
| 2:45 AM | 0 | 0 | 0 | 0 |
| 3:00 AM | 0 | 0 | 0 | 0 |
| 3:15 AM | 0 | 0 | 0 | 0 |
| 3:30 AM | 0 | 0 | 0 | 0 |
| 3:45 AM | 0 | 0 | 0 | 0 |
| 4:00 AM | 0 | 0 | 0 | 0 |
| 4:15 AM | 0 | 0 | 0 | 0 |
| 4:30 AM | 0 | 0 | 0 | 0 |
| 4:45 AM | 0 | 0 | 0 | 0 |
| 5:00 AM | 0 | 0 | 0 | 0 |
| 5:15 AM | 0 | 0 | 0 | 0 |
| 5:30 AM | 1 | 0 | 0 | 1 |
| 5:45 AM | 0 | 0 | 0 | 0 |
| 6:00 AM | 0 | 0 | 0 | 0 |
| 6:15 AM | 0 | 0 | 0 | 0 |
| 6:30 AM | 0 | 0 | 0 | 0 |
| 6:45 AM | 0 | 0 | 0 | 0 |
| 7:00 AM | 0 | 0 | 0 | 0 |
| 7:15 AM | 2 | 0 | 0 | 2 |
| 7:30 AM | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 |
| 8:00 AM | 3 | 0 | 0 | 3 |
| 8:15 AM | 3 | 0 | 0 | 3 |
| 8:30 AM | 5 | 0 | 0 | 5 |
| 8:45 AM | 3 | 0 | 0 | 3 |
| 9:00 AM | 8 | 0 | 0 | 8 |
| 9:15 AM | 9 | 0 | 0 | 9 |
| 9:30 AM | 3 | 0 | 0 | 3 |
| 9:45 AM | 4 | 0 | 0 | 4 |
| 10:00 AM | 6 | 0 | 0 | 6 |
| 10:15 AM | 8 | 0 | 0 | 8 |
| 10:30 AM | 7 | 0 | 0 | 7 |
| 10:45 AM | 9 | 1 | 0 | 10 |
| 11:00 AM | 12 | 0 | 0 | 12 |
| 11:15 AM | 14 | 0 | 0 | 14 |
| 11:30 AM | 13 | 0 | 0 | 13 |
| 11:45 AM | 17 | 0 | 0 | 17 |
| **AM Total** | **128** | **2** | **0** | **130** |
| **Percentage** | **98.46%** | **1.54%** | **0.00%** | |
| **AM Peak** | **11:00 AM** | **12:00 AM** | **12:00 AM** | **11:00 AM** |
| **Volume** | **56** | **1** | **0** | **56** |

| PM | Cars | Single Unit Heavy | Multi Unit Heavy | Total |
|---|---|---|---|---|
| 12:00 PM | 20 | 0 | 0 | 20 |
| 12:15 PM | 26 | 0 | 0 | 26 |
| 12:30 PM | 14 | 0 | 0 | 14 |
| 12:45 PM | 22 | 0 | 0 | 22 |
| 1:00 PM | 21 | 0 | 0 | 21 |
| 1:15 PM | 18 | 0 | 0 | 18 |
| 1:30 PM | 18 | 0 | 0 | 18 |
| 1:45 PM | 16 | 0 | 0 | 16 |
| 2:00 PM | 16 | 0 | 0 | 16 |
| 2:15 PM | 21 | 0 | 0 | 21 |
| 2:30 PM | 21 | 0 | 0 | 21 |
| 2:45 PM | 20 | 0 | 0 | 20 |
| 3:00 PM | 13 | 0 | 0 | 13 |
| 3:15 PM | 16 | 0 | 0 | 16 |
| 3:30 PM | 18 | 0 | 0 | 18 |
| 3:45 PM | 15 | 0 | 0 | 15 |
| 4:00 PM | 16 | 0 | 0 | 16 |
| 4:15 PM | 15 | 0 | 0 | 15 |
| 4:30 PM | 17 | 0 | 0 | 17 |
| 4:45 PM | 24 | 0 | 0 | 24 |
| 5:00 PM | 15 | 0 | 0 | 15 |
| 5:15 PM | 23 | 0 | 0 | 23 |
| 5:30 PM | 17 | 0 | 0 | 17 |
| 5:45 PM | 23 | 0 | 0 | 23 |
| 6:00 PM | 29 | 1 | 0 | 30 |
| 6:15 PM | 29 | 0 | 0 | 29 |
| 6:30 PM | 27 | 0 | 0 | 27 |
| 6:45 PM | 15 | 0 | 0 | 15 |
| 7:00 PM | 17 | 0 | 0 | 17 |
| 7:15 PM | 33 | 0 | 0 | 33 |
| 7:30 PM | 17 | 0 | 0 | 17 |
| 7:45 PM | 20 | 0 | 0 | 20 |
| 8:00 PM | 15 | 0 | 0 | 15 |
| 8:15 PM | 20 | 0 | 0 | 20 |
| 8:30 PM | 19 | 0 | 0 | 19 |
| 8:45 PM | 12 | 0 | 0 | 12 |
| 9:00 PM | 16 | 0 | 0 | 16 |
| 9:15 PM | 18 | 0 | 0 | 18 |
| 9:30 PM | 11 | 0 | 0 | 11 |
| 9:45 PM | 5 | 0 | 0 | 5 |
| 10:00 PM | 2 | 0 | 0 | 2 |
| 10:15 PM | 0 | 0 | 0 | 0 |
| 10:30 PM | 1 | 0 | 0 | 1 |
| 10:45 PM | 2 | 0 | 0 | 2 |
| 11:00 PM | 0 | 0 | 0 | 0 |
| 11:15 PM | 0 | 0 | 0 | 0 |
| 11:30 PM | 0 | 0 | 0 | 0 |
| 11:45 PM | 0 | 0 | 0 | 0 |
| **PM Total** | **753** | **1** | **0** | **754** |
| **Percentage** | **99.87%** | **0.13%** | **0.00%** | |
| **PM Peak** | **5:45 PM** | **5:15 PM** | **12:00 PM** | **5:45 PM** |
| **Volume** | **108** | **1** | **0** | **109** |
| **Day Total** | **881** | **3** | **0** | **884** |
| **Percentage** | **99.66%** | **0.34%** | **0.00%** | |

**Chick-Fil-A South Driveway**
**east of Route 53**
**City, State: Hanover, MA**
**Client: VAI/S. Kelly**
**Site Code: TBD**

**Count Date:** **Tuesday, January 24, 2023**
**Direction:** **EB**

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

**PDI File #** **239130 ATR-B**

Entering Trips

| AM | Cars | Single Unit Heavy | Multi Unit Heavy | Total |
|---|---|---|---|---|
| 12:00 AM | 0 | 0 | 0 | 0 |
| 12:15 AM | 0 | 0 | 0 | 0 |
| 12:30 AM | 0 | 0 | 0 | 0 |
| 12:45 AM | 1 | 0 | 0 | 1 |
| 1:00 AM | 0 | 0 | 0 | 0 |
| 1:15 AM | 0 | 0 | 0 | 0 |
| 1:30 AM | 0 | 0 | 0 | 0 |
| 1:45 AM | 0 | 0 | 0 | 0 |
| 2:00 AM | 0 | 0 | 0 | 0 |
| 2:15 AM | 0 | 0 | 0 | 0 |
| 2:30 AM | 0 | 0 | 0 | 0 |
| 2:45 AM | 0 | 0 | 0 | 0 |
| 3:00 AM | 0 | 0 | 1 | 1 |
| 3:15 AM | 0 | 0 | 0 | 0 |
| 3:30 AM | 0 | 0 | 0 | 0 |
| 3:45 AM | 0 | 0 | 0 | 0 |
| 4:00 AM | 0 | 0 | 0 | 0 |
| 4:15 AM | 0 | 0 | 0 | 0 |
| 4:30 AM | 0 | 0 | 0 | 0 |
| 4:45 AM | 0 | 0 | 0 | 0 |
| 5:00 AM | 0 | 0 | 0 | 0 |
| 5:15 AM | 0 | 0 | 0 | 0 |
| 5:30 AM | 1 | 0 | 0 | 1 |
| 5:45 AM | 0 | 1 | 0 | 1 |
| 6:00 AM | 0 | 0 | 0 | 0 |
| 6:15 AM | 2 | 1 | 0 | 3 |
| 6:30 AM | 1 | 1 | 0 | 2 |
| 6:45 AM | 2 | 0 | 0 | 2 |
| 7:00 AM | 6 | 0 | 0 | 6 |
| 7:15 AM | 3 | 0 | 0 | 3 |
| 7:30 AM | 3 | 0 | 0 | 3 |
| 7:45 AM | 2 | 0 | 0 | 2 |
| 8:00 AM | 6 | 0 | 0 | 6 |
| 8:15 AM | 5 | 0 | 0 | 5 |
| 8:30 AM | 12 | 0 | 0 | 12 |
| 8:45 AM | 6 | 0 | 0 | 6 |
| 9:00 AM | 16 | 0 | 0 | 16 |
| 9:15 AM | 11 | 0 | 0 | 11 |
| 9:30 AM | 6 | 0 | 0 | 6 |
| 9:45 AM | 8 | 0 | 0 | 8 |
| 10:00 AM | 11 | 1 | 0 | 12 |
| 10:15 AM | 10 | 0 | 0 | 10 |
| 10:30 AM | 10 | 0 | 0 | 10 |
| 10:45 AM | 17 | 1 | 0 | 18 |
| 11:00 AM | 11 | 0 | 0 | 11 |
| 11:15 AM | 31 | 0 | 0 | 31 |
| 11:30 AM | 30 | 0 | 0 | 30 |
| 11:45 AM | 25 | 1 | 0 | 26 |
| **AM Total** | **236** | **6** | **1** | **243** |
| **Percentage** | **97.12%** | **2.47%** | **0.41%** | |
| **AM Peak** | **11:00 AM** | **5:45 AM** | **2:15 AM** | **11:00 AM** |
| **Volume** | **97** | **3** | **1** | **98** |

| PM | Cars | Single Unit Heavy | Multi Unit Heavy | Total |
|---|---|---|---|---|
| 12:00 PM | 28 | 1 | 0 | 29 |
| 12:15 PM | 33 | 1 | 0 | 34 |
| 12:30 PM | 36 | 0 | 0 | 36 |
| 12:45 PM | 34 | 0 | 0 | 34 |
| 1:00 PM | 29 | 0 | 0 | 29 |
| 1:15 PM | 37 | 0 | 0 | 37 |
| 1:30 PM | 27 | 0 | 0 | 27 |
| 1:45 PM | 25 | 0 | 0 | 25 |
| 2:00 PM | 32 | 1 | 0 | 33 |
| 2:15 PM | 33 | 0 | 0 | 33 |
| 2:30 PM | 34 | 0 | 0 | 34 |
| 2:45 PM | 23 | 0 | 0 | 23 |
| 3:00 PM | 18 | 0 | 0 | 18 |
| 3:15 PM | 21 | 0 | 0 | 21 |
| 3:30 PM | 25 | 0 | 0 | 25 |
| 3:45 PM | 31 | 0 | 0 | 31 |
| 4:00 PM | 31 | 0 | 0 | 31 |
| 4:15 PM | 18 | 0 | 0 | 18 |
| 4:30 PM | 20 | 0 | 0 | 20 |
| 4:45 PM | 23 | 0 | 0 | 23 |
| 5:00 PM | 28 | 0 | 0 | 28 |
| 5:15 PM | 37 | 1 | 0 | 38 |
| 5:30 PM | 44 | 0 | 0 | 44 |
| 5:45 PM | 39 | 0 | 0 | 39 |
| 6:00 PM | 44 | 0 | 0 | 44 |
| 6:15 PM | 39 | 0 | 0 | 39 |
| 6:30 PM | 40 | 0 | 0 | 40 |
| 6:45 PM | 28 | 0 | 0 | 28 |
| 7:00 PM | 27 | 0 | 0 | 27 |
| 7:15 PM | 26 | 0 | 0 | 26 |
| 7:30 PM | 31 | 0 | 0 | 31 |
| 7:45 PM | 24 | 0 | 0 | 24 |
| 8:00 PM | 24 | 0 | 0 | 24 |
| 8:15 PM | 23 | 0 | 0 | 23 |
| 8:30 PM | 18 | 0 | 0 | 18 |
| 8:45 PM | 17 | 0 | 0 | 17 |
| 9:00 PM | 27 | 0 | 0 | 27 |
| 9:15 PM | 19 | 0 | 0 | 19 |
| 9:30 PM | 6 | 0 | 0 | 6 |
| 9:45 PM | 6 | 0 | 0 | 6 |
| 10:00 PM | 1 | 0 | 0 | 1 |
| 10:15 PM | 0 | 0 | 0 | 0 |
| 10:30 PM | 0 | 0 | 0 | 0 |
| 10:45 PM | 0 | 0 | 0 | 0 |
| 11:00 PM | 0 | 0 | 0 | 0 |
| 11:15 PM | 1 | 0 | 0 | 1 |
| 11:30 PM | 0 | 0 | 0 | 0 |
| 11:45 PM | 0 | 0 | 0 | 0 |
| **PM Total** | **1107** | **4** | **0** | **1111** |
| **Percentage** | **99.64%** | **0.36%** | **0.00%** | |
| **PM Peak** | **5:30 PM** | **12:00 PM** | **12:00 PM** | **5:30 PM** |
| **Volume** | **166** | **2** | **0** | **166** |
| **Day Total** | **1343** | **10** | **1** | **1354** |
| **Percentage** | **99.19%** | **0.74%** | **0.07%** | |

**Chick-Fil-A South Driveway**
**east of Route 53**
**City, State: Hanover, MA**
**Client: VAI/S. Kelly**
**Site Code: TBD**

**PDI File #** **239130 ATR-B**

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

## Exiting Trips

**Count Date:** **Tuesday, January 24, 2023**
**Direction:** **WB**

| AM | Cars | Single Unit Heavy | Multi Unit Heavy | Total |
|---|---|---|---|---|
| 12:00 AM | 0 | 0 | 0 | 0 |
| 12:15 AM | 0 | 0 | 0 | 0 |
| 12:30 AM | 0 | 0 | 0 | 0 |
| 12:45 AM | 0 | 0 | 1 | 1 |
| 1:00 AM | 0 | 0 | 0 | 0 |
| 1:15 AM | 0 | 0 | 0 | 0 |
| 1:30 AM | 0 | 0 | 0 | 0 |
| 1:45 AM | 0 | 0 | 0 | 0 |
| 2:00 AM | 0 | 0 | 0 | 0 |
| 2:15 AM | 0 | 0 | 0 | 0 |
| 2:30 AM | 0 | 0 | 0 | 0 |
| 2:45 AM | 0 | 0 | 0 | 0 |
| 3:00 AM | 0 | 0 | 0 | 0 |
| 3:15 AM | 0 | 0 | 0 | 0 |
| 3:30 AM | 0 | 0 | 0 | 0 |
| 3:45 AM | 0 | 0 | 0 | 0 |
| 4:00 AM | 0 | 0 | 0 | 0 |
| 4:15 AM | 0 | 0 | 0 | 0 |
| 4:30 AM | 0 | 0 | 0 | 0 |
| 4:45 AM | 0 | 0 | 0 | 0 |
| 5:00 AM | 0 | 0 | 0 | 0 |
| 5:15 AM | 0 | 0 | 0 | 0 |
| 5:30 AM | 0 | 0 | 0 | 0 |
| 5:45 AM | 0 | 0 | 0 | 0 |
| 6:00 AM | 0 | 0 | 0 | 0 |
| 6:15 AM | 0 | 0 | 0 | 0 |
| 6:30 AM | 0 | 1 | 0 | 1 |
| 6:45 AM | 0 | 1 | 0 | 1 |
| 7:00 AM | 1 | 0 | 0 | 1 |
| 7:15 AM | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 |
| 7:45 AM | 1 | 0 | 0 | 1 |
| 8:00 AM | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 0 | 0 | 0 |
| 9:00 AM | 2 | 0 | 0 | 2 |
| 9:15 AM | 0 | 0 | 0 | 0 |
| 9:30 AM | 1 | 0 | 0 | 1 |
| 9:45 AM | 0 | 0 | 0 | 0 |
| 10:00 AM | 0 | 0 | 0 | 0 |
| 10:15 AM | 2 | 0 | 0 | 2 |
| 10:30 AM | 0 | 0 | 0 | 0 |
| 10:45 AM | 2 | 0 | 0 | 2 |
| 11:00 AM | 4 | 0 | 0 | 4 |
| 11:15 AM | 4 | 0 | 0 | 4 |
| 11:30 AM | 5 | 0 | 0 | 5 |
| 11:45 AM | 6 | 0 | 0 | 6 |
| **AM Total** | **28** | **2** | **1** | **31** |
| **Percentage** | **90.32%** | **6.45%** | **3.23%** | |
| **AM Peak** | **11:00 AM** | **6:00 AM** | **12:00 AM** | **11:00 AM** |
| **Volume** | **19** | **2** | **1** | **19** |

| PM | Cars | Single Unit Heavy | Multi Unit Heavy | Total |
|---|---|---|---|---|
| 12:00 PM | 7 | 1 | 0 | 8 |
| 12:15 PM | 7 | 0 | 0 | 7 |
| 12:30 PM | 8 | 0 | 0 | 8 |
| 12:45 PM | 10 | 0 | 0 | 10 |
| 1:00 PM | 13 | 0 | 0 | 13 |
| 1:15 PM | 5 | 0 | 0 | 5 |
| 1:30 PM | 8 | 0 | 0 | 8 |
| 1:45 PM | 11 | 0 | 0 | 11 |
| 2:00 PM | 7 | 0 | 0 | 7 |
| 2:15 PM | 8 | 0 | 0 | 8 |
| 2:30 PM | 5 | 0 | 0 | 5 |
| 2:45 PM | 7 | 0 | 0 | 7 |
| 3:00 PM | 4 | 0 | 0 | 4 |
| 3:15 PM | 2 | 0 | 0 | 2 |
| 3:30 PM | 5 | 0 | 0 | 5 |
| 3:45 PM | 5 | 0 | 0 | 5 |
| 4:00 PM | 2 | 0 | 0 | 2 |
| 4:15 PM | 11 | 0 | 0 | 11 |
| 4:30 PM | 6 | 0 | 0 | 6 |
| 4:45 PM | 0 | 0 | 0 | 0 |
| 5:00 PM | 9 | 0 | 0 | 9 |
| 5:15 PM | 5 | 0 | 0 | 5 |
| 5:30 PM | 6 | 0 | 0 | 6 |
| 5:45 PM | 12 | 0 | 0 | 12 |
| 6:00 PM | 7 | 0 | 0 | 7 |
| 6:15 PM | 11 | 0 | 0 | 11 |
| 6:30 PM | 15 | 0 | 0 | 15 |
| 6:45 PM | 10 | 0 | 0 | 10 |
| 7:00 PM | 11 | 0 | 0 | 11 |
| 7:15 PM | 8 | 0 | 0 | 8 |
| 7:30 PM | 4 | 0 | 0 | 4 |
| 7:45 PM | 7 | 0 | 0 | 7 |
| 8:00 PM | 7 | 0 | 0 | 7 |
| 8:15 PM | 4 | 0 | 0 | 4 |
| 8:30 PM | 5 | 0 | 0 | 5 |
| 8:45 PM | 8 | 0 | 0 | 8 |
| 9:00 PM | 7 | 0 | 0 | 7 |
| 9:15 PM | 5 | 0 | 0 | 5 |
| 9:30 PM | 7 | 0 | 0 | 7 |
| 9:45 PM | 1 | 0 | 0 | 1 |
| 10:00 PM | 2 | 0 | 0 | 2 |
| 10:15 PM | 3 | 0 | 0 | 3 |
| 10:30 PM | 1 | 0 | 0 | 1 |
| 10:45 PM | 0 | 0 | 0 | 0 |
| 11:00 PM | 1 | 0 | 0 | 1 |
| 11:15 PM | 1 | 0 | 0 | 1 |
| 11:30 PM | 0 | 0 | 0 | 0 |
| 11:45 PM | 0 | 0 | 0 | 0 |
| **PM Total** | **288** | **1** | **0** | **289** |
| **Percentage** | **99.65%** | **0.35%** | **0.00%** | |
| **PM Peak** | **6:15 PM** | **12:00 PM** | **12:00 PM** | **6:15 PM** |
| **Volume** | **47** | **1** | **0** | **47** |
| **Day Total** | **316** | **3** | **1** | **320** |
| **Percentage** | **98.75%** | **0.94%** | **0.31%** | |

**Chick-Fil-A Rear Driveway**
**west of Mall Access Road**
**City, State: Hanover, MA**
**Client: VAI/S. Kelly**
**Site Code: TBD**

**Count Date:** **Tuesday, January 24, 2023**
**Direction:** **EB**

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

**PDI File #** **239130 ATR-C**

## Exiting Trips

| AM | Cars | Single Unit Heavy | Multi Unit Heavy | Total |
|---|---|---|---|---|
| 12:00 AM | 0 | 0 | 0 | 0 |
| 12:15 AM | 0 | 0 | 0 | 0 |
| 12:30 AM | 0 | 0 | 0 | 0 |
| 12:45 AM | 0 | 0 | 0 | 0 |
| 1:00 AM | 0 | 0 | 0 | 0 |
| 1:15 AM | 0 | 0 | 0 | 0 |
| 1:30 AM | 0 | 0 | 0 | 0 |
| 1:45 AM | 0 | 0 | 0 | 0 |
| 2:00 AM | 0 | 0 | 0 | 0 |
| 2:15 AM | 0 | 0 | 0 | 0 |
| 2:30 AM | 0 | 0 | 0 | 0 |
| 2:45 AM | 0 | 0 | 0 | 0 |
| 3:00 AM | 0 | 0 | 0 | 0 |
| 3:15 AM | 0 | 0 | 0 | 0 |
| 3:30 AM | 0 | 0 | 0 | 0 |
| 3:45 AM | 0 | 0 | 0 | 0 |
| 4:00 AM | 0 | 0 | 0 | 0 |
| 4:15 AM | 0 | 0 | 0 | 0 |
| 4:30 AM | 0 | 0 | 0 | 0 |
| 4:45 AM | 0 | 0 | 0 | 0 |
| 5:00 AM | 0 | 0 | 0 | 0 |
| 5:15 AM | 0 | 0 | 0 | 0 |
| 5:30 AM | 0 | 0 | 0 | 0 |
| 5:45 AM | 0 | 1 | 0 | 1 |
| 6:00 AM | 2 | 0 | 0 | 2 |
| 6:15 AM | 1 | 1 | 0 | 2 |
| 6:30 AM | 1 | 0 | 0 | 1 |
| 6:45 AM | 0 | 1 | 0 | 1 |
| 7:00 AM | 1 | 0 | 0 | 1 |
| 7:15 AM | 2 | 0 | 0 | 2 |
| 7:30 AM | 2 | 0 | 0 | 2 |
| 7:45 AM | 0 | 0 | 0 | 0 |
| 8:00 AM | 4 | 0 | 0 | 4 |
| 8:15 AM | 1 | 0 | 0 | 1 |
| 8:30 AM | 5 | 0 | 0 | 5 |
| 8:45 AM | 1 | 0 | 0 | 1 |
| 9:00 AM | 1 | 0 | 0 | 1 |
| 9:15 AM | 6 | 0 | 0 | 6 |
| 9:30 AM | 4 | 0 | 0 | 4 |
| 9:45 AM | 0 | 0 | 0 | 0 |
| 10:00 AM | 2 | 0 | 0 | 2 |
| 10:15 AM | 5 | 0 | 0 | 5 |
| 10:30 AM | 2 | 1 | 0 | 3 |
| 10:45 AM | 3 | 0 | 0 | 3 |
| 11:00 AM | 8 | 1 | 0 | 9 |
| 11:15 AM | 4 | 0 | 0 | 4 |
| 11:30 AM | 7 | 0 | 0 | 7 |
| 11:45 AM | 8 | 0 | 0 | 8 |
| **AM Total** | **70** | **5** | **0** | **75** |
| **Percentage** | **93.33%** | **6.67%** | **0.00%** | |
| **AM Peak** | **11:00 AM** | **5:30 AM** | **12:00 AM** | **11:00 AM** |
| **Volume** | **27** | **2** | **0** | **28** |

| PM | Cars | Single Unit Heavy | Multi Unit Heavy | Total |
|---|---|---|---|---|
| 12:00 PM | 10 | 0 | 0 | 10 |
| 12:15 PM | 12 | 1 | 0 | 13 |
| 12:30 PM | 19 | 0 | 0 | 19 |
| 12:45 PM | 13 | 0 | 0 | 13 |
| 1:00 PM | 10 | 0 | 0 | 10 |
| 1:15 PM | 14 | 0 | 0 | 14 |
| 1:30 PM | 13 | 0 | 0 | 13 |
| 1:45 PM | 11 | 0 | 0 | 11 |
| 2:00 PM | 9 | 0 | 0 | 9 |
| 2:15 PM | 10 | 0 | 0 | 10 |
| 2:30 PM | 12 | 0 | 0 | 12 |
| 2:45 PM | 17 | 0 | 0 | 17 |
| 3:00 PM | 9 | 0 | 0 | 9 |
| 3:15 PM | 5 | 0 | 0 | 5 |
| 3:30 PM | 7 | 0 | 0 | 7 |
| 3:45 PM | 11 | 0 | 0 | 11 |
| 4:00 PM | 12 | 0 | 0 | 12 |
| 4:15 PM | 12 | 0 | 0 | 12 |
| 4:30 PM | 4 | 0 | 0 | 4 |
| 4:45 PM | 6 | 0 | 0 | 6 |
| 5:00 PM | 7 | 0 | 0 | 7 |
| 5:15 PM | 11 | 0 | 0 | 11 |
| 5:30 PM | 13 | 0 | 0 | 13 |
| 5:45 PM | 13 | 0 | 0 | 13 |
| 6:00 PM | 14 | 0 | 0 | 14 |
| 6:15 PM | 14 | 0 | 0 | 14 |
| 6:30 PM | 9 | 0 | 0 | 9 |
| 6:45 PM | 11 | 0 | 0 | 11 |
| 7:00 PM | 5 | 0 | 0 | 5 |
| 7:15 PM | 8 | 0 | 0 | 8 |
| 7:30 PM | 4 | 0 | 0 | 4 |
| 7:45 PM | 4 | 0 | 0 | 4 |
| 8:00 PM | 5 | 0 | 0 | 5 |
| 8:15 PM | 3 | 0 | 0 | 3 |
| 8:30 PM | 2 | 0 | 0 | 2 |
| 8:45 PM | 4 | 0 | 0 | 4 |
| 9:00 PM | 5 | 0 | 0 | 5 |
| 9:15 PM | 3 | 0 | 0 | 3 |
| 9:30 PM | 2 | 0 | 0 | 2 |
| 9:45 PM | 0 | 0 | 0 | 0 |
| 10:00 PM | 1 | 0 | 0 | 1 |
| 10:15 PM | 0 | 0 | 0 | 0 |
| 10:30 PM | 0 | 0 | 0 | 0 |
| 10:45 PM | 0 | 0 | 0 | 0 |
| 11:00 PM | 2 | 0 | 0 | 2 |
| 11:15 PM | 2 | 0 | 0 | 2 |
| 11:30 PM | 0 | 0 | 0 | 0 |
| 11:45 PM | 0 | 0 | 0 | 0 |
| **PM Total** | **358** | **1** | **0** | **359** |
| **Percentage** | **99.72%** | **0.28%** | **0.00%** | |
| **PM Peak** | **12:30 PM** | **12:00 PM** | **12:00 PM** | **12:30 PM** |
| **Volume** | **56** | **1** | **0** | **56** |
| **Day Total** | **428** | **6** | **0** | **434** |
| **Percentage** | **98.62%** | **1.38%** | **0.00%** | |

**Chick-Fil-A Rear Driveway**
**west of Mall Access Road**
**City, State: Hanover, MA**
**Client: VAI/S. Kelly**
**Site Code: TBD**

PRECISION DATA INDUSTRIES, LLC
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Email: datarequests@pdillc.com

**PDI File #** **239130 ATR-C**

## Entering Trips

**Count Date:** **Tuesday, January 24, 2023**
**Direction:** **WB**

| AM | Cars | Single Unit Heavy | Multi Unit Heavy | Total |
|---|---|---|---|---|
| 12:00 AM | 0 | 0 | 0 | 0 |
| 12:15 AM | 0 | 0 | 1 | 1 |
| 12:30 AM | 0 | 0 | 0 | 0 |
| 12:45 AM | 0 | 0 | 0 | 0 |
| 1:00 AM | 0 | 0 | 0 | 0 |
| 1:15 AM | 0 | 0 | 0 | 0 |
| 1:30 AM | 0 | 0 | 0 | 0 |
| 1:45 AM | 0 | 0 | 0 | 0 |
| 2:00 AM | 0 | 0 | 0 | 0 |
| 2:15 AM | 0 | 0 | 0 | 0 |
| 2:30 AM | 0 | 0 | 0 | 0 |
| 2:45 AM | 0 | 0 | 0 | 0 |
| 3:00 AM | 0 | 0 | 0 | 0 |
| 3:15 AM | 0 | 0 | 0 | 0 |
| 3:30 AM | 0 | 0 | 0 | 0 |
| 3:45 AM | 0 | 0 | 0 | 0 |
| 4:00 AM | 0 | 0 | 0 | 0 |
| 4:15 AM | 0 | 0 | 0 | 0 |
| 4:30 AM | 0 | 0 | 0 | 0 |
| 4:45 AM | 0 | 0 | 0 | 0 |
| 5:00 AM | 0 | 0 | 0 | 0 |
| 5:15 AM | 0 | 0 | 0 | 0 |
| 5:30 AM | 0 | 0 | 0 | 0 |
| 5:45 AM | 0 | 1 | 0 | 1 |
| 6:00 AM | 0 | 1 | 0 | 1 |
| 6:15 AM | 0 | 1 | 0 | 1 |
| 6:30 AM | 0 | 0 | 0 | 0 |
| 6:45 AM | 0 | 0 | 0 | 0 |
| 7:00 AM | 1 | 0 | 0 | 1 |
| 7:15 AM | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 |
| 7:45 AM | 1 | 0 | 0 | 1 |
| 8:00 AM | 1 | 0 | 0 | 1 |
| 8:15 AM | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 0 | 0 | 0 |
| 9:00 AM | 1 | 0 | 0 | 1 |
| 9:15 AM | 0 | 0 | 0 | 0 |
| 9:30 AM | 2 | 0 | 0 | 2 |
| 9:45 AM | 1 | 0 | 0 | 1 |
| 10:00 AM | 4 | 0 | 0 | 4 |
| 10:15 AM | 3 | 1 | 0 | 4 |
| 10:30 AM | 1 | 0 | 0 | 1 |
| 10:45 AM | 3 | 1 | 0 | 4 |
| 11:00 AM | 5 | 0 | 0 | 5 |
| 11:15 AM | 7 | 0 | 0 | 7 |
| 11:30 AM | 4 | 0 | 0 | 4 |
| 11:45 AM | 4 | 0 | 0 | 4 |
| **AM Total** | **38** | **5** | **1** | **44** |
| **Percentage** | **86.36%** | **11.36%** | **2.27%** | |
| **AM Peak** | **11:00 AM** | **5:30 AM** | **12:00 AM** | **10:45 AM** |
| **Volume** | **20** | **3** | **1** | **20** |

| PM | Cars | Single Unit Heavy | Multi Unit Heavy | Total |
|---|---|---|---|---|
| 12:00 PM | 12 | 0 | 0 | 12 |
| 12:15 PM | 9 | 0 | 0 | 9 |
| 12:30 PM | 7 | 0 | 0 | 7 |
| 12:45 PM | 10 | 0 | 0 | 10 |
| 1:00 PM | 10 | 0 | 0 | 10 |
| 1:15 PM | 7 | 0 | 0 | 7 |
| 1:30 PM | 9 | 0 | 0 | 9 |
| 1:45 PM | 6 | 0 | 0 | 6 |
| 2:00 PM | 7 | 0 | 0 | 7 |
| 2:15 PM | 3 | 0 | 0 | 3 |
| 2:30 PM | 5 | 0 | 0 | 5 |
| 2:45 PM | 8 | 0 | 0 | 8 |
| 3:00 PM | 7 | 0 | 0 | 7 |
| 3:15 PM | 3 | 0 | 0 | 3 |
| 3:30 PM | 7 | 0 | 0 | 7 |
| 3:45 PM | 9 | 0 | 0 | 9 |
| 4:00 PM | 8 | 0 | 0 | 8 |
| 4:15 PM | 6 | 0 | 0 | 6 |
| 4:30 PM | 3 | 0 | 0 | 3 |
| 4:45 PM | 6 | 0 | 0 | 6 |
| 5:00 PM | 5 | 1 | 0 | 6 |
| 5:15 PM | 6 | 0 | 0 | 6 |
| 5:30 PM | 6 | 0 | 0 | 6 |
| 5:45 PM | 7 | 0 | 0 | 7 |
| 6:00 PM | 10 | 0 | 0 | 10 |
| 6:15 PM | 3 | 0 | 0 | 3 |
| 6:30 PM | 7 | 0 | 0 | 7 |
| 6:45 PM | 7 | 0 | 0 | 7 |
| 7:00 PM | 8 | 0 | 0 | 8 |
| 7:15 PM | 6 | 0 | 0 | 6 |
| 7:30 PM | 3 | 0 | 0 | 3 |
| 7:45 PM | 5 | 0 | 0 | 5 |
| 8:00 PM | 6 | 0 | 0 | 6 |
| 8:15 PM | 0 | 0 | 0 | 0 |
| 8:30 PM | 2 | 0 | 0 | 2 |
| 8:45 PM | 9 | 0 | 0 | 9 |
| 9:00 PM | 3 | 0 | 0 | 3 |
| 9:15 PM | 2 | 0 | 0 | 2 |
| 9:30 PM | 1 | 0 | 0 | 1 |
| 9:45 PM | 0 | 0 | 0 | 0 |
| 10:00 PM | 0 | 0 | 0 | 0 |
| 10:15 PM | 1 | 0 | 0 | 1 |
| 10:30 PM | 0 | 0 | 0 | 0 |
| 10:45 PM | 0 | 0 | 0 | 0 |
| 11:00 PM | 0 | 0 | 0 | 0 |
| 11:15 PM | 0 | 0 | 0 | 0 |
| 11:30 PM | 0 | 0 | 0 | 0 |
| 11:45 PM | 0 | 0 | 0 | 0 |
| **PM Total** | **239** | **1** | **0** | **240** |
| **Percentage** | **99.58%** | **0.42%** | **0.00%** | |
| **PM Peak** | **12:00 PM** | **4:15 PM** | **12:00 PM** | **12:00 PM** |
| **Volume** | **38** | **1** | **0** | **38** |
| **Day Total** | **277** | **6** | **1** | **284** |
| **Percentage** | **97.54%** | **2.11%** | **0.35%** | |

Internal Trips

| NCHRP 684 Internal Trip Capture Estimation Tool | | | |
|---|---|---|---|
| **Project Name:** | Steeplegate Mall Redevelopment | **Organization:** | VAI |
| **Project Location:** | Concord, NH | **Performed By:** | DCL |
| **Scenario Description:** | | **Date:** | 4/2/2026 |
| **Analysis Year:** | 2027/2037 | **Checked By:** | |
| **Analysis Period:** | **AM Street Peak Hour** | **Date:** | |

**Table 1-A: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)**

| Land Use | Development Data (*For Information Only*) | | | Estimated Vehicle-Trips[3] | | |
|---|---|---|---|---|---|---|
| | ITE LUCs[1] | Quantity | Units | Total | Entering | Exiting |
| Office | | | | 0 | | |
| Retail | 321/912/Cosct | 304,785 | sf | 905 | 528 | 377 |
| Restaurant | 0/932/Chick-fi | 16,461 | sf | 149 | 81 | 68 |
| Cinema/Entertainment | | | | 0 | | |
| Residential | 221 | 606 | units | 247 | 57 | 190 |
| Hotel | | | | 0 | | |
| All Other Land Uses[2] | | | | 0 | | |
| | | | | 1,301 | 666 | 635 |

**Table 2-A: Mode Split and Vehicle Occupancy Estimates**

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

**Table 3-A: Average Land Use Interchange Distances (Feet Walking Distance)**

| Origin (From) | Destination (To) | | | | | |
|---|---|---|---|---|---|---|
| | Office | Retail | Restaurant | Cinema/Entertainment | Residential | Hotel |
| Office | | | | | | |
| Retail | | | | | | |
| Restaurant | | | | | | |
| Cinema/Entertainment | | | | | | |
| Residential | | | | | | |
| Hotel | | | | | | |

**Table 4-A: Internal Person-Trip Origin-Destination Matrix***

| Origin (From) | Destination (To) | | | | | |
|---|---|---|---|---|---|---|
| | Office | Retail | Restaurant | Cinema/Entertainment | Residential | Hotel |
| Office | | 0 | 0 | 0 | 0 | 0 |
| Retail | 0 | | 41 | 0 | 1 | 0 |
| Restaurant | 0 | 10 | | 0 | 3 | 0 |
| Cinema/Entertainment | 0 | 0 | 0 | | 0 | 0 |
| Residential | 0 | 2 | 16 | 0 | | 0 |
| Hotel | 0 | 0 | 0 | 0 | 0 | |

**Table 5-A: Computations Summary**

| | Total | Entering | Exiting |
|---|---|---|---|
| All Person-Trips | 1,301 | 666 | 635 |
| Internal Capture Percentage | 11% | 11% | 11% |
| | | | |
| External Vehicle-Trips[5] | 1,155 | 593 | 562 |
| External Transit-Trips[6] | 0 | 0 | 0 |
| External Non-Motorized Trips[6] | 0 | 0 | 0 |

**Table 6-A: Internal Trip Capture Percentages by Land Use**

| Land Use | Entering Trips | Exiting Trips |
|---|---|---|
| Office | N/A | N/A |
| Retail | 2% | 11% |
| Restaurant | 70% | 19% |
| Cinema/Entertainment | N/A | N/A |
| Residential | 7% | 9% |
| Hotel | N/A | N/A |

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

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

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

[4]Enter vehicle occupancy assumed in Table 1-A vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be made to Tables 5-A, 9-A (O and D). Enter transit, non-motorized percentages that will result with proposed mixed-use project complete.

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

[6]Person-Trips

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

Estimation Tool Developed by the Texas A&M Transportation Institute - Version 2013.1

| | |
|---|---|
| **Project Name:** | Steeplegate Mall Redevelopment |
| **Analysis Period:** | **AM Street Peak Hour** |

**Table 7-A: Conversion of Vehicle-Trip Ends to Person-Trip Ends**

| Land Use | Table 7-A (D): Entering Trips | | | Table 7-A (O): Exiting Trips | | |
|---|---|---|---|---|---|---|
| | Veh. Occ. | Vehicle-Trips | Person-Trips* | Veh. Occ. | Vehicle-Trips | Person-Trips* |
| Office | 1.00 | 0 | 0 | 1.00 | 0 | 0 |
| Retail | 1.00 | 528 | 528 | 1.00 | 377 | 377 |
| Restaurant | 1.00 | 81 | 81 | 1.00 | 68 | 68 |
| Cinema/Entertainment | 1.00 | 0 | 0 | 1.00 | 0 | 0 |
| Residential | 1.00 | 57 | 57 | 1.00 | 190 | 190 |
| Hotel | 1.00 | 0 | 0 | 1.00 | 0 | 0 |

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

| Origin (From) | Destination (To) | | | | | |
|---|---|---|---|---|---|---|
| | Office | Retail | Restaurant | Cinema/Entertainment | Residential | Hotel |
| Office | | 0 | 0 | 0 | 0 | 0 |
| Retail | 109 | | 49 | 0 | 53 | 0 |
| Restaurant | 21 | 10 | | 0 | 3 | 2 |
| Cinema/Entertainment | 0 | 0 | 0 | | 0 | 0 |
| Residential | 4 | 2 | 38 | 0 | | 0 |
| Hotel | 0 | 0 | 0 | 0 | 0 | |

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

| Origin (From) | Destination (To) | | | | | |
|---|---|---|---|---|---|---|
| | Office | Retail | Restaurant | Cinema/Entertainment | Residential | Hotel |
| Office | | 169 | 19 | 0 | 0 | 0 |
| Retail | 0 | | 41 | 0 | 1 | 0 |
| Restaurant | 0 | 42 | | 0 | 3 | 0 |
| Cinema/Entertainment | 0 | 0 | 0 | | 0 | 0 |
| Residential | 0 | 90 | 16 | 0 | | 0 |
| Hotel | 0 | 21 | 5 | 0 | 0 | |

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

| Destination Land Use | Person-Trip Estimates | | | External Trips by Mode* | | |
|---|---|---|---|---|---|---|
| | Internal | External | Total | Vehicles[1] | Transit[2] | Non-Motorized[2] |
| Office | 0 | 0 | 0 | 0 | 0 | 0 |
| Retail | 12 | 516 | 528 | 516 | 0 | 0 |
| Restaurant | 57 | 24 | 81 | 24 | 0 | 0 |
| Cinema/Entertainment | 0 | 0 | 0 | 0 | 0 | 0 |
| Residential | 4 | 53 | 57 | 53 | 0 | 0 |
| Hotel | 0 | 0 | 0 | 0 | 0 | 0 |
| All Other Land Uses[3] | 0 | 0 | 0 | 0 | 0 | 0 |

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

| Origin Land Use | Person-Trip Estimates | | | External Trips by Mode* | | |
|---|---|---|---|---|---|---|
| | Internal | External | Total | Vehicles[1] | Transit[2] | Non-Motorized[2] |
| Office | 0 | 0 | 0 | 0 | 0 | 0 |
| Retail | 42 | 335 | 377 | 335 | 0 | 0 |
| Restaurant | 13 | 55 | 68 | 55 | 0 | 0 |
| Cinema/Entertainment | 0 | 0 | 0 | 0 | 0 | 0 |
| Residential | 18 | 172 | 190 | 172 | 0 | 0 |
| Hotel | 0 | 0 | 0 | 0 | 0 | 0 |
| All Other Land Uses[3] | 0 | 0 | 0 | 0 | 0 | 0 |

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

[2]Person-Trips

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

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

| NCHRP 684 Internal Trip Capture Estimation Tool | | | |
|---|---|---|---|
| **Project Name:** | Steeplegate Mall Redevelopment | **Organization:** | VAI |
| **Project Location:** | Concord, NH | **Performed By:** | DCL |
| **Scenario Description:** | | **Date:** | 4/2/2026 |
| **Analysis Year:** | 2027/2037 | **Checked By:** | |
| **Analysis Period:** | **PM Street Peak Hour** | **Date:** | |

**Table 1-P: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)**

| Land Use | Development Data (*For Information Only*) | | | Estimated Vehicle-Trips[3] | | |
|---|---|---|---|---|---|---|
| | ITE LUCs[1] | Quantity | Units | Total | Entering | Exiting |
| Office | | | | 0 | | |
| Retail | 321/912/Cosct | 304,785 | sf | 2,510 | 1,219 | 1,291 |
| Restaurant | 0/932/Chick-fil | 16,461 | sf | 481 | 246 | 235 |
| Cinema/Entertainment | | | | 0 | | |
| Residential | 221 | 606 | units | 221 | 142 | 79 |
| Hotel | | | | 0 | | |
| All Other Land Uses[2] | | | | 0 | | |
| | | | | 3,212 | 1,607 | 1,605 |

**Table 2-P: Mode Split and Vehicle Occupancy Estimates**

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

**Table 3-P: Average Land Use Interchange Distances (Feet Walking Distance)**

| Origin (From) | Destination (To) | | | | | |
|---|---|---|---|---|---|---|
| | Office | Retail | Restaurant | Cinema/Entertainment | Residential | Hotel |
| Office | | | | | | |
| Retail | | | | | | |
| Restaurant | | | | | | |
| Cinema/Entertainment | | | | | | |
| Residential | | | | | | |
| Hotel | | | | | | |

**Table 4-P: Internal Person-Trip Origin-Destination Matrix***

| Origin (From) | Destination (To) | | | | | |
|---|---|---|---|---|---|---|
| | Office | Retail | Restaurant | Cinema/Entertainment | Residential | Hotel |
| Office | | 0 | 0 | 0 | 0 | 0 |
| Retail | 0 | | 71 | 0 | 65 | 0 |
| Restaurant | 0 | 96 | | 0 | 23 | 0 |
| Cinema/Entertainment | 0 | 0 | 0 | | 0 | 0 |
| Residential | 0 | 33 | 17 | 0 | | 0 |
| Hotel | 0 | 0 | 0 | 0 | 0 | |

**Table 5-P: Computations Summary**

| | Total | Entering | Exiting |
|---|---|---|---|
| All Person-Trips | 3,212 | 1,607 | 1,605 |
| Internal Capture Percentage | 19% | 19% | 19% |
| | | | |
| External Vehicle-Trips[5] | 2,602 | 1,302 | 1,300 |
| External Transit-Trips[6] | 0 | 0 | 0 |
| External Non-Motorized Trips[6] | 0 | 0 | 0 |

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

| Land Use | Entering Trips | Exiting Trips |
|---|---|---|
| Office | N/A | N/A |
| Retail | 11% | 11% |
| Restaurant | 36% | 51% |
| Cinema/Entertainment | N/A | N/A |
| Residential | 62% | 63% |
| Hotel | N/A | N/A |

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

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

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

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

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

[6]Person-Trips

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

Estimation Tool Developed by the Texas A&M Transportation Institute - Version 2013.1

| | |
|---|---|
| **Project Name:** | Steeplegate Mall Redevelopment |
| **Analysis Period:** | **PM Street Peak Hour** |

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

| Land Use | Table 7-P (D): Entering Trips | | | Table 7-P (O): Exiting Trips | | |
|---|---|---|---|---|---|---|
| | Veh. Occ. | Vehicle-Trips | Person-Trips* | Veh. Occ. | Vehicle-Trips | Person-Trips* |
| Office | 1.00 | 0 | 0 | 1.00 | 0 | 0 |
| Retail | 1.00 | 1219 | 1219 | 1.00 | 1291 | 1291 |
| Restaurant | 1.00 | 246 | 246 | 1.00 | 235 | 235 |
| Cinema/Entertainment | 1.00 | 0 | 0 | 1.00 | 0 | 0 |
| Residential | 1.00 | 142 | 142 | 1.00 | 79 | 79 |
| Hotel | 1.00 | 0 | 0 | 1.00 | 0 | 0 |

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

| Origin (From) | Destination (To) | | | | | |
|---|---|---|---|---|---|---|
| | Office | Retail | Restaurant | Cinema/Entertainment | Residential | Hotel |
| Office | | 0 | 0 | 0 | 0 | 0 |
| Retail | 26 | | 374 | 52 | 336 | 65 |
| Restaurant | 7 | 96 | | 19 | 42 | 16 |
| Cinema/Entertainment | 0 | 0 | 0 | | 0 | 0 |
| Residential | 3 | 33 | 17 | 0 | | 2 |
| Hotel | 0 | 0 | 0 | 0 | 0 | |

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

| Origin (From) | Destination (To) | | | | | |
|---|---|---|---|---|---|---|
| | Office | Retail | Restaurant | Cinema/Entertainment | Residential | Hotel |
| Office | | 98 | 5 | 0 | 6 | 0 |
| Retail | 0 | | 71 | 0 | 65 | 0 |
| Restaurant | 0 | 610 | | 0 | 23 | 0 |
| Cinema/Entertainment | 0 | 49 | 7 | | 6 | 0 |
| Residential | 0 | 122 | 34 | 0 | | 0 |
| Hotel | 0 | 24 | 12 | 0 | 0 | |

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

| Destination Land Use | Person-Trip Estimates | | | External Trips by Mode* | | |
|---|---|---|---|---|---|---|
| | Internal | External | Total | Vehicles[1] | Transit[2] | Non-Motorized[2] |
| Office | 0 | 0 | 0 | 0 | 0 | 0 |
| Retail | 129 | 1090 | 1219 | 1090 | 0 | 0 |
| Restaurant | 88 | 158 | 246 | 158 | 0 | 0 |
| Cinema/Entertainment | 0 | 0 | 0 | 0 | 0 | 0 |
| Residential | 88 | 54 | 142 | 54 | 0 | 0 |
| Hotel | 0 | 0 | 0 | 0 | 0 | 0 |
| All Other Land Uses[3] | 0 | 0 | 0 | 0 | 0 | 0 |

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

| Origin Land Use | Person-Trip Estimates | | | External Trips by Mode* | | |
|---|---|---|---|---|---|---|
| | Internal | External | Total | Vehicles[1] | Transit[2] | Non-Motorized[2] |
| Office | 0 | 0 | 0 | 0 | 0 | 0 |
| Retail | 136 | 1155 | 1291 | 1155 | 0 | 0 |
| Restaurant | 119 | 116 | 235 | 116 | 0 | 0 |
| Cinema/Entertainment | 0 | 0 | 0 | 0 | 0 | 0 |
| Residential | 50 | 29 | 79 | 29 | 0 | 0 |
| Hotel | 0 | 0 | 0 | 0 | 0 | 0 |
| All Other Land Uses[3] | 0 | 0 | 0 | 0 | 0 | 0 |

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

[2]Person-Trips

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

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

# Steeplegate Mall Redevelopment, Concord, NH

Analyst: DCL
Date: 4/2/2026

Job No. 9662
Time Period: Weekday Daily

| *Land Use A* | Office | | |
|---|---|---|---|
| ITE LUC | | | |
| Size | | ksf | |
| | Total | Internal | External |
| Enter | | 0 | 0 |
| Exit | | 0 | 0 |
| Total | 0 | 0 | 0 |

**A to B**

| % Demand | Trips | Balanced |
|---|---|---|
| 22% | 0 | 0 |
| % Demand | Trips | |
| 4% | 685.8 | |

**B to A**

| % Demand | Trips | Balanced |
|---|---|---|
| 3% | 0 | 0 |
| % Demand | Trips | |
| 15% | 2571.75 | |

**A to C**

| % Demand | Trips | Balanced |
|---|---|---|
| 2% | 0 | 0 |
| % Demand | Trips | |
| 3% | 40.56 | |

**C to A**

| % Demand | Trips | Balanced |
|---|---|---|
| 0% | 0 | 0 |
| % Demand | Trips | |
| 0% | 0 | |

**B to C**

| % Demand | Trips | Balanced |
|---|---|---|
| 11% | 1885.95 | 446 |
| % Demand | Trips | |
| 33% | 446.16 | |

**C to B**

| % Demand | Trips | Balanced |
|---|---|---|
| 38% | 513.76 | 514 |
| % Demand | Trips | |
| 9% | 1543.05 | |

| *Land Use B* | Retail | | |
|---|---|---|---|
| ITE LUC | 821/912/930/932/Costco/Chick-fil-A | | |
| Size | | sf | |
| | | Internal | External |
| Enter | 17,145 | 514 | 16631 |
| Exit | 17,145 | 446 | 16699 |
| Total | 34290 | 960 | 33330 |

| *Land Use C* | Residential | | |
|---|---|---|---|
| ITE LUC | 221 | | |
| Size | 606 | units | |
| | Total | Internal | External |
| Enter | 1,352 | 446 | 906 |
| Exit | 1,352 | 514 | 838 |
| Total | 2704 | 960 | 1744 |

***Net External Trips for Multi-Use Development***

| | Land Use A | Land Use B | Land Use C | Total | |
|---|---|---|---|---|---|
| Enter | 0 | 16631 | 906 | 17537 | |
| Exit | 0 | 16699 | 838 | 17537 | |
| Total | 0 | 33330 | 1744 | 35074 | Internal Capture Rate |
| Single-Use Trip Gen Est. | 0 | 34290 | 2704 | 36994 | 5% |

* from ITE Trip Generation Handbook, 9th Edition, 2012.

# Steeplegate Mall Redevelopment, Concord, NH

Analyst: DCL
Date: 4/2/2026

Job No. 9662
Time Period: Saturday Daily

| *Land Use A* | Office | | |
|---|---|---|---|
| ITE LUC | | | |
| Size | | ksf | |
| | Total | Internal | External |
| Enter | | 0 | 0 |
| Exit | | 0 | 0 |
| Total | 0 | 0 | 0 |

**A to B**

| % Demand | Trips | Balanced |
|---|---|---|
| 22% | 0 | 0 |
| % Demand | Trips | |
| 4% | 692.24 | |

**B to A**

| % Demand | Trips | Balanced |
|---|---|---|
| 3% | 0 | 0 |
| % Demand | Trips | |
| 15% | 2595.9 | |

**A to C**

| % Demand | Trips | Balanced |
|---|---|---|
| 2% | 0 | 0 |
| % Demand | Trips | |
| 3% | 39.09 | |

**C to A**

| % Demand | Trips | Balanced |
|---|---|---|
| 0% | 0 | 0 |
| % Demand | Trips | |
| 0% | 0 | |

**B to C**

| % Demand | Trips | Balanced |
|---|---|---|
| 11% | 1903.66 | 430 |
| % Demand | Trips | |
| 33% | 429.99 | |

**C to B**

| % Demand | Trips | Balanced |
|---|---|---|
| 38% | 495.14 | 495 |
| % Demand | Trips | |
| 9% | 1557.54 | |

| *Land Use B* | Retail | | |
|---|---|---|---|
| ITE LUC | 821/912/930/932/Costco/Chick-fil-A | | |
| Size | | sf | |
| | | Internal | External |
| Enter | 17,306 | 495 | 16811 |
| Exit | 17,306 | 430 | 16876 |
| Total | 34612 | 925 | 33687 |

| *Land Use C* | Residential | | |
|---|---|---|---|
| ITE LUC | 221 | | |
| Size | 606 | units | |
| | Total | Internal | External |
| Enter | 1,303 | 430 | 873 |
| Exit | 1,303 | 495 | 808 |
| Total | 2606 | 925 | 1681 |

***Net External Trips for Multi-Use Development***

| | Land Use A | Land Use B | Land Use C | Total | |
|---|---|---|---|---|---|
| Enter | 0 | 16811 | 873 | 17684 | |
| Exit | 0 | 16876 | 808 | 17684 | |
| Total | 0 | 33687 | 1681 | 35368 | Internal Capture Rate |
| Single-Use Trip Gen Est. | 0 | 34612 | 2606 | 37218 | 5% |

* from ITE Trip Generation Handbook, 9th Edition, 2012.

# Steeplegate Mall Redevelopment, Concord, NH

Analyst: DCL
Date: 4/2/2026

Job No. 9662
Time Period: Saturday Midday

| *Land Use A* | Office | | |
|---|---|---|---|
| ITE LUC | | | |
| Size | | ksf | |
| | Total | Internal | External |
| Enter | | 0 | 0 |
| Exit | | 0 | 0 |
| Total | 0 | 0 | 0 |

**A to B**

| % Demand | Trips | Balanced |
|---|---|---|
| 20% | 0 | 0 |
| % Demand | Trips | |
| 4% | 71.96 | |

**B to A**

| % Demand | Trips | Balanced |
|---|---|---|
| 3% | 0 | 0 |
| % Demand | Trips | |
| 38% | 682.48 | |

**A to C**

| % Demand | Trips | Balanced |
|---|---|---|
| 0% | 0 | 0 |
| % Demand | Trips | |
| 0% | 0 | |

**C to A**

| % Demand | Trips | Balanced |
|---|---|---|
| 0% | 0 | 0 |
| % Demand | Trips | |
| 0% | 0 | |

**B to C**

| % Demand | Trips | Balanced |
|---|---|---|
| 7% | 125.72 | 41 |
| % Demand | Trips | |
| 37% | 41.07 | |

**C to B**

| % Demand | Trips | Balanced |
|---|---|---|
| 34% | 36.38 | 36 |
| % Demand | Trips | |
| 5% | 89.95 | |

| *Land Use B* | Retail | | |
|---|---|---|---|
| ITE LUC | 821/912/930/932/Costco/Chick-fil-A | | |
| Size | | sf | |
| | | Internal | External |
| Enter | 1799 | 36 | 1763 |
| Exit | 1796 | 41 | 1755 |
| Total | 3595 | 77 | 3518 |

| *Land Use C* | Residential | | |
|---|---|---|---|
| ITE LUC | 221 | | |
| Size | 606 | units | |
| | Total | Internal | External |
| Enter | 111 | 41 | 70 |
| Exit | 107 | 36 | 71 |
| Total | 218 | 77 | 141 |

***Net External Trips for Multi-Use Development***

| | Land Use A | Land Use B | Land Use C | Total | |
|---|---|---|---|---|---|
| Enter | 0 | 1763 | 70 | 1833 | |
| Exit | 0 | 1755 | 71 | 1826 | |
| Total | 0 | 3518 | 141 | 3659 | Internal Capture Rate |
| Single-Use Trip Gen Est. | 0 | 3595 | 218 | 3813 | 4% |

* from ITE Trip Generation Handbook, 9th Edition, 2012.

Pass-By Rates

## Vehicle Pass-By Rates by Land Use

Source: ITE *Trip Generation Manual* , 12th Edition

| | |
|---|---|
| Land Use Code | 821 |
| Land Use | Shopping Plaza (40 - 150k) |
| Setting | General Urban/Suburban |
| Time Period | Weekday PM Peak Period |
| # Data Sites | 15 |
| Average Pass-By Rate | 40% |

Pass-By Characteristics for Individual Sites

| GLA (000) | State or Province | Survey Year | # Interviews | Pass-By Trip (%) | Non-Pass-By Trips | | | Adj Street Peak Hour Volume | Source |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | Primary (%) | Diverted (%) | Total (%) | | |
| 45 | Florida | 1992 | 844 | 56 | 24 | 20 | 44 | — | 30 |
| 50 | Florida | 1992 | 555 | 41 | 41 | 18 | 59 | — | 30 |
| 52 | Florida | 1995 | 665 | 42 | 33 | 25 | 58 | — | 30 |
| 53 | Florida | 1993 | 162 | 59 | — | — | 41 | — | 30 |
| 57.23 | Kentucky | 1993 | 247 | 31 | 53 | 16 | 69 | 2659 | 34 |
| 60 | Florida | 1995 | 1583 | 40 | 38 | 22 | 60 | — | 30 |
| 69.4 | Kentucky | 1993 | 109 | 25 | 42 | 33 | 75 | 1559 | 34 |
| 77 | Florida | 1992 | 365 | 46 | — | — | 54 | — | 30 |
| 78 | Florida | 1991 | 702 | 55 | 23 | 22 | 45 | — | 30 |
| 82 | Florida | 1992 | 336 | 34 | — | — | 66 | — | 30 |
| 92.857 | Kentucky | 1993 | 133 | 22 | 50 | 28 | 78 | 3555 | 34 |
| 100.888 | Kentucky | 1993 | 281 | 28 | 50 | 22 | 72 | 2111 | 34 |
| 121.54 | Kentucky | 1993 | 210 | 53 | 30 | 17 | 47 | 2636 | 34 |
| 144 | New Jersey | 1990 | 176 | 32 | 44 | 24 | 68 | — | 24 |
| 146.8 | Kentucky | 1993 | — | 36 | 39 | 25 | 64 | — | 34 |
| | | | | | | | | | |

## Vehicle Pass-By Rates by Land Use

Source: ITE *Trip Generation Manual* , 12th Edition

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Land Use Code | 821 | | | | | | | | |
| Land Use | Shopping Plaza (40 - 150k) | | | | | | | | |
| Setting | General Urban/Suburban | | | | | | | | |
| Time Period | Saturday Midday | | | | | | | | |
| # Data Sites | 1 | | | | | | | | |
| Average Pass-By Rate | 31% | | | | | | | | |
| | Pass-By Characteristics for Individual Sites | | | | | | | | |
| | | | | | | | | | |
| | State or | Survey | | Pass-By | Non-Pass-By Trips | | | Adjacent Street | |
| GLA (000) | Province | Year | # Interviews | Trip (%) | Primary (%) | Diverted (%) | Total (%) | Daily Volume | Source |
| 144 | New Jersey | 1990 | 264 | 31 | 47 | 22 | 69 | 63362 | 24 |
| | | | | | | | | | |

## Vehicle Pass-By Rates by Land Use

Source: ITE *Trip Generation Manual* , 12th Edition

| | |
|---|---|
| Land Use Code | 912 |
| Land Use | Drive-In Bank |
| Setting | General Urban/Suburban |
| Time Period | Weekday AM Peak Period |
| # Data Sites | 8 |
| Average Pass-By Rate | 29% |

Pass-By Characteristics for Individual Sites

| GFA (000) | State or Province | Survey Year | # Interviews | Pass-By Trip (%) | Non-Pass-By Trips | | | Adj Street Peak Hour Volume | Source |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | Primary (%) | Diverted (%) | Total (%) | | |
| 3.8 | Pennsylvania | 2005 | 11 | 27 | — | — | 73 | — | 19 |
| 3.8 | Pennsylvania | 2005 | 9 | 24 | — | — | 76 | — | 19 |
| 3.8 | Pennsylvania | 2005 | 22 | 34 | — | — | 66 | — | 19 |
| 3.8 | Pennsylvania | 2005 | 30 | 27 | — | — | 73 | — | 19 |
| 3.8 | Pennsylvania | 2005 | 34 | 40 | — | — | 60 | — | 19 |
| 3.8 | Pennsylvania | 2005 | 7 | 27 | — | — | 73 | — | 19 |
| 3.8 | Pennsylvania | 2005 | 15 | 16 | — | — | 84 | — | 19 |
| 3.8 | Pennsylvania | 2005 | 27 | 36 | — | — | 64 | — | 19 |
| | | | | | | | | | |

## Vehicle Pass-By Rates by Land Use

Source: ITE *Trip Generation Manual* , 12th Edition

| | |
|---|---|
| Land Use Code | 912 |
| Land Use | Drive-In Bank |
| Setting | General Urban/Suburban |
| Time Period | Weekday Midday |
| # Data Sites | 4 |
| Average Pass-By Rate | 26% |

Pass-By Characteristics for Individual Sites

| GFA (000) | State or Province | Survey Year | # Interviews | Pass-By Trip (%) | Non-Pass-By Trips | | | Adj Street Peak Hour Volume | Source |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | Primary (%) | Diverted (%) | Total (%) | | |
| 2.7 | Washington | 2007 | — | 26 | 58 | 16 | 74 | — | 11 |
| 2.8 | Washington | 2007 | — | 30 | 53 | 17 | 70 | — | 11 |
| 3.6 | Washington | 2007 | — | 34 | 42 | 24 | 66 | — | 11 |
| 3.6 | Washington | 2007 | — | 15 | — | — | 85 | — | 11 |
| | | | | | | | | | |

## Vehicle Pass-By Rates by Land Use

Source: ITE *Trip Generation Manual* , 12th Edition

| | |
|---|---|
| Land Use Code | 912 |
| Land Use | Drive-In Bank |
| Setting | General Urban/Suburban |
| Time Period | Weekday PM Peak Period |
| # Data Sites | 19 |
| Average Pass-By Rate | 35% |

Pass-By Characteristics for Individual Sites

| GFA (000) | State or Province | Survey Year | # Interviews | Pass-By Trip (%) | Non-Pass-By Trips | | | Adj Street Peak Hour Volume | Source |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | Primary (%) | Diverted (%) | Total (%) | | |
| 2.7 | Washington | 2007 | — | 26 | 66 | 8 | 74 | — | 11 |
| 2.8 | Washington | 2007 | — | 21 | 55 | 24 | 79 | — | 11 |
| 3.3 | Kentucky | 1993 | — | 48 | 22 | 30 | 52 | 2570 | 34 |
| 3.4 | Kentucky | 1993 | — | 64 | 22 | 14 | 36 | 2266 | 34 |
| 3.4 | Kentucky | 1993 | 75 | 57 | 11 | 32 | 43 | 1955 | 34 |
| 3.5 | Kentucky | 1993 | 53 | 47 | 32 | 21 | 53 | 2785 | 2 |
| 3.6 | Washington | 2007 | — | 42 | 50 | 8 | 58 | — | 11 |
| 3.6 | Washington | 2007 | — | 29 | — | — | 71 | — | 11 |
| 3.8 | Pennsylvania | 2005 | 56 | 43 | — | — | 57 | — | 19 |
| 3.8 | Pennsylvania | 2005 | 38 | 41 | — | — | 59 | — | 19 |
| 3.8 | Pennsylvania | 2005 | 14 | 24 | — | — | 76 | — | 19 |
| 3.8 | Pennsylvania | 2005 | 63 | 29 | — | — | 71 | — | 19 |
| 3.8 | Pennsylvania | 2005 | 70 | 29 | — | — | 71 | — | 19 |
| 3.8 | Pennsylvania | 2005 | 29 | 27 | — | — | 73 | — | 19 |
| 3.8 | Pennsylvania | 2005 | 41 | 25 | — | — | 75 | — | 19 |
| 3.8 | Pennsylvania | 2005 | 37 | 31 | — | — | 69 | — | 19 |
| 3.8 | Pennsylvania | 2005 | 19 | 29 | — | — | 71 | — | 19 |
| 3.8 | Pennsylvania | 2005 | 34 | 21 | — | — | 79 | — | 19 |
| 3.8 | Pennsylvania | 2005 | 36 | 29 | — | — | 71 | — | 19 |
| | | | | | | | | | |

## Vehicle Pass-By Rates by Land Use

Source: ITE *Trip Generation Manual* , 12th Edition

| | |
|---|---|
| Land Use Code | 912 |
| Land Use | Drive-In Bank |
| Setting | General Urban/Suburban |
| Time Period | Saturday Midday |
| # Data Sites | 5 |
| Average Pass-By Rate | 38% |

Pass-By Characteristics for Individual Sites

| GFA (000) | State or Province | Survey Year | # Interviews | Pass-By Trip (%) | Non-Pass-By Trips | | | Adj Street Peak Hour Volume | Source |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | Primary (%) | Diverted (%) | Total (%) | | |
| 3.8 | Pennsylvania | 2005 | 63 | 33 | — | — | 67 | — | 19 |
| 3.8 | Pennsylvania | 2005 | 103 | 77 | — | — | 23 | — | 19 |
| 3.8 | Pennsylvania | 2005 | 34 | 37 | — | — | 63 | — | 19 |
| 3.8 | Pennsylvania | 2005 | 53 | 33 | — | — | 67 | — | 19 |
| 3.8 | Pennsylvania | 2005 | 25 | 12 | — | — | 88 | — | 19 |
| | | | | | | | | | |

## Vehicle Pass-By Rates by Land Use

Source: ITE *Trip Generation Manual* , 12th Edition

| | |
|---|---|
| Land Use Code | 932 |
| Land Use | High-Turnover (Sit-Down) Restaurant |
| Setting | General Urban/Suburban |
| Time Period | Weekday PM Peak Period |
| # Data Sites | 12 |
| Average Pass-By Rate | 43% |

Pass-By Characteristics for Individual Sites

| GFA (000) | State or Province | Survey Year | # Interviews | Pass-By Trip (%) | Non-Pass-By Trips | | | Adj Street Peak Hour Volume | Source |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | Primary (%) | Diverted (%) | Total (%) | | |
| 2.9 | Kentucky | 1993 | 41 | 37 | 27 | 36 | 63 | 3935 | 2 |
| 3.1 | Kentucky | 1993 | 21 | 38 | 29 | 33 | 62 | 2580 | 2 |
| 4.6 | Florida | 1992 | 276 | 63 | — | — | 37 | — | 30 |
| 5 | Florida | 1992 | 65 | 58 | — | — | 42 | — | 30 |
| 5.3 | Kentucky | 1993 | 24 | 50 | 37 | 13 | 50 | 1615 | 2 |
| 5.7 | Florida | 1994 | 308 | 57 | — | — | 43 | — | 30 |
| 5.8 | Florida | 1992 | 150 | 32 | — | — | 68 | — | 30 |
| 6.2 | Florida | 1995 | 521 | 46 | 43 | 11 | 54 | — | 30 |
| 7.1 | Indiana | 1993 | — | 23 | 23 | 54 | 77 | 1565 | 2 |
| 8 | Florida | 1995 | 664 | 40 | 39 | 21 | 60 | — | 30 |
| 11 | Florida | 1996 | 267 | 38 | 43 | 19 | 62 | — | 30 |
| 12 | Florida | 1996 | 317 | 29 | 51 | 20 | 71 | — | 30 |
| | | | | | | | | | |

## Vehicle Pass-By Rates by Land Use

Source: ITE *Trip Generation Manual* , 12th Edition

| | |
|---|---|
| Land Use Code | 934 |
| Land Use | Fast-Food Restaurant with Drive-Through Window |
| Setting | General Urban/Suburban |
| Time Period | Weekday AM Peak Period |
| # Data Sites | 5 |
| Average Pass-By Rate | 50% |

Pass-By Characteristics for Individual Sites

| GFA (000) | State or Province | Survey Year | # Interviews | Pass-By Trip (%) | Non-Pass-By Trips | | | Adj Street Peak Hour Volume | Source |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | Primary (%) | Diverted (%) | Total (%) | | |
| 1.4 | Kentucky | 1993 | — | 62 | 22 | 16 | 38 | 1407 | 2 |
| 3 | Kentucky | 1993 | — | 43 | 14 | 43 | 57 | 2903 | 2 |
| 3.3 | -- | 1996 | — | 68 | — | — | 32 | — | 21 |
| 3.6 | Kentucky | 1993 | — | 32 | 47 | 21 | 68 | 437 | 2 |
| 4.2 | Indiana | 1993 | — | 46 | 23 | 31 | 54 | 1049 | 2 |
| | | | | | | | | | |

## Vehicle Pass-By Rates by Land Use

Source: ITE *Trip Generation Manual* , 12th Edition

| | |
|---|---|
| Land Use Code | 934 |
| Land Use | Fast-Food Restaurant with Drive-Through Window |
| Setting | General Urban/Suburban |
| Time Period | Weekday PM Peak Period |
| # Data Sites | 11 |
| Average Pass-By Rate | 55% |

Pass-By Characteristics for Individual Sites

| GFA (000) | State or Province | Survey Year | # Interviews | Pass-By Trip (%) | Non-Pass-By Trips | | | Adj Street Peak Hour Volume | Source |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | Primary (%) | Diverted (%) | Total (%) | | |
| 1.3 | Kentucky | 1993 | — | 68 | 22 | 10 | 32 | 2055 | 2 |
| 1.9 | Kentucky | 1993 | 33 | 67 | 24 | 9 | 33 | 2447 | 2 |
| 2.8 | Florida | 1995 | 47 | 66 | — | — | 34 | — | 30 |
| 2.9 | Florida | 1996 | 271 | 41 | 41 | 18 | 59 | — | 30 |
| 3 | Kentucky | 1993 | — | 31 | 31 | 38 | 69 | 4250 | 2 |
| 3.1 | Florida | 1995 | 28 | 71 | — | — | 29 | — | 30 |
| 3.1 | Florida | 1996 | 29 | 38 | — | — | 62 | — | 30 |
| 3.2 | Florida | 1996 | 202 | 40 | 39 | 21 | 60 | — | 30 |
| 3.3 | — | 1996 | — | 62 | — | — | 38 | — | 21 |
| 4.2 | Indiana | 1993 | — | 56 | 25 | 19 | 44 | 1632 | 2 |
| 4.3 | Florida | 1994 | 304 | 62 | — | — | 38 | — | 30 |
| | | | | | | | | | |

# EXISTING TRIP-GENERATION CALCULATIONS

# Graph Look Up

ITETripGen Web-based App

- Graph Look Up
- How to Use ITETripGen
- TGM Desk Reference
- TGM Appendices
- Support Documents
- Add Users
- Comments

Add-ons to do more

Try OTISS Pro

Query | Filter

DATA SOURCE:
Trip Generation Manual, 11th Ed

SEARCH BY LAND USE CODE:
445

LAND USE GROUP:
(400-499) Recreational

LAND USE :
445 - Movie Theater

LAND USE SUBCATEGORY:
All Sites

SETTING/LOCATION:
General Urban/Suburban

INDEPENDENT VARIABLE (IV):
1000 Sq. Ft. GFA

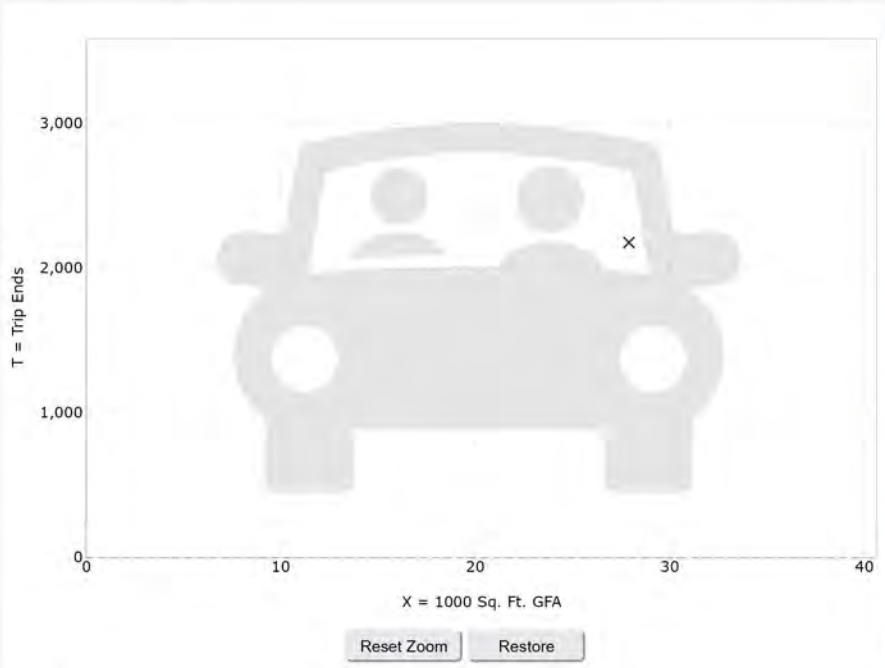
TIME PERIOD:
Weekday

TRIP TYPE:
Vehicle

ENTER IV VALUE TO CALCULATE TRIPS:
27.944 Calculate

## Data Plot and Equation

*Caution – Small Sample Size*




Use the mouse wheel to Zoom Out or Zoom In.
Hover the mouse pointer on data points to view X and T values.

## DATA STATISTICS

**Land Use:**
Movie Theater (445) Click for Description and Data Plots

**Independent Variable:**
1000 Sq. Ft. GFA

**Time Period:**
Weekday

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

**Trip Type:**
Vehicle

**Number of Studies:**
1

**Avg. 1000 Sq. Ft. GFA:**
28

**Average Rate:**
78.09

**Range of Rates:**
78.09 - 78.09

**Standard Deviation:**
****

**Fitted Curve Equation:**
Not Given

**$R^2$:**
****

**Directional Distribution:**
50% entering, 50% exiting

**Calculated Trip Ends:**
Average Rate: 2182 (Total), 1091 (Entry), 1091 (Exit)



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Add-ons to do more

Try OTISS Pro

Query | Filter

DATA SOURCE:
Trip Generation Manual, 11th Ed

SEARCH BY LAND USE CODE:
445

LAND USE GROUP:
(400-499) Recreational

LAND USE :
445 - Movie Theater

LAND USE SUBCATEGORY:
All Sites

SETTING/LOCATION:
General Urban/Suburban

INDEPENDENT VARIABLE (IV):
1000 Sq. Ft. GFA

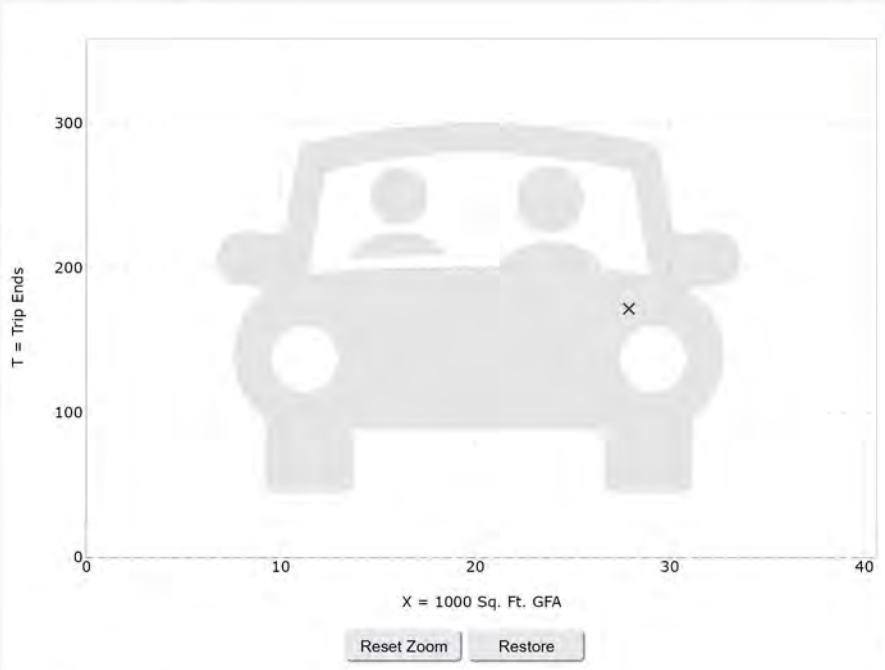
TIME PERIOD:
Weekday, Peak Hour of Adjacent Street Traffic,

TRIP TYPE:
Vehicle

ENTER IV VALUE TO CALCULATE TRIPS:
27.944
Calculate

## Data Plot and Equation

*Caution – Small Sample Size*




Use the mouse wheel to Zoom Out or Zoom In.
Hover the mouse pointer on data points to view X and T values.

## DATA STATISTICS

**Land Use:**
Movie Theater (445) Click for Description and Data Plots

**Independent Variable:**
1000 Sq. Ft. GFA

**Time Period:**
Weekday
Peak Hour of Adjacent Street Traffic
One Hour Between 4 and 6 p.m.

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

**Trip Type:**
Vehicle

**Number of Studies:**
1

**Avg. 1000 Sq. Ft. GFA:**
28

**Average Rate:**
6.17

**Range of Rates:**
6.17 - 6.17

**Standard Deviation:**
****

**Fitted Curve Equation:**
Not Given

**$R^2$:**
****

**Directional Distribution:**
94% entering, 6% exiting

**Calculated Trip Ends:**
Average Rate: 172 (Total), 162 (Entry), 10 (Exit)



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Add-ons to do more

Try OTISS Pro

Query | Filter

DATA SOURCE:
Trip Generation Manual, 11th Ed

SEARCH BY LAND USE CODE:
445

LAND USE GROUP:
(400-499) Recreational

LAND USE :
445 - Movie Theater

LAND USE SUBCATEGORY:
All Sites

SETTING/LOCATION:
General Urban/Suburban

INDEPENDENT VARIABLE (IV):
1000 Sq. Ft. GFA

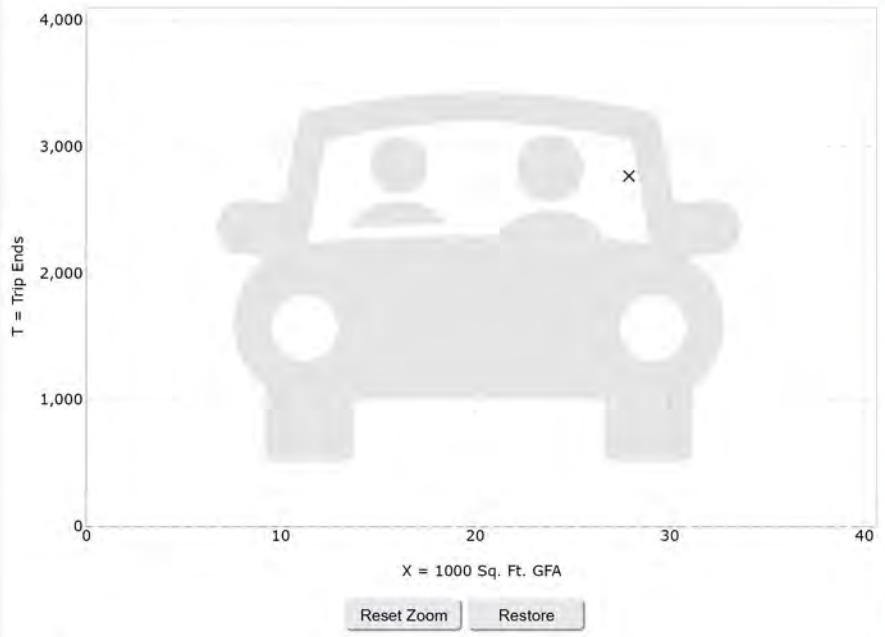
TIME PERIOD:
Saturday

TRIP TYPE:
Vehicle

ENTER IV VALUE TO CALCULATE TRIPS:
27.944 Calculate

## Data Plot and Equation

*Caution – Small Sample Size*




Use the mouse wheel to Zoom Out or Zoom In.
Hover the mouse pointer on data points to view X and T values.

## DATA STATISTICS

**Land Use:**
Movie Theater (445) Click for Description and Data Plots

**Independent Variable:**
1000 Sq. Ft. GFA

**Time Period:**
Saturday

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

**Trip Type:**
Vehicle

**Number of Studies:**
1

**Avg. 1000 Sq. Ft. GFA:**
28

**Average Rate:**
99.32

**Range of Rates:**
99.32 - 99.32

**Standard Deviation:**
****

**Fitted Curve Equation:**
Not Given

**$R^2$:**
****

**Directional Distribution:**
50% entering, 50% exiting

**Calculated Trip Ends:**
Average Rate: 2775 (Total), 1388 (Entry), 1387 (Exit)



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- Comments

Add-ons to do more

Try OTISS Pro

Query | Filter

DATA SOURCE:
Trip Generation Manual, 11th Ed

SEARCH BY LAND USE CODE:
445

LAND USE GROUP:
(400-499) Recreational

LAND USE :
445 - Movie Theater

LAND USE SUBCATEGORY:
All Sites

SETTING/LOCATION:
General Urban/Suburban

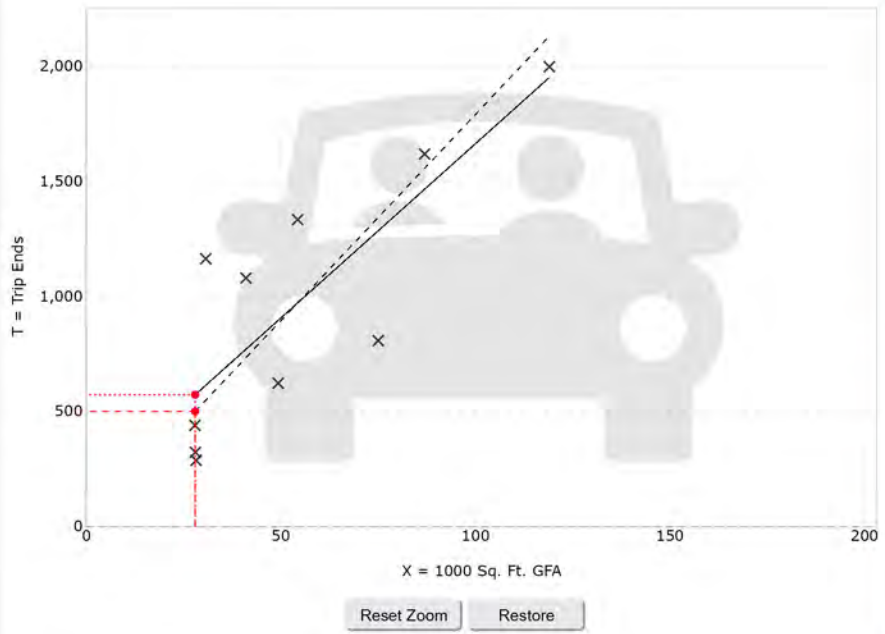
INDEPENDENT VARIABLE (IV):
1000 Sq. Ft. GFA

TIME PERIOD:
Saturday, Peak Hour of Generator

TRIP TYPE:
Vehicle

ENTER IV VALUE TO CALCULATE TRIPS:
27.944 Calculate

## Data Plot and Equation




Use the mouse wheel to Zoom Out or Zoom In.
Hover the mouse pointer on data points to view X and T values.

## DATA STATISTICS

**Land Use:**
Movie Theater (445) Click for Description and Data Plots

**Independent Variable:**
1000 Sq. Ft. GFA

**Time Period:**
Saturday
Peak Hour of Generator

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

**Trip Type:**
Vehicle

**Number of Studies:**
10

**Avg. 1000 Sq. Ft. GFA:**
54

**Average Rate:**
17.91

**Range of Rates:**
10.22 - 37.96

**Standard Deviation:**
7.31

**Fitted Curve Equation:**
T = 15.14(X) + 149.85

**$R^2$:**
0.66

**Directional Distribution:**
53% entering, 47% exiting

**Calculated Trip Ends:**
Average Rate: 500 (Total), 265 (Entry), 235 (Exit)
Fitted Curve: 573 (Total), 304 (Entry), 269 (Exit)



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# Graph Look Up

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Add-ons to do more

Try OTISS Pro

Query | Filter

DATA SOURCE: Trip Generation Manual, 11th Ed

SEARCH BY LAND USE CODE: 820

LAND USE GROUP: (800-899) Retail

LAND USE : 820 - Shopping Center (>150k)

LAND USE SUBCATEGORY: All Sites

SETTING/LOCATION: General Urban/Suburban

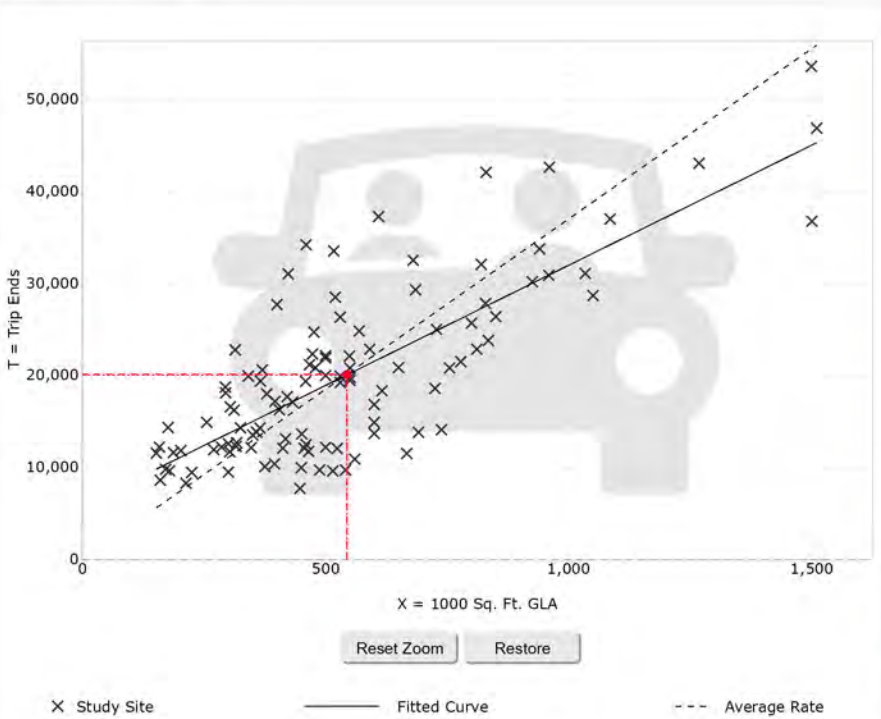
INDEPENDENT VARIABLE (IV): 1000 Sq. Ft. GLA

TIME PERIOD: Weekday

TRIP TYPE: Vehicle

ENTER IV VALUE TO CALCULATE TRIPS: 543.939 Calculate

## Data Plot and Equation




Use the mouse wheel to Zoom Out or Zoom In.
Hover the mouse pointer on data points to view X and T values.

## DATA STATISTICS

**Land Use:**
Shopping Center (>150k) (820) Click for Description and Data Plots

**Independent Variable:**
1000 Sq. Ft. GLA

**Time Period:**
Weekday

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

**Trip Type:**
Vehicle

**Number of Studies:**
108

**Avg. 1000 Sq. Ft. GLA:**
538

**Average Rate:**
37.01

**Range of Rates:**
17.27 - 81.53

**Standard Deviation:**
12.79

**Fitted Curve Equation:**
T = 26.11(X) + 5863.73

**$R^2$:**
0.60

**Directional Distribution:**
50% entering, 50% exiting

**Calculated Trip Ends:**
Average Rate: 20131 (Total), 10066 (Entry), 10065 (Exit)
Fitted Curve: 20066 (Total), 10033 (Entry), 10033 (Exit)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Add-ons to do more

Try OTISS Pro

Query | Filter

DATA SOURCE: Trip Generation Manual, 11th Ed

SEARCH BY LAND USE CODE: 820

LAND USE GROUP: (800-899) Retail

LAND USE : 820 - Shopping Center (>150k)

LAND USE SUBCATEGORY: All Sites

SETTING/LOCATION: General Urban/Suburban

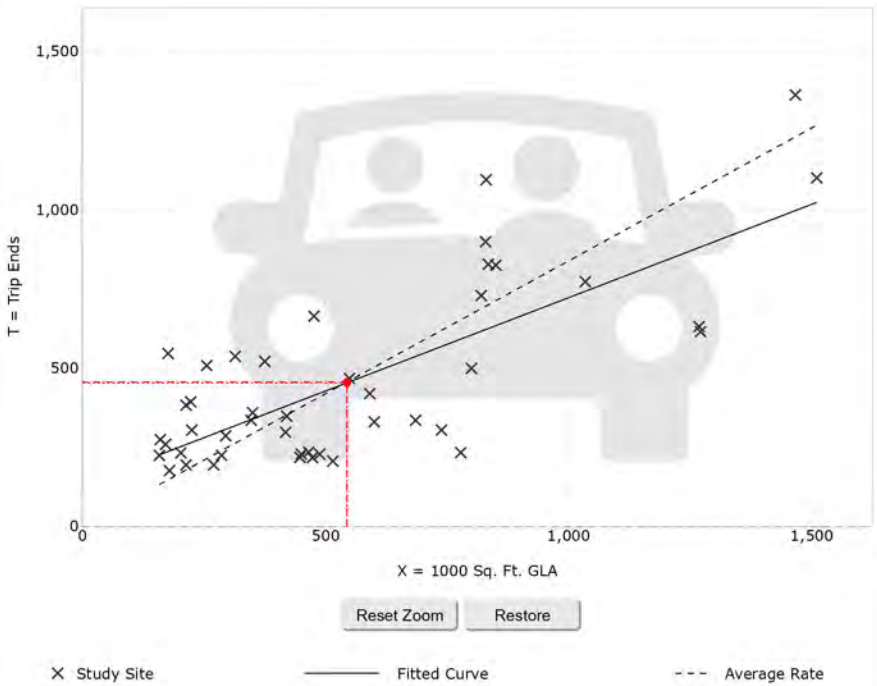
INDEPENDENT VARIABLE (IV): 1000 Sq. Ft. GLA

TIME PERIOD: Weekday, Peak Hour of Adjacent Street Traffic,

TRIP TYPE: Vehicle

ENTER IV VALUE TO CALCULATE TRIPS: 543.939 Calculate

## Data Plot and Equation




Use the mouse wheel to Zoom Out or Zoom In.
Hover the mouse pointer on data points to view X and T values.

### DATA STATISTICS

**Land Use:**
Shopping Center (>150k) (820) Click for Description and Data Plots

**Independent Variable:**
1000 Sq. Ft. GLA

**Time Period:**
Weekday
Peak Hour of Adjacent Street Traffic
One Hour Between 7 and 9 a.m.

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

**Trip Type:**
Vehicle

**Number of Studies:**
44

**Avg. 1000 Sq. Ft. GLA:**
546

**Average Rate:**
0.84

**Range of Rates:**
0.30 - 3.11

**Standard Deviation:**
0.42

**Fitted Curve Equation:**
T = 0.59(X) + 133.55

**$R^2$:**
0.56

**Directional Distribution:**
62% entering, 38% exiting

**Calculated Trip Ends:**
Average Rate: 457 (Total), 283 (Entry), 174 (Exit)
Fitted Curve: 454 (Total), 282 (Entry), 172 (Exit)



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Add-ons to do more

Try OTISS Pro

Query | Filter

DATA SOURCE: Trip Generation Manual, 11th Ed

SEARCH BY LAND USE CODE: 820

LAND USE GROUP: (800-899) Retail

LAND USE : 820 - Shopping Center (>150k)

LAND USE SUBCATEGORY: All Sites

SETTING/LOCATION: General Urban/Suburban

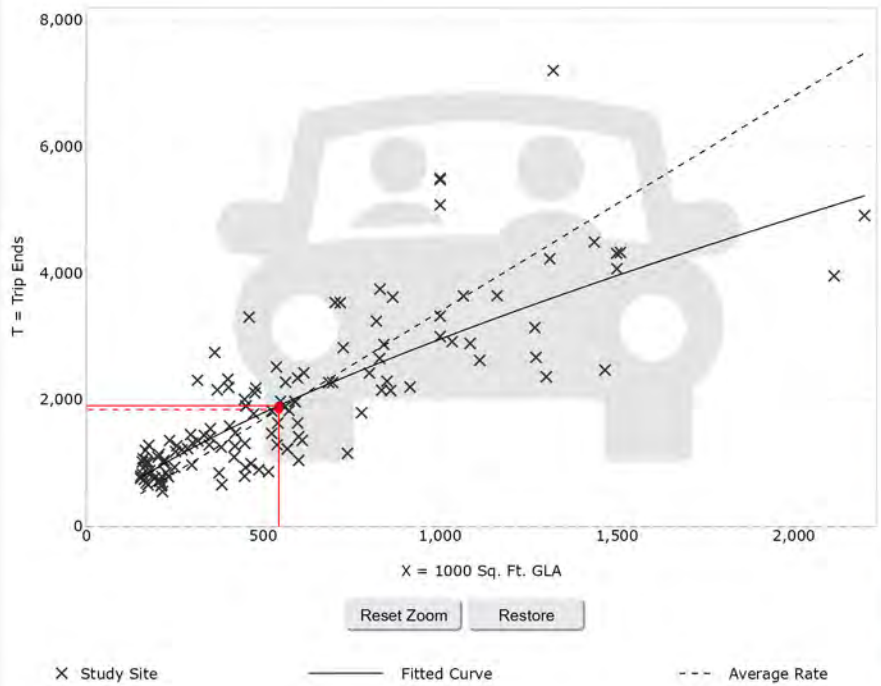
INDEPENDENT VARIABLE (IV): 1000 Sq. Ft. GLA

TIME PERIOD: Weekday, Peak Hour of Adjacent Street Traffic,

TRIP TYPE: Vehicle

ENTER IV VALUE TO CALCULATE TRIPS: 543.939 Calculate

## Data Plot and Equation




Use the mouse wheel to Zoom Out or Zoom In.
Hover the mouse pointer on data points to view X and T values.

## DATA STATISTICS

**Land Use:**
Shopping Center (>150k) (820) Click for Description and Data Plots

**Independent Variable:**
1000 Sq. Ft. GLA

**Time Period:**
Weekday
Peak Hour of Adjacent Street Traffic
One Hour Between 4 and 6 p.m.

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

**Trip Type:**
Vehicle

**Number of Studies:**
126

**Avg. 1000 Sq. Ft. GLA:**
581

**Average Rate:**
3.40

**Range of Rates:**
1.57 - 7.58

**Standard Deviation:**
1.26

**Fitted Curve Equation:**
Ln(T) = 0.72 Ln(X) + 3.02

**$R^2$:**
0.70

**Directional Distribution:**
48% entering, 52% exiting

**Calculated Trip Ends:**
Average Rate: 1849 (Total), 888 (Entry), 961 (Exit)
Fitted Curve: 1911 (Total), 917 (Entry), 994 (Exit)



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# Graph Look Up

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Add-ons to do more
Try OTISS Pro

Query | Filter

DATA SOURCE: Trip Generation Manual, 11th Ed

SEARCH BY LAND USE CODE: 820

LAND USE GROUP: (800-899) Retail

LAND USE : 820 - Shopping Center (>150k)

LAND USE SUBCATEGORY: All Sites

SETTING/LOCATION: General Urban/Suburban

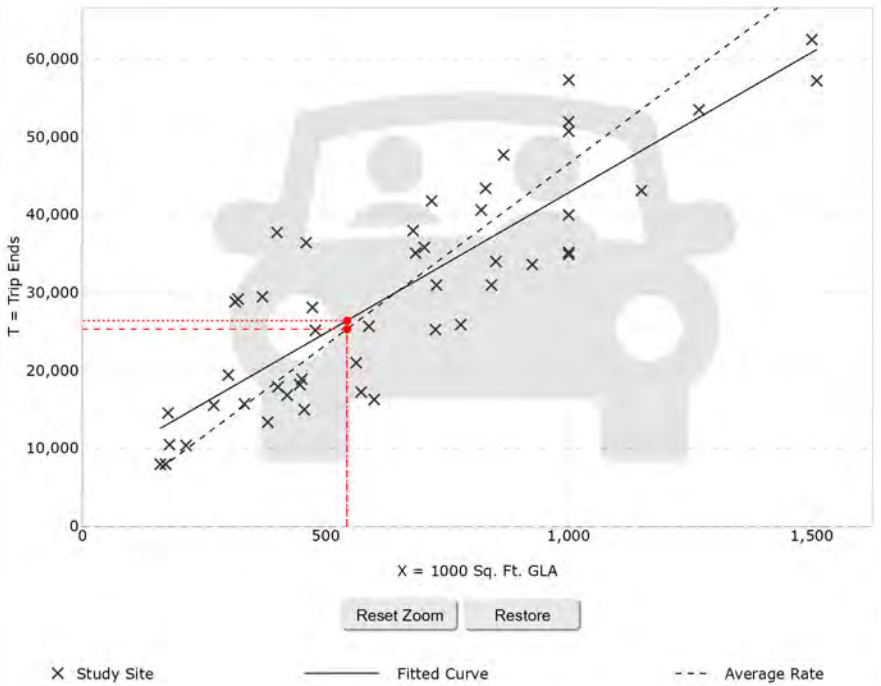
INDEPENDENT VARIABLE (IV): 1000 Sq. Ft. GLA

TIME PERIOD: Saturday

TRIP TYPE: Vehicle

ENTER IV VALUE TO CALCULATE TRIPS: 543.939 Calculate

## Data Plot and Equation




Use the mouse wheel to Zoom Out or Zoom In.
Hover the mouse pointer on data points to view X and T values.

## DATA STATISTICS

**Land Use:**
Shopping Center (>150k) (820) Click for Description and Data Plots

**Independent Variable:**
1000 Sq. Ft. GLA

**Time Period:**
Saturday

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

**Trip Type:**
Vehicle

**Number of Studies:**
48

**Avg. 1000 Sq. Ft. GLA:**
647

**Average Rate:**
46.60

**Range of Rates:**
27.17 - 94.40

**Standard Deviation:**
13.66

**Fitted Curve Equation:**
T = 36.03(X) + 6840.22

**$R^2$:**
0.74

**Directional Distribution:**
50% entering, 50% exiting

**Calculated Trip Ends:**
Average Rate: 25348 (Total), 12674 (Entry), 12674 (Exit)
Fitted Curve: 26438 (Total), 13219 (Entry), 13219 (Exit)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Graph Look Up
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Add-ons to do more
Try OTISS Pro

Query | Filter

DATA SOURCE:
Trip Generation Manual, 11th Ed

SEARCH BY LAND USE CODE:
820

LAND USE GROUP:
(800-899) Retail

LAND USE :
820 - Shopping Center (>150k)

LAND USE SUBCATEGORY:
All Sites

SETTING/LOCATION:
General Urban/Suburban

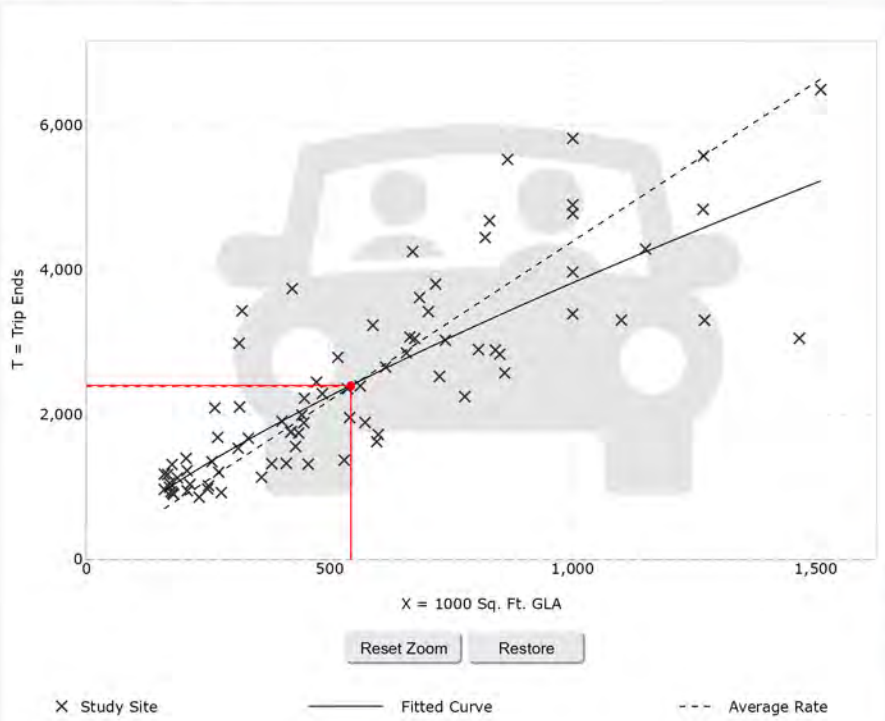
INDEPENDENT VARIABLE (IV):
1000 Sq. Ft. GLA

TIME PERIOD:
Saturday, Peak Hour of Generator

TRIP TYPE:
Vehicle

ENTER IV VALUE TO CALCULATE TRIPS:
543.939 Calculate

## Data Plot and Equation




Use the mouse wheel to Zoom Out or Zoom In.
Hover the mouse pointer on data points to view X and T values.

## DATA STATISTICS

**Land Use:**
Shopping Center (>150k) (820) Click for Description and Data Plots

**Independent Variable:**
1000 Sq. Ft. GLA

**Time Period:**
Saturday
Peak Hour of Generator

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

**Trip Type:**
Vehicle

**Number of Studies:**
81

**Avg. 1000 Sq. Ft. GLA:**
559

**Average Rate:**
4.40

**Range of Rates:**
2.09 - 10.75

**Standard Deviation:**
1.41

**Fitted Curve Equation:**
Ln(T) = 0.76 Ln(X) + 3.00

**$R^2$:**
0.75

**Directional Distribution:**
52% entering, 48% exiting

**Calculated Trip Ends:**
Average Rate: 2393 (Total), 1245 (Entry), 1148 (Exit)
Fitted Curve: 2409 (Total), 1253 (Entry), 1156 (Exit)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Add-ons to do more

Try OTISS Pro

Query | Filter

DATA SOURCE:
Trip Generation Manual, 11th Ed

SEARCH BY LAND USE CODE:
912

LAND USE GROUP:
(900-999) Services

LAND USE :
912 - Drive-in Bank

LAND USE SUBCATEGORY:
All Sites

SETTING/LOCATION:
General Urban/Suburban

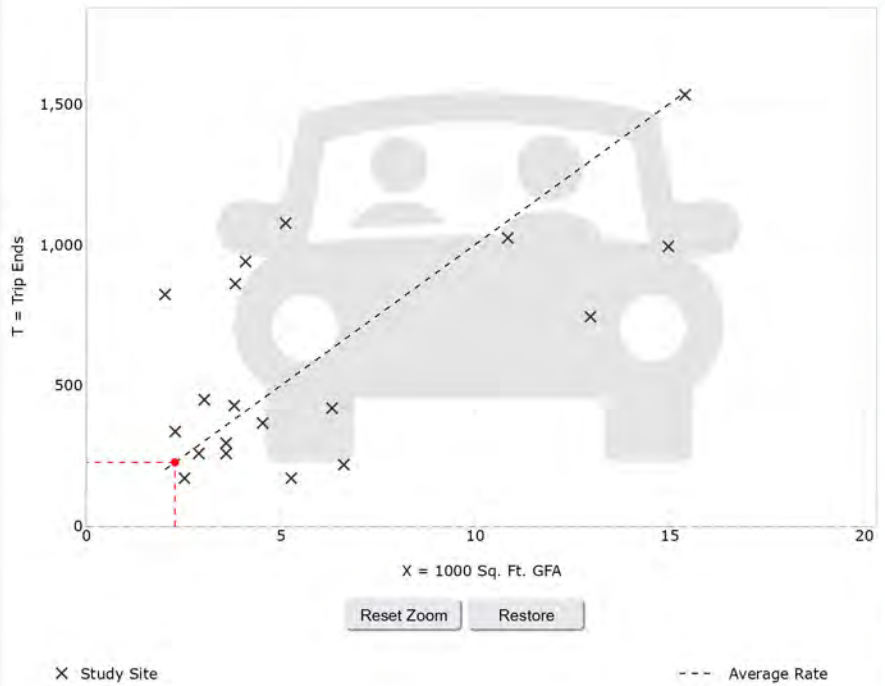
INDEPENDENT VARIABLE (IV):
1000 Sq. Ft. GFA

TIME PERIOD:
Weekday

TRIP TYPE:
Vehicle

ENTER IV VALUE TO CALCULATE TRIPS:
2.275 Calculate

## Data Plot and Equation




Use the mouse wheel to Zoom Out or Zoom In.
Hover the mouse pointer on data points to view X and T values.

## DATA STATISTICS

**Land Use:**
Drive-in Bank (912) Click for Description and Data Plots

**Independent Variable:**
1000 Sq. Ft. GFA

**Time Period:**
Weekday

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

**Trip Type:**
Vehicle

**Number of Studies:**
19

**Avg. 1000 Sq. Ft. GFA:**
6

**Average Rate:**
100.35

**Range of Rates:**
32.67 - 408.42

**Standard Deviation:**
68.62

**Fitted Curve Equation:**
Not Given

**$R^2$:**
****

**Directional Distribution:**
50% entering, 50% exiting

**Calculated Trip Ends:**
Average Rate: 228 (Total), 114 (Entry), 114 (Exit)



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# Graph Look Up

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- Comments

Add-ons to do more

Try OTISS Pro

Query | Filter

DATA SOURCE:
Trip Generation Manual, 11th Ed

SEARCH BY LAND USE CODE:
912

LAND USE GROUP:
(900-999) Services

LAND USE :
912 - Drive-in Bank

LAND USE SUBCATEGORY:
All Sites

SETTING/LOCATION:
General Urban/Suburban

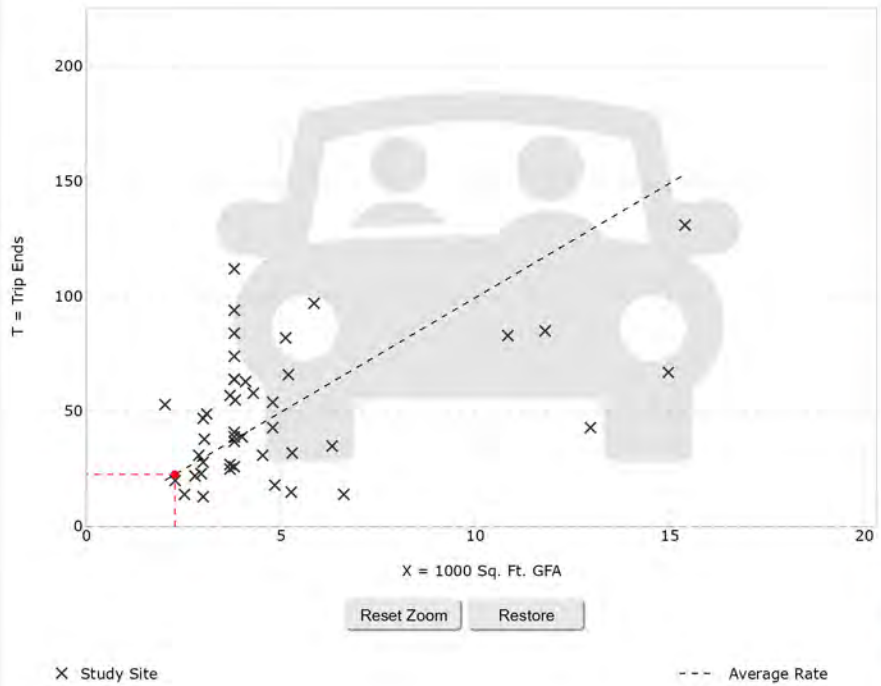
INDEPENDENT VARIABLE (IV):
1000 Sq. Ft. GFA

TIME PERIOD:
Weekday, Peak Hour of Adjacent Street Traffic,

TRIP TYPE:
Vehicle

ENTER IV VALUE TO CALCULATE TRIPS:
2.275 Calculate

## Data Plot and Equation




Use the mouse wheel to Zoom Out or Zoom In.
Hover the mouse pointer on data points to view X and T values.

## DATA STATISTICS

**Land Use:**
Drive-in Bank (912) Click for Description and Data Plots

**Independent Variable:**
1000 Sq. Ft. GFA

**Time Period:**
Weekday
Peak Hour of Adjacent Street Traffic
One Hour Between 7 and 9 a.m.

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

**Trip Type:**
Vehicle

**Number of Studies:**
44

**Avg. 1000 Sq. Ft. GFA:**
5

**Average Rate:**
9.95

**Range of Rates:**
2.12 - 29.47

**Standard Deviation:**
6.00

**Fitted Curve Equation:**
Not Given

**$R^2$:**
****

**Directional Distribution:**
58% entering, 42% exiting

**Calculated Trip Ends:**
Average Rate: 23 (Total), 13 (Entry), 10 (Exit)



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# Graph Look Up

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- Add Users
- Comments

Add-ons to do more

Try OTISS Pro

Query | Filter

DATA SOURCE:
Trip Generation Manual, 11th Ed

SEARCH BY LAND USE CODE:
912

LAND USE GROUP:
(900-999) Services

LAND USE :
912 - Drive-in Bank

LAND USE SUBCATEGORY:
All Sites

SETTING/LOCATION:
General Urban/Suburban

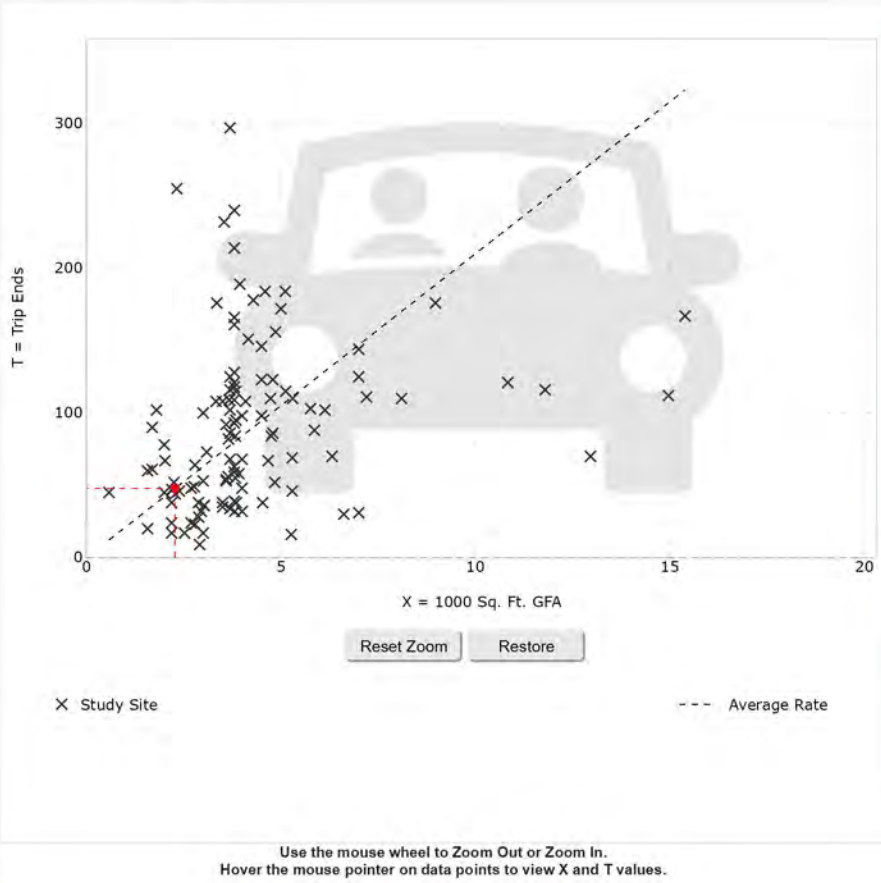
INDEPENDENT VARIABLE (IV):
1000 Sq. Ft. GFA

TIME PERIOD:
Weekday, Peak Hour of Adjacent Street Traffic,

TRIP TYPE:
Vehicle

ENTER IV VALUE TO CALCULATE TRIPS:
2.275 Calculate

## Data Plot and Equation




Use the mouse wheel to Zoom Out or Zoom In.
Hover the mouse pointer on data points to view X and T values.

## DATA STATISTICS

**Land Use:**
Drive-in Bank (912) Click for Description and Data Plots

**Independent Variable:**
1000 Sq. Ft. GFA

**Time Period:**
Weekday
Peak Hour of Adjacent Street Traffic
One Hour Between 4 and 6 p.m.

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

**Trip Type:**
Vehicle

**Number of Studies:**
114

**Avg. 1000 Sq. Ft. GFA:**
4

**Average Rate:**
21.01

**Range of Rates:**
3.04 - 109.91

**Standard Deviation:**
15.13

**Fitted Curve Equation:**
Not Given

**$R^2$:**
****

**Directional Distribution:**
50% entering, 50% exiting

**Calculated Trip Ends:**
Average Rate: 48 (Total), 24 (Entry), 24 (Exit)



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# Graph Look Up

ITETripGen Web-based App

- Graph Look Up
- How to Use ITETripGen
- TGM Desk Reference
- TGM Appendices
- Support Documents
- Add Users
- Comments

Add-ons to do more

Try OTISS Pro

Query | Filter

DATA SOURCE:
Trip Generation Manual, 11th Ed

SEARCH BY LAND USE CODE:
912

LAND USE GROUP:
(900-999) Services

LAND USE :
912 - Drive-in Bank

LAND USE SUBCATEGORY:
All Sites

SETTING/LOCATION:
General Urban/Suburban

INDEPENDENT VARIABLE (IV):
1000 Sq. Ft. GFA

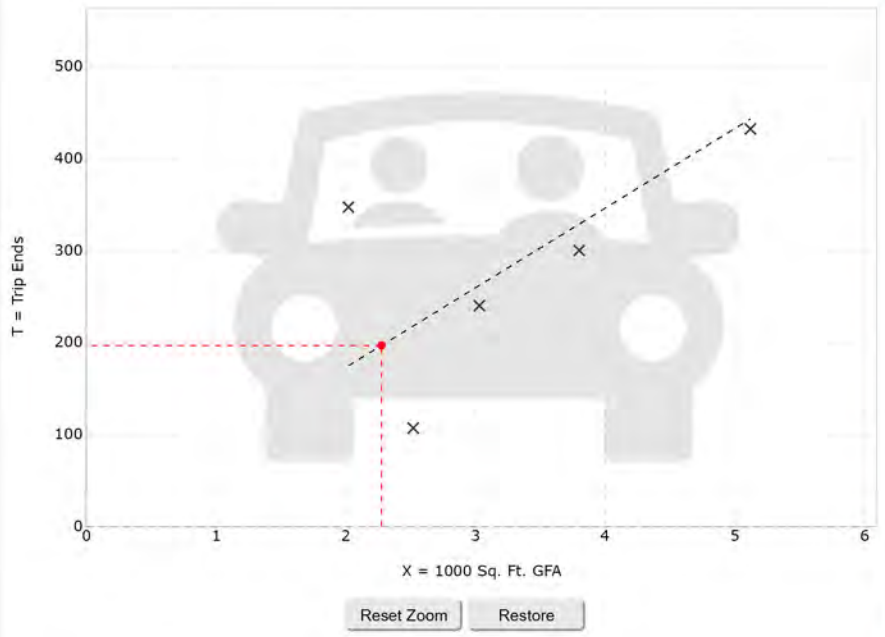
TIME PERIOD:
Saturday

TRIP TYPE:
Vehicle

ENTER IV VALUE TO CALCULATE TRIPS:
2.275 Calculate

## Data Plot and Equation

*Caution – Small Sample Size*




Use the mouse wheel to Zoom Out or Zoom In.
Hover the mouse pointer on data points to view X and T values.

## DATA STATISTICS

**Land Use:**
Drive-in Bank (912) Click for Description and Data Plots

**Independent Variable:**
1000 Sq. Ft. GFA

**Time Period:**
Saturday

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

**Trip Type:**
Vehicle

**Number of Studies:**
5

**Avg. 1000 Sq. Ft. GFA:**
3

**Average Rate:**
86.48

**Range of Rates:**
42.46 - 171.78

**Standard Deviation:**
38.92

**Fitted Curve Equation:**
Not Given

**$R^2$:**
****

**Directional Distribution:**
50% entering, 50% exiting

**Calculated Trip Ends:**
Average Rate: 197 (Total), 98 (Entry), 99 (Exit)



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# Graph Look Up

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Add-ons to do more

Try OTISS Pro

Query | Filter

DATA SOURCE:
Trip Generation Manual, 11th Ed

SEARCH BY LAND USE CODE:
912

LAND USE GROUP:
(900-999) Services

LAND USE :
912 - Drive-in Bank

LAND USE SUBCATEGORY:
All Sites

SETTING/LOCATION:
General Urban/Suburban

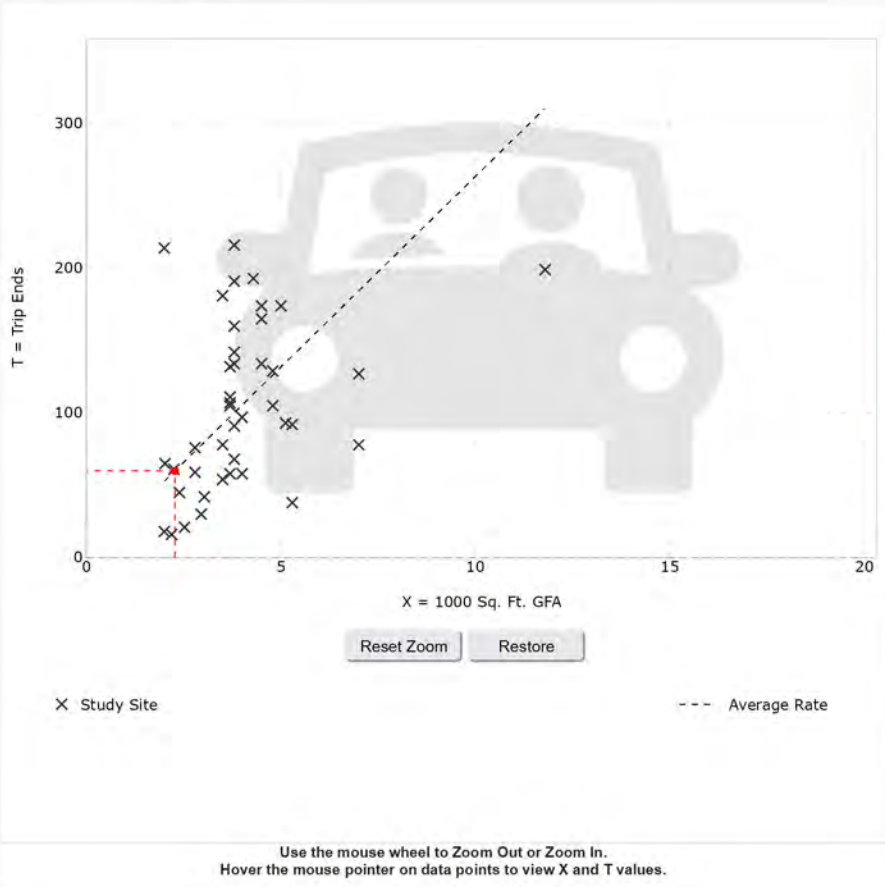
INDEPENDENT VARIABLE (IV):
1000 Sq. Ft. GFA

TIME PERIOD:
Saturday, Peak Hour of Generator

TRIP TYPE:
Vehicle

ENTER IV VALUE TO CALCULATE TRIPS:
2.275 Calculate

## Data Plot and Equation




Use the mouse wheel to Zoom Out or Zoom In.
Hover the mouse pointer on data points to view X and T values.

## DATA STATISTICS

**Land Use:**
Drive-in Bank (912) Click for Description and Data Plots

**Independent Variable:**
1000 Sq. Ft. GFA

**Time Period:**
Saturday
Peak Hour of Generator

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

**Trip Type:**
Vehicle

**Number of Studies:**
41

**Avg. 1000 Sq. Ft. GFA:**
4

**Average Rate:**
26.35

**Range of Rates:**
7.18 - 107.00

**Standard Deviation:**
15.32

**Fitted Curve Equation:**
Not Given

**$R^2$:**
****

**Directional Distribution:**
51% entering, 49% exiting

**Calculated Trip Ends:**
Average Rate: 60 (Total), 31 (Entry), 29 (Exit)



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# Graph Look Up

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- Comments

Add-ons to do more

Try OTISS Pro

Query | Filter

DATA SOURCE: Trip Generation Manual, 11th Ed

SEARCH BY LAND USE CODE: 932

LAND USE GROUP: (900-999) Services

LAND USE : 932 - High-Turnover (Sit-Down) Restaurant

LAND USE SUBCATEGORY: All Sites

SETTING/LOCATION: General Urban/Suburban

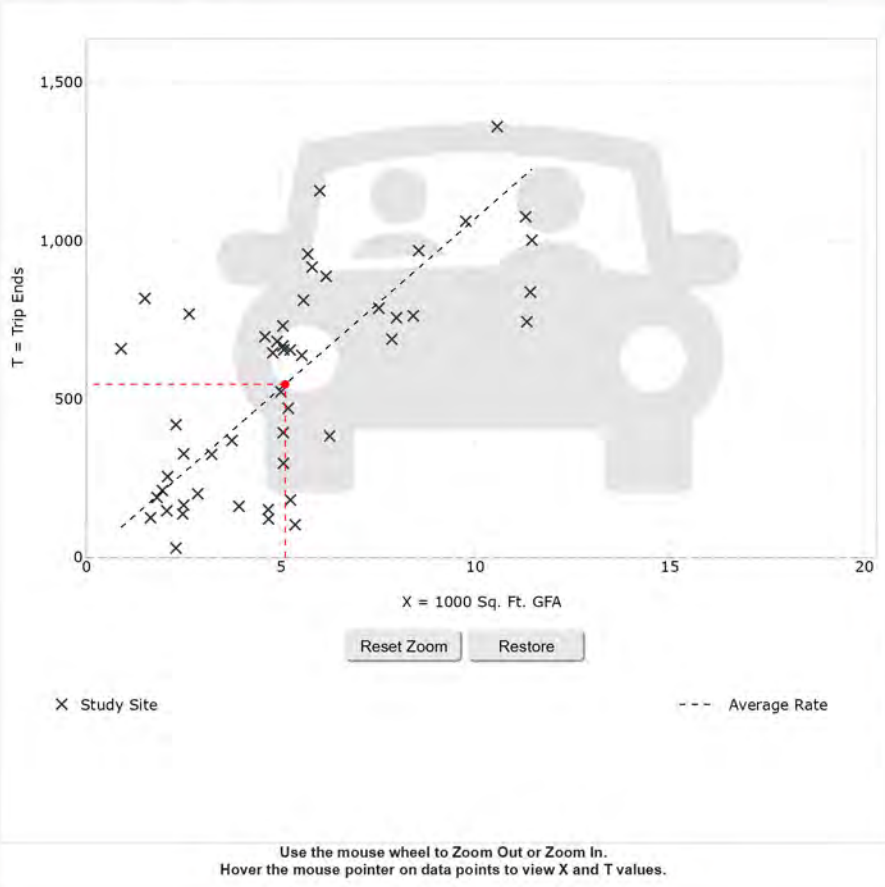
INDEPENDENT VARIABLE (IV): 1000 Sq. Ft. GFA

TIME PERIOD: Weekday

TRIP TYPE: Vehicle

ENTER IV VALUE TO CALCULATE TRIPS: 5.110 Calculate

## Data Plot and Equation




Use the mouse wheel to Zoom Out or Zoom In.
Hover the mouse pointer on data points to view X and T values.

## DATA STATISTICS

**Land Use:**
High-Turnover (Sit-Down) Restaurant (932) Click for Description and Data Plots

**Independent Variable:**
1000 Sq. Ft. GFA

**Time Period:**
Weekday

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

**Trip Type:**
Vehicle

**Number of Studies:**
50

**Avg. 1000 Sq. Ft. GFA:**
5

**Average Rate:**
107.20

**Range of Rates:**
13.04 - 742.41

**Standard Deviation:**
66.72

**Fitted Curve Equation:**
Not Given

**$R^2$:**
****

**Directional Distribution:**
50% entering, 50% exiting

**Calculated Trip Ends:**
Average Rate: 548 (Total), 274 (Entry), 274 (Exit)



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# Graph Look Up

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- Add Users
- Comments

Add-ons to do more

Try OTISS Pro

Query | Filter

DATA SOURCE:
Trip Generation Manual, 11th Ed

SEARCH BY LAND USE CODE:
932

LAND USE GROUP:
(900-999) Services

LAND USE :
932 - High-Turnover (Sit-Down) Restaurant

LAND USE SUBCATEGORY:
All Sites

SETTING/LOCATION:
General Urban/Suburban

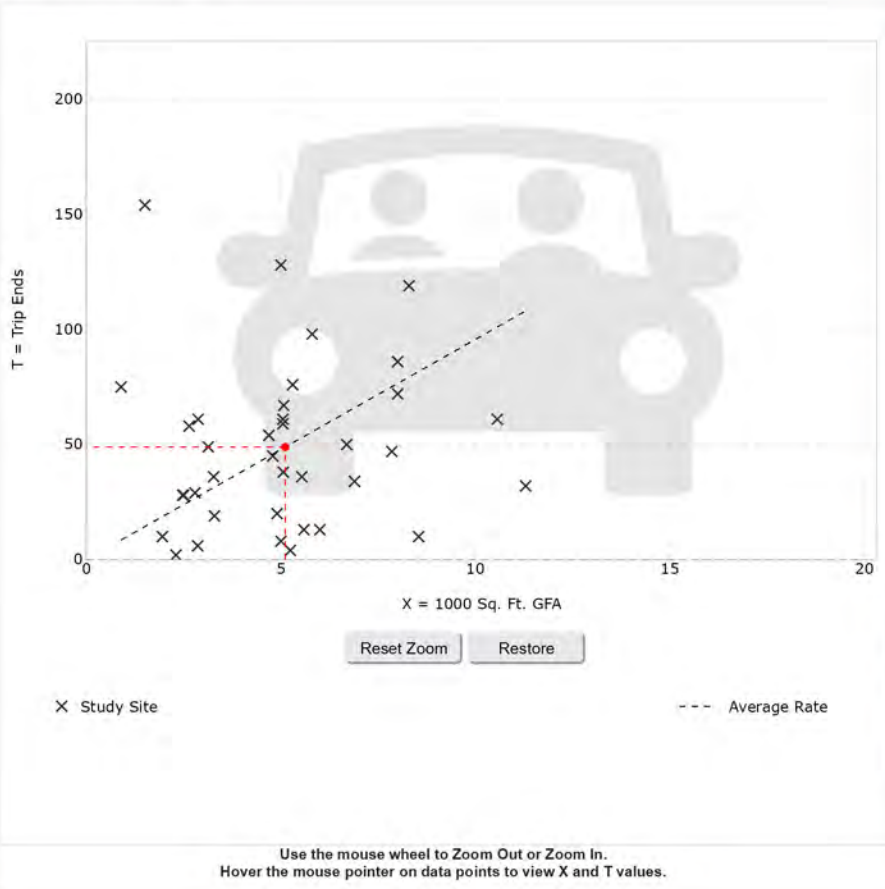
INDEPENDENT VARIABLE (IV):
1000 Sq. Ft. GFA

TIME PERIOD:
Weekday, Peak Hour of Adjacent Street Traffic,

TRIP TYPE:
Vehicle

ENTER IV VALUE TO CALCULATE TRIPS:
5.110 Calculate

## Data Plot and Equation




Use the mouse wheel to Zoom Out or Zoom In.
Hover the mouse pointer on data points to view X and T values.

## DATA STATISTICS

**Land Use:**
High-Turnover (Sit-Down) Restaurant (932) Click for Description and Data Plots

**Independent Variable:**
1000 Sq. Ft. GFA

**Time Period:**
Weekday
Peak Hour of Adjacent Street Traffic
One Hour Between 7 and 9 a.m.

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

**Trip Type:**
Vehicle

**Number of Studies:**
37

**Avg. 1000 Sq. Ft. GFA:**
5

**Average Rate:**
9.57

**Range of Rates:**
0.76 - 102.39

**Standard Deviation:**
11.61

**Fitted Curve Equation:**
Not Given

**$R^2$:**
****

**Directional Distribution:**
55% entering, 45% exiting

**Calculated Trip Ends:**
Average Rate: 49 (Total), 27 (Entry), 22 (Exit)



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# Graph Look Up

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- TGM Appendices
- Support Documents
- Add Users
- Comments

Add-ons to do more

Try OTISS Pro

Query | Filter

DATA SOURCE:
Trip Generation Manual, 11th Ed

SEARCH BY LAND USE CODE:
932

LAND USE GROUP:
(900-999) Services

LAND USE :
932 - High-Turnover (Sit-Down) Restaurant

LAND USE SUBCATEGORY:
All Sites

SETTING/LOCATION:
General Urban/Suburban

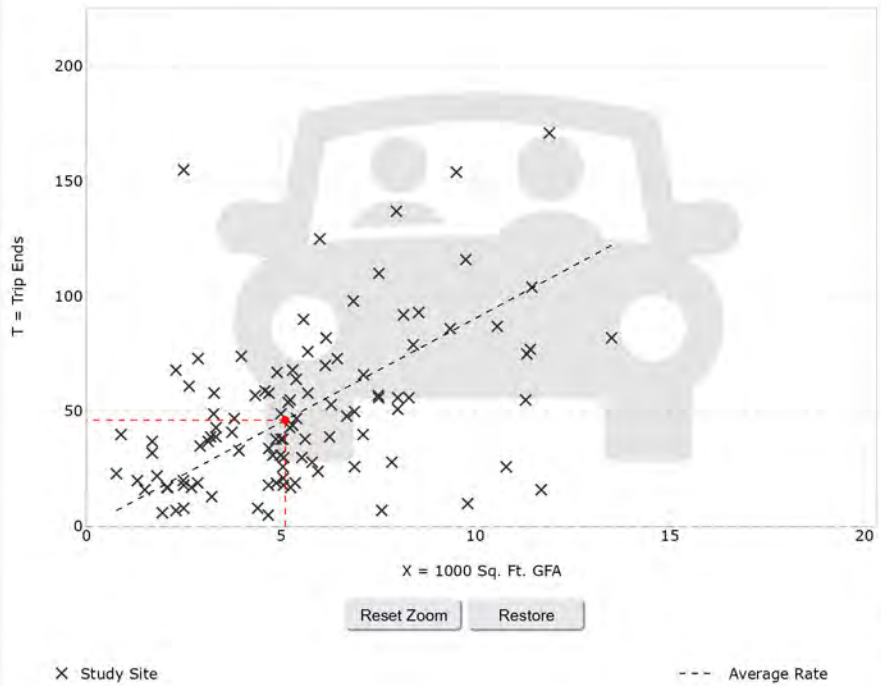
INDEPENDENT VARIABLE (IV):
1000 Sq. Ft. GFA

TIME PERIOD:
Weekday, Peak Hour of Adjacent Street Traffic,

TRIP TYPE:
Vehicle

ENTER IV VALUE TO CALCULATE TRIPS:
5.110 Calculate

## Data Plot and Equation




Use the mouse wheel to Zoom Out or Zoom In.
Hover the mouse pointer on data points to view X and T values.

## DATA STATISTICS

**Land Use:**
High-Turnover (Sit-Down) Restaurant (932) Click for Description and Data Plots

**Independent Variable:**
1000 Sq. Ft. GFA

**Time Period:**
Weekday
Peak Hour of Adjacent Street Traffic
One Hour Between 4 and 6 p.m.

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

**Trip Type:**
Vehicle

**Number of Studies:**
104

**Avg. 1000 Sq. Ft. GFA:**
6

**Average Rate:**
9.05

**Range of Rates:**
0.92 - 62.00

**Standard Deviation:**
6.18

**Fitted Curve Equation:**
Not Given

**$R^2$:**
****

**Directional Distribution:**
61% entering, 39% exiting

**Calculated Trip Ends:**
Average Rate: 46 (Total), 28 (Entry), 18 (Exit)



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# Graph Look Up

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- TGM Appendices
- Support Documents
- Add Users
- Comments

Add-ons to do more

Try OTISS Pro

Query | Filter

DATA SOURCE:
Trip Generation Manual, 11th Ed

SEARCH BY LAND USE CODE:
932

LAND USE GROUP:
(900-999) Services

LAND USE :
932 - High-Turnover (Sit-Down) Restaurant

LAND USE SUBCATEGORY:
All Sites

SETTING/LOCATION:
General Urban/Suburban

INDEPENDENT VARIABLE (IV):
1000 Sq. Ft. GFA

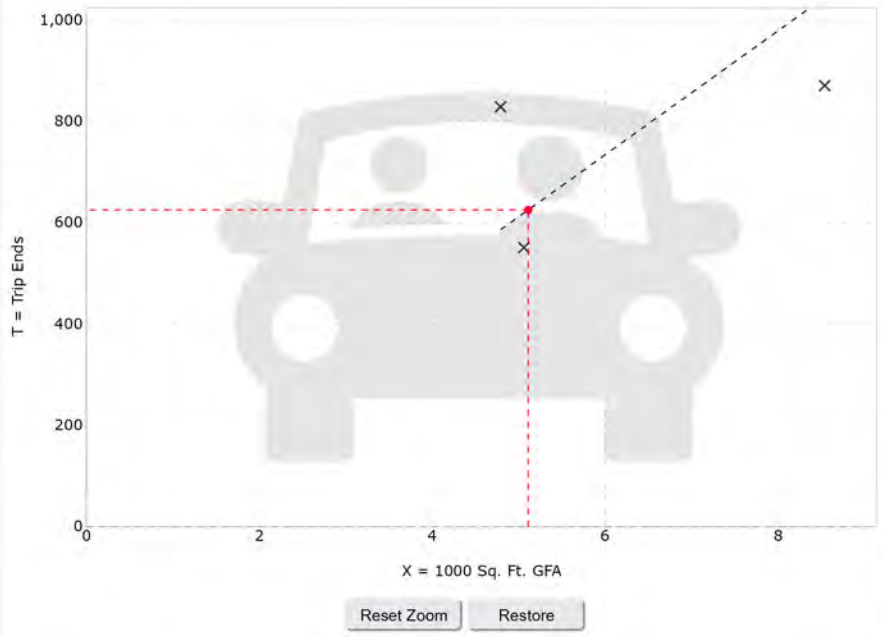
TIME PERIOD:
Saturday

TRIP TYPE:
Vehicle

ENTER IV VALUE TO CALCULATE TRIPS:
5.110 Calculate

## Data Plot and Equation

*Caution – Small Sample Size*




Use the mouse wheel to Zoom Out or Zoom In.
Hover the mouse pointer on data points to view X and T values.

## DATA STATISTICS

**Land Use:**
High-Turnover (Sit-Down) Restaurant (932) Click for Description and Data Plots

**Independent Variable:**
1000 Sq. Ft. GFA

**Time Period:**
Saturday

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

**Trip Type:**
Vehicle

**Number of Studies:**
3

**Avg. 1000 Sq. Ft. GFA:**
6

**Average Rate:**
122.40

**Range of Rates:**
101.99 - 173.07

**Standard Deviation:**
36.99

**Fitted Curve Equation:**
Not Given

**$R^2$:**
****

**Directional Distribution:**
50% entering, 50% exiting

**Calculated Trip Ends:**
Average Rate: 625 (Total), 313 (Entry), 312 (Exit)



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# Graph Look Up

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- TGM Appendices
- Support Documents
- Add Users
- Comments

Add-ons to do more

Try OTISS Pro

Query | Filter

DATA SOURCE:
Trip Generation Manual, 11th Ed

SEARCH BY LAND USE CODE:
932

LAND USE GROUP:
(900-999) Services

LAND USE :
932 - High-Turnover (Sit-Down) Restaurant

LAND USE SUBCATEGORY:
All Sites

SETTING/LOCATION:
General Urban/Suburban

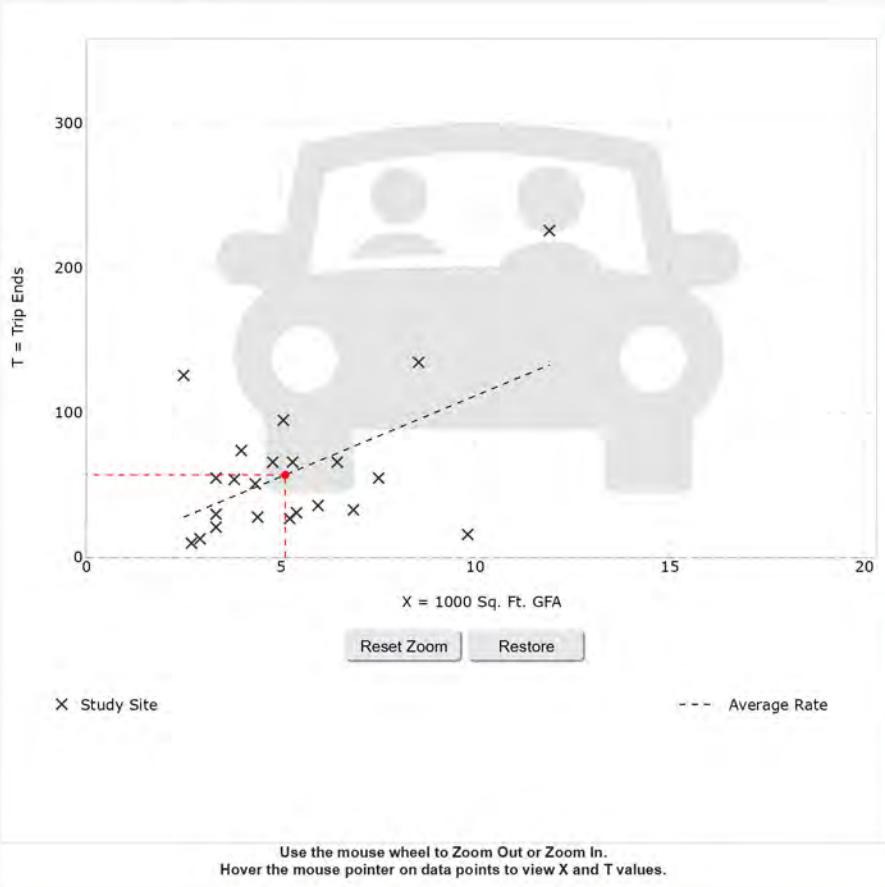
INDEPENDENT VARIABLE (IV):
1000 Sq. Ft. GFA

TIME PERIOD:
Saturday, Peak Hour of Generator

TRIP TYPE:
Vehicle

ENTER IV VALUE TO CALCULATE TRIPS:
5.110 Calculate

## Data Plot and Equation




Use the mouse wheel to Zoom Out or Zoom In.
Hover the mouse pointer on data points to view X and T values.

## DATA STATISTICS

**Land Use:**
High-Turnover (Sit-Down) Restaurant (932) Click for Description and Data Plots

**Independent Variable:**
1000 Sq. Ft. GFA

**Time Period:**
Saturday
Peak Hour of Generator

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

**Trip Type:**
Vehicle

**Number of Studies:**
22

**Avg. 1000 Sq. Ft. GFA:**
5

**Average Rate:**
11.19

**Range of Rates:**
1.63 - 50.40

**Standard Deviation:**
8.30

**Fitted Curve Equation:**
Not Given

**$R^2$:**
****

**Directional Distribution:**
51% entering, 49% exiting

**Calculated Trip Ends:**
Average Rate: 57 (Total), 29 (Entry), 28 (Exit)



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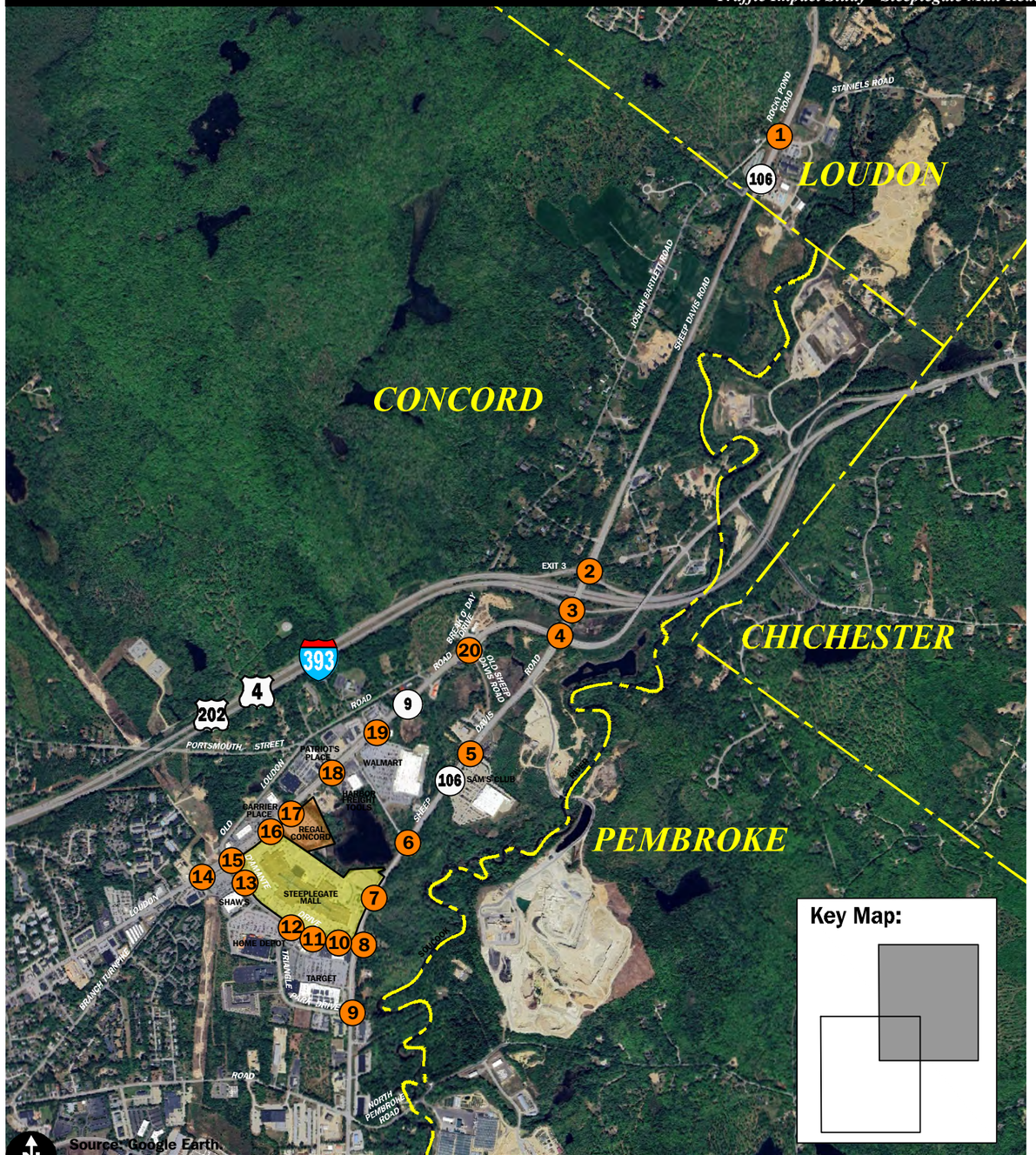


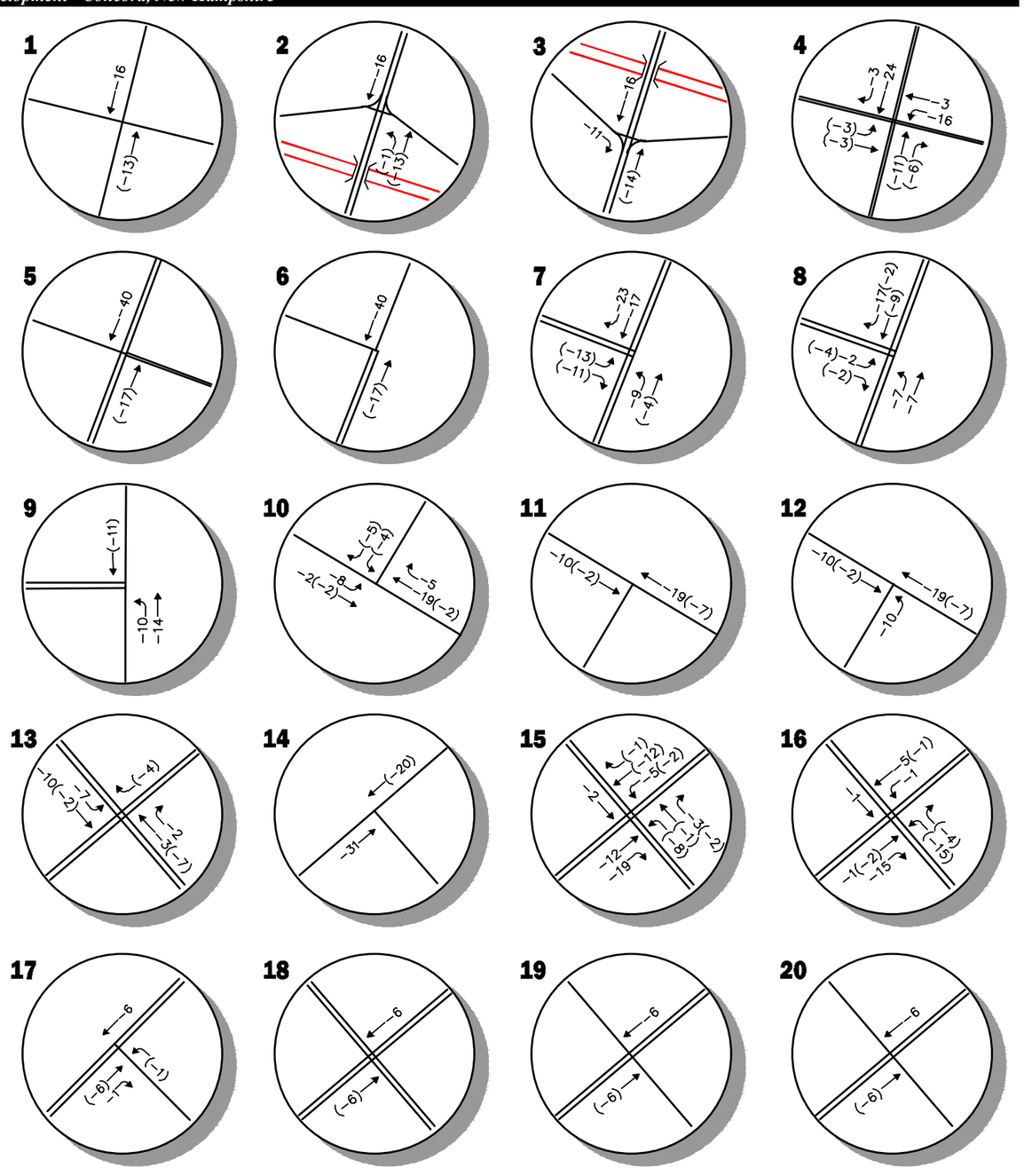


**Figure A-19N**

**Existing Site Trips Removed**
**Peak-Month**
**Weekday Morning**
**Peak-Hour Traffic Volumes**

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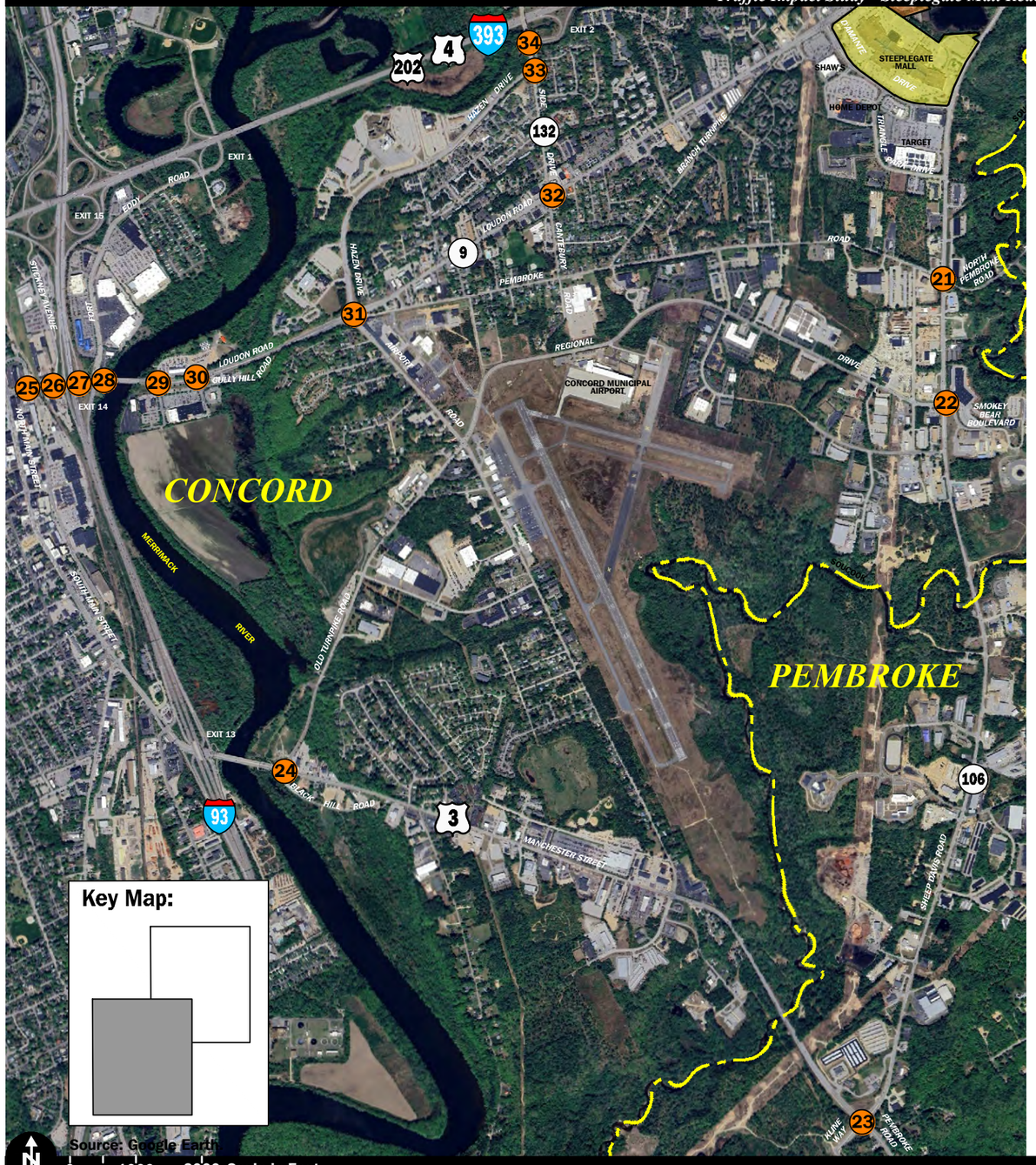


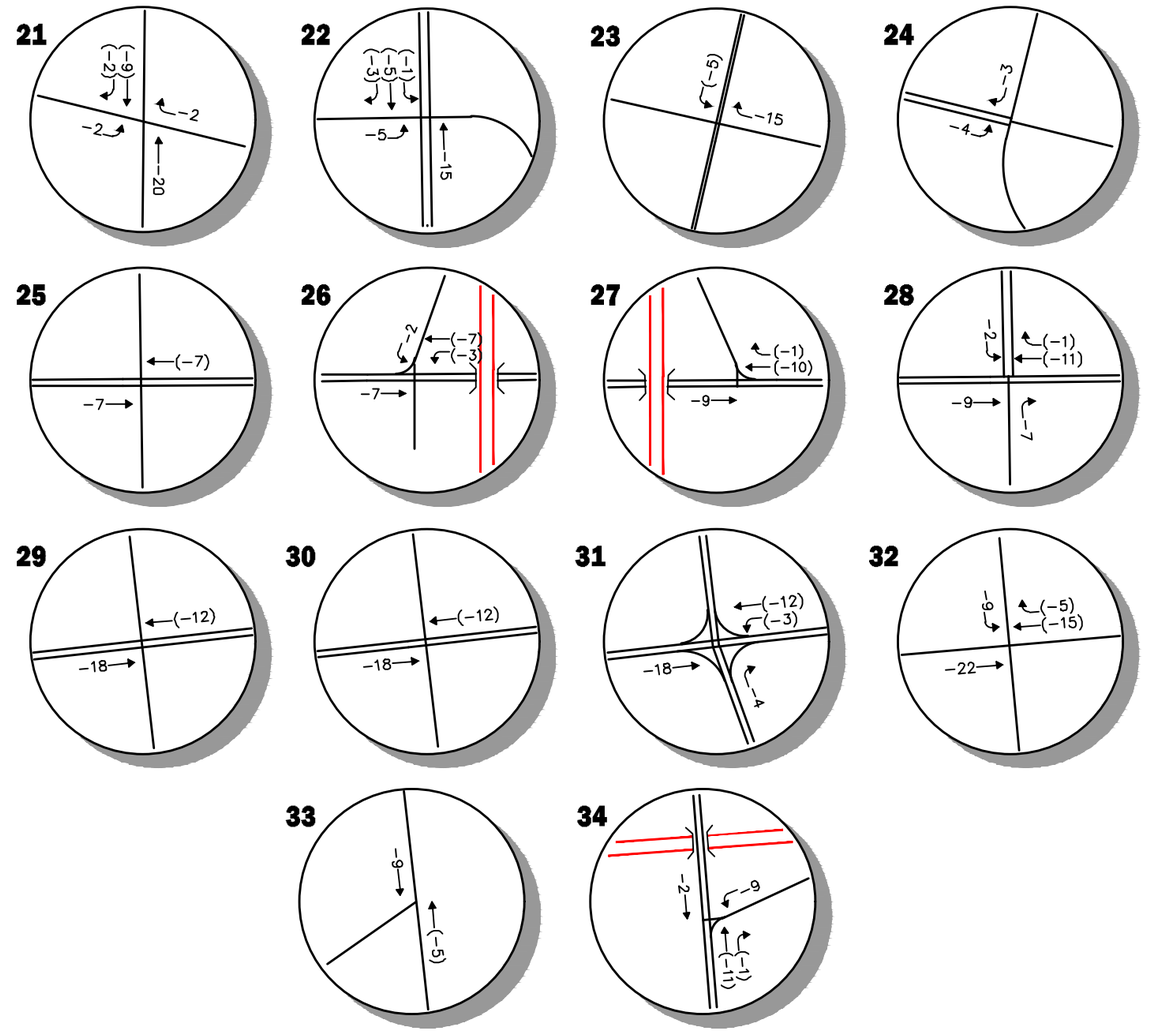


**Figure A-19S**

**Existing Site Trips Removed**
**Peak-Month**
**Weekday Morning**
**Peak-Hour Traffic Volumes**

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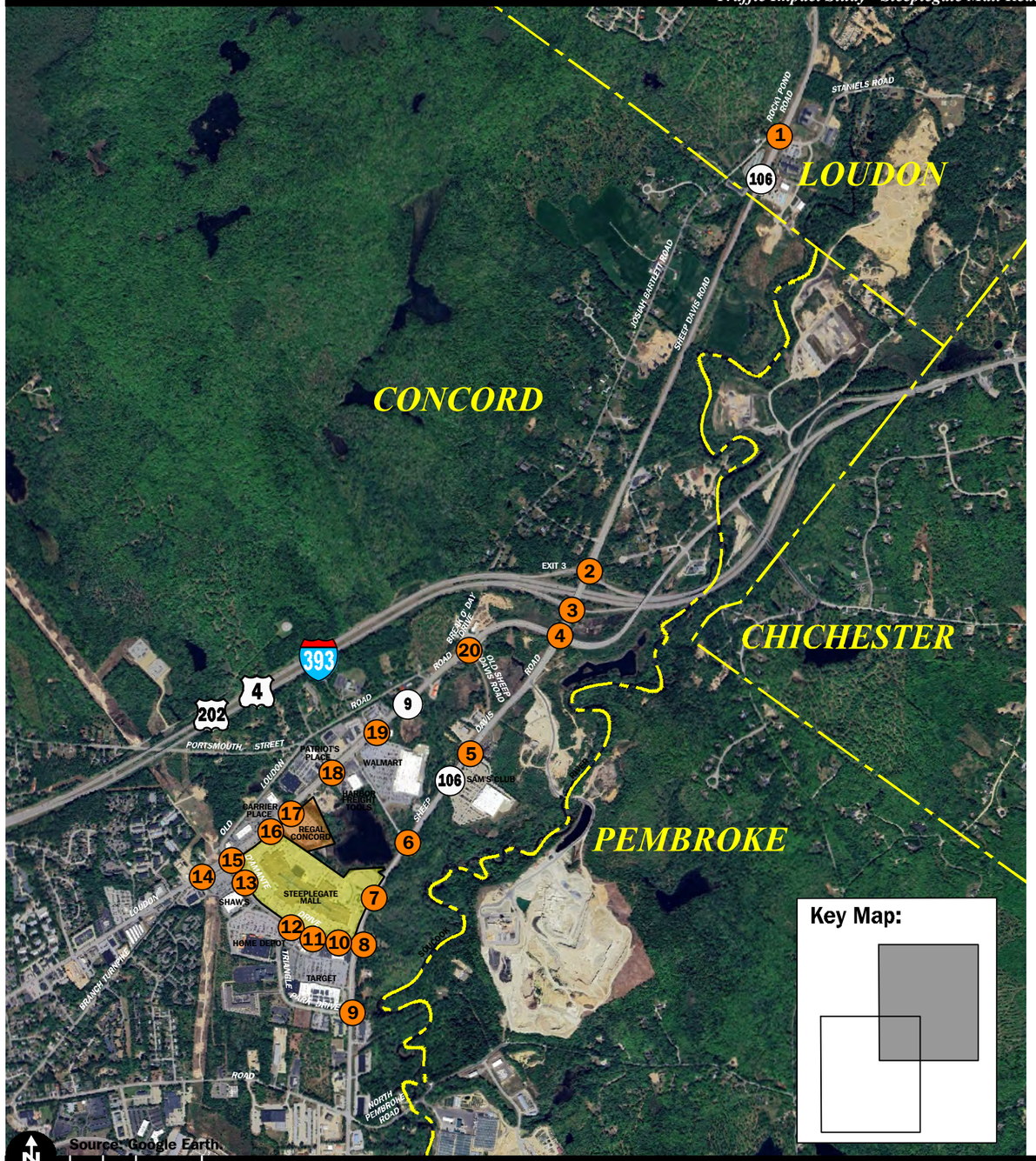


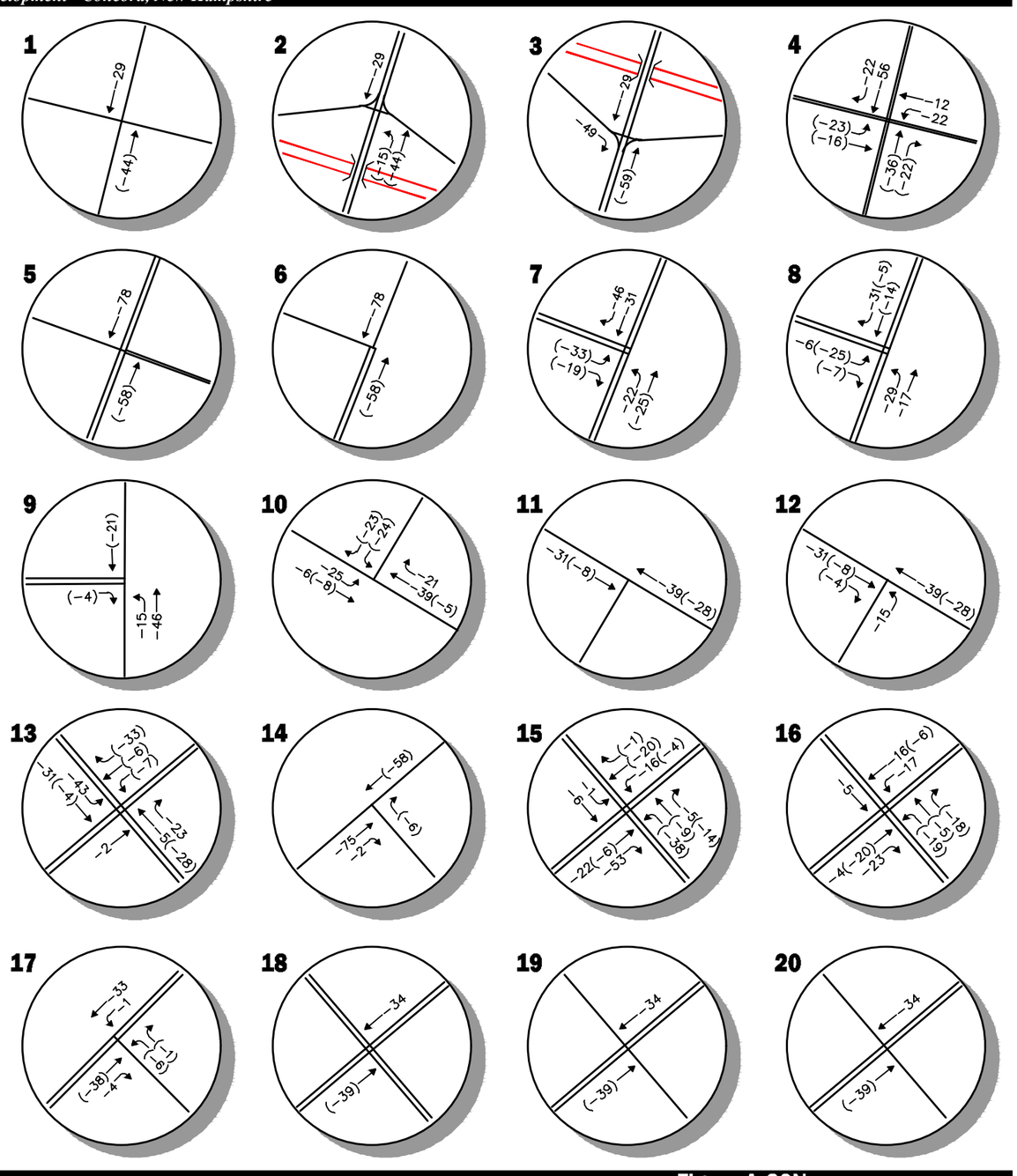


**Figure A-20N**

**Existing Site Trips Removed**
**Peak-Month**
**Weekday Evening**
**Peak-Hour Traffic Volumes**

Vanasse & Associates inc

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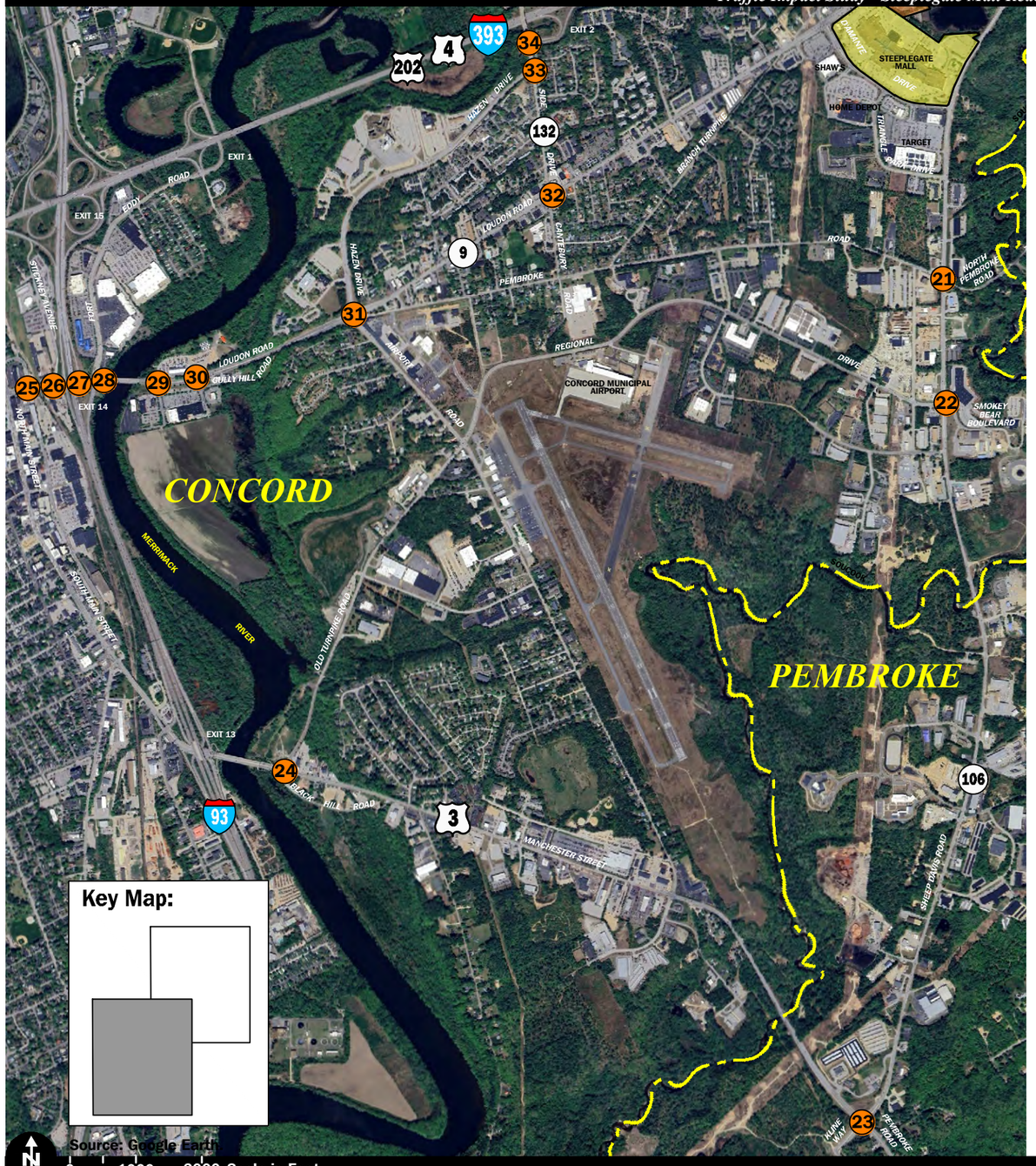


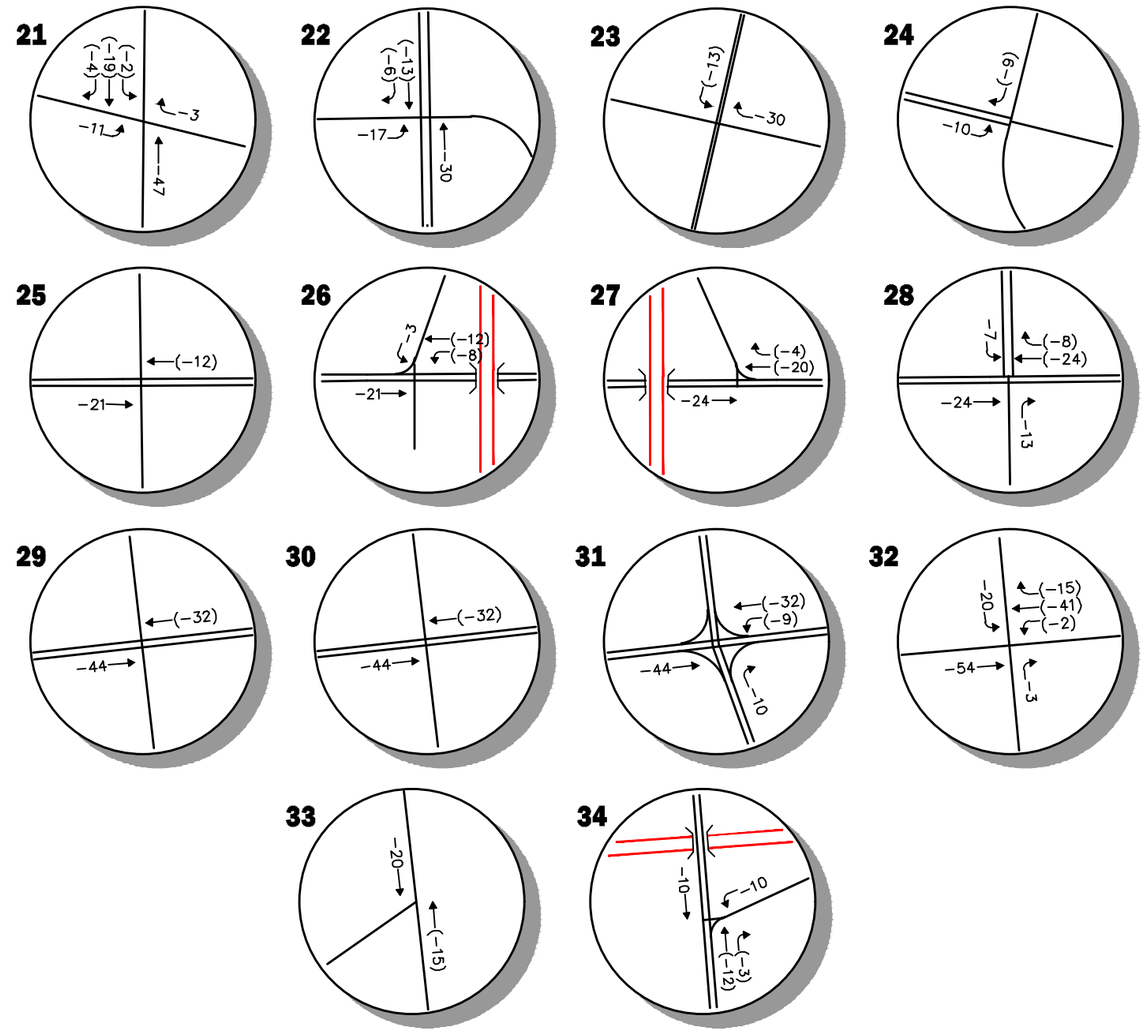


**Figure A-20S**

**Existing Site Trips Removed**
**Peak-Month**
**Weekday Evening**
**Peak-Hour Traffic Volumes**

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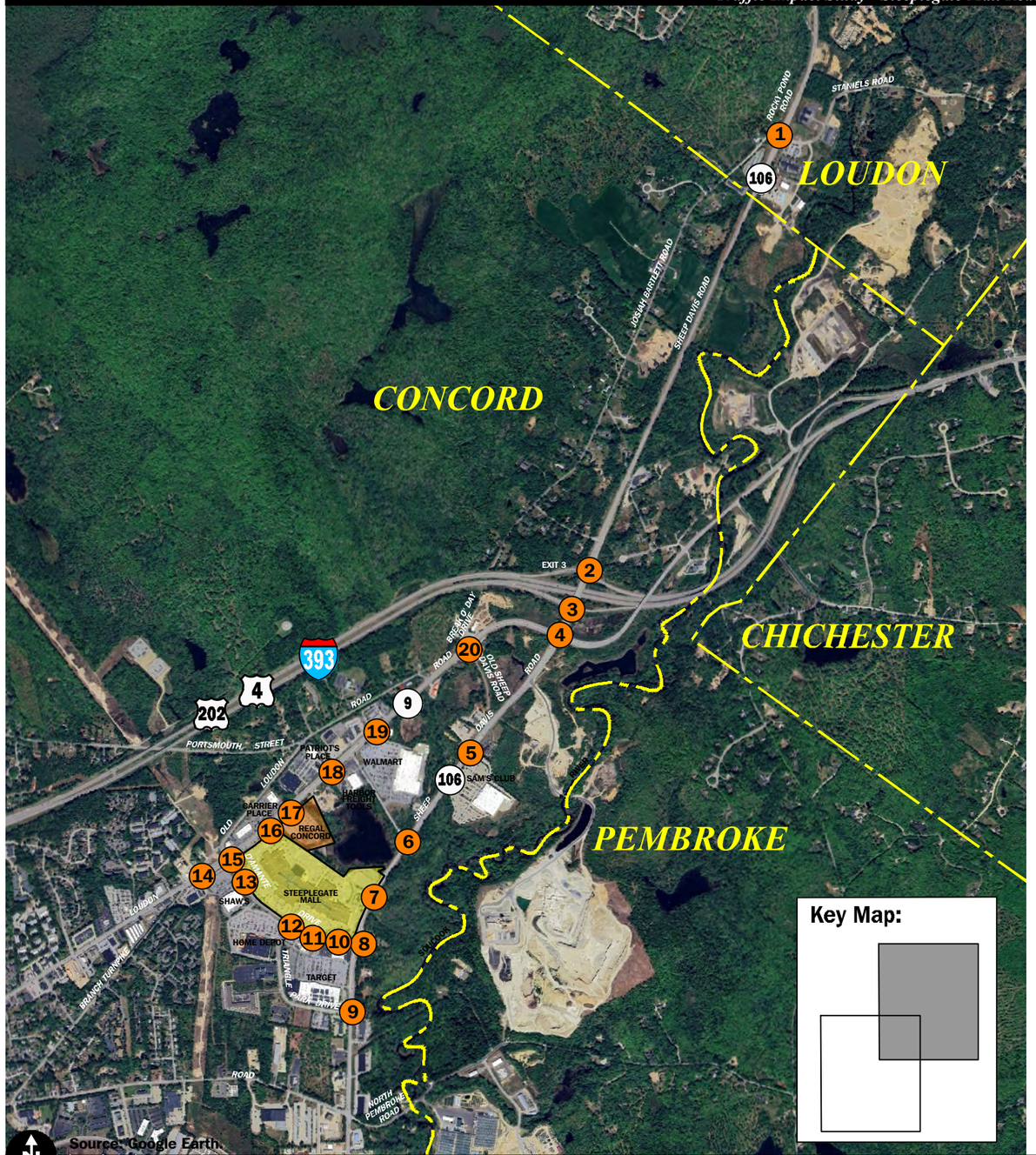


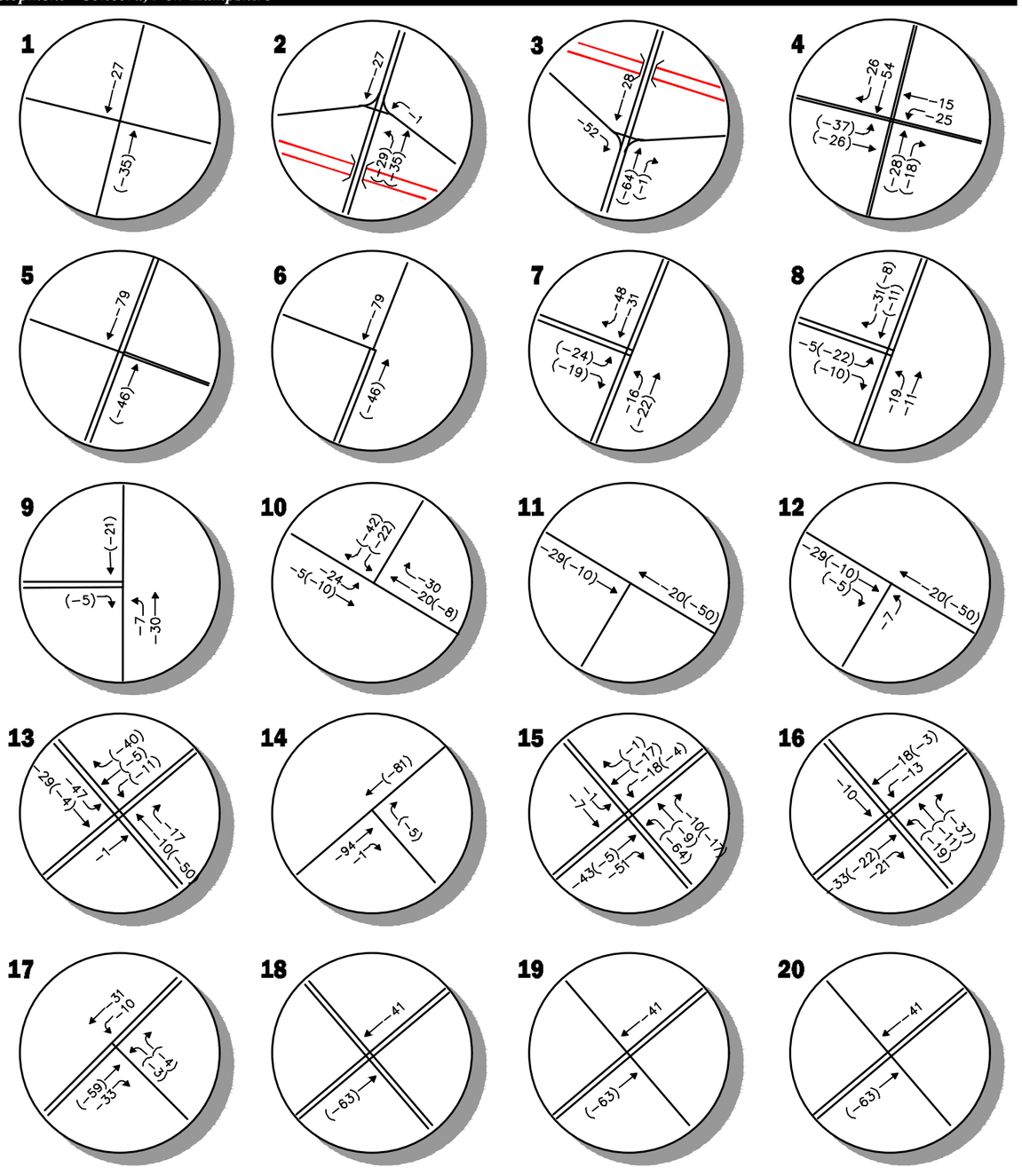


**Figure A-21N**

**Existing Site Trips Removed**
**Peak-Month**
**Saturday Midday**
**Peak-Hour Traffic Volumes**

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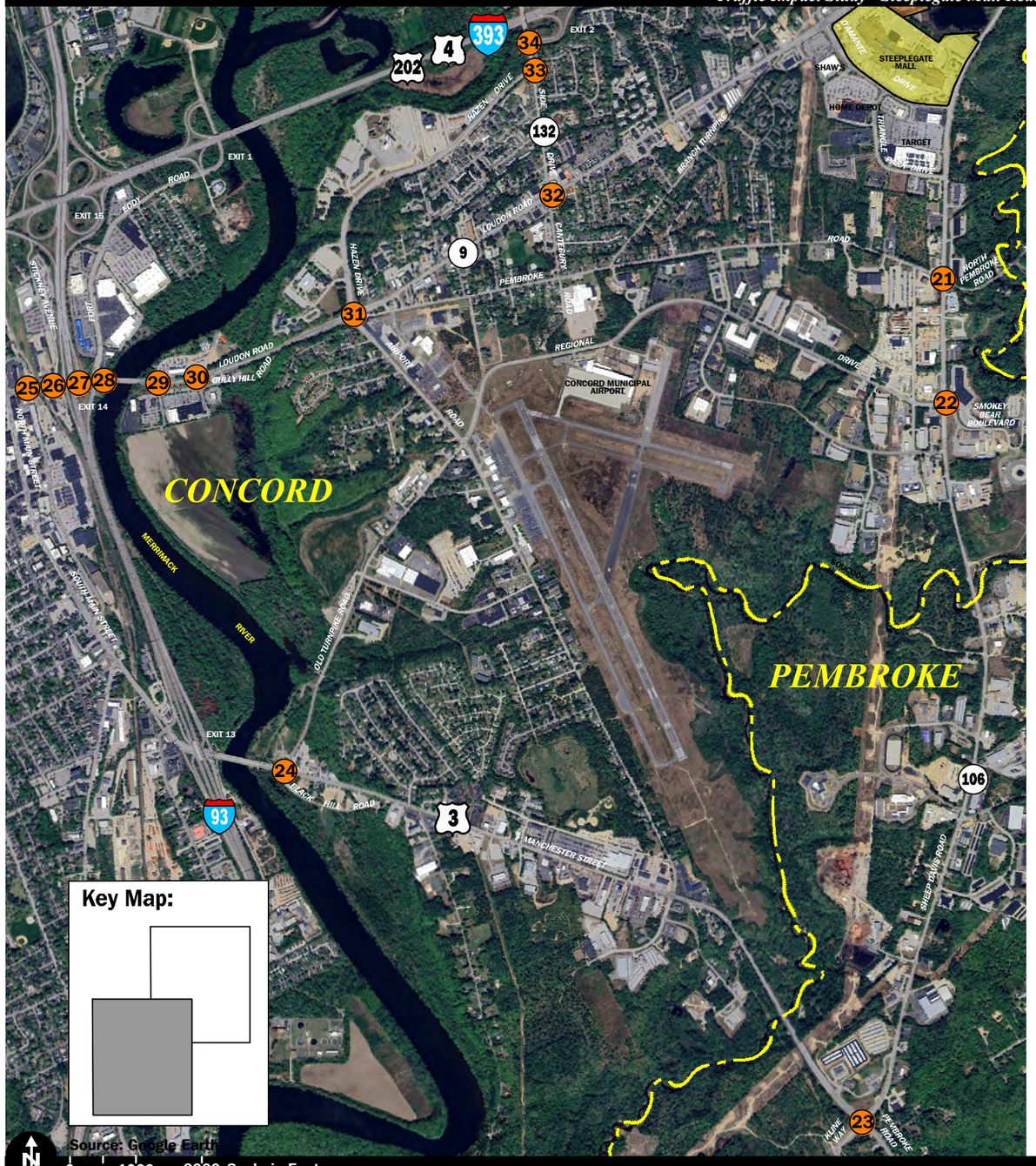


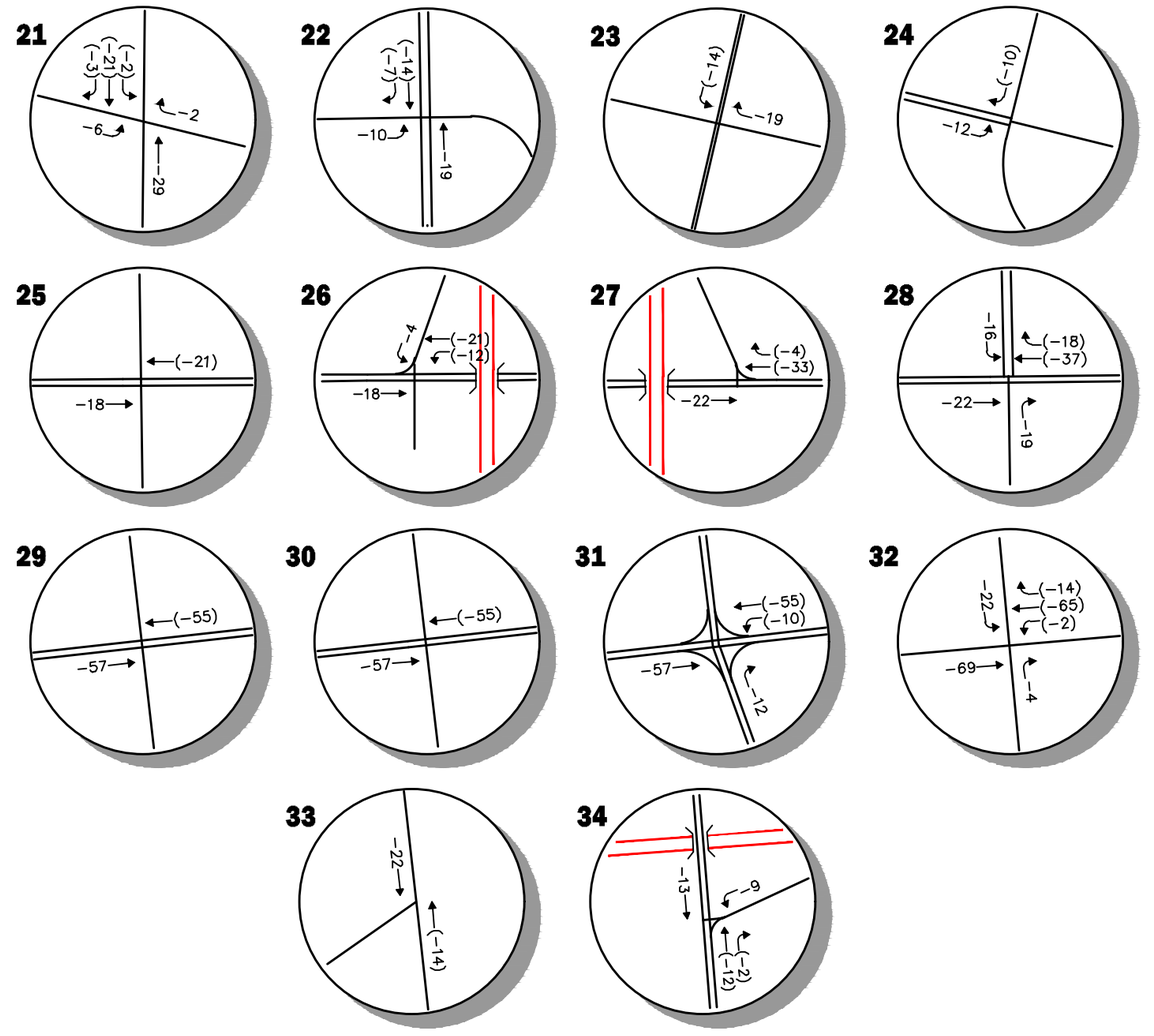


**Figure A-21S**

**Existing Site Trips Removed**
**Peak-Month**
**Saturday Midday**
**Peak-Hour Traffic Volumes**

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# RESIDENTIAL TRIP DISTRIBUTION

Steeplegate Mall Redevelopment
Concord, NH

| Residence | State | Workplace | State | Number | I-393 (West) | | NH Route 106 (North) | | NH Route 9 (East) | | Louden Road (West) | | NH Route 132 (North) | | I-93 (North) | | I-93 (South) | | Fort Eddy Road (North) | | Suickney Ave. (North) | | Pembroke Road (West) | | Route 3 (North) | | Route 3 (South) | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Concord | NH | Concord | NH | 655 | | 0 | | 0 | | 0 | 30% | 197 | 3% | 20 | 20% | 131 | 20% | 131 | 5% | 33 | 2% | 13 | 5% | 33 | 15% | 98 | | 0 | 100% |
| Concord | NH | Manchester | NH | 233 | 50% | 117 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | 50% | 117 | 100% |
| Concord | NH | Nashua | NH | 58 | 100% | 58 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | 100% |
| Concord | NH | Lebanon | NH | 30 | 100% | 30 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | 100% |
| Concord | NH | Suncook | NH | 22 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | 100% | 22 | 100% |
| Concord | NH | Boston | MA | 21 | 100% | 21 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | 100% |
| Concord | NH | Laconia | NH | 19 | | 0 | 100% | 19 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | 100% |
| Concord | NH | Portsmouth | NH | 19 | | 0 | | 0 | 100% | 19 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | 100% |
| Concord | NH | Tilton Northfield | NH | 17 | 100% | 17 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | 100% |
| Concord | NH | Derry | NH | 14 | 100% | 14 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | 100% |
| Concord | NH | Dover | NH | 14 | | 0 | | 0 | 100% | 14 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | 100% |
| Concord | NH | Durham | NH | 13 | | 0 | | 0 | 100% | 13 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | 100% |
| Concord | NH | Keene | NH | 12 | 100% | 12 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | 100% |
| Concord | NH | Londonderry | NH | 11 | 100% | 11 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | 100% |
| Concord | NH | Rochester | NH | 11 | | 0 | | 0 | 100% | 11 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | 100% |
| Concord | NH | South Hooksett | NH | 11 | 45% | 5 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | 55% | 6 | 100% |
| Concord | NH | Franklin | NH | 10 | 100% | 10 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | 100% |
| Concord | NH | Raymond | NH | 10 | 50% | 5 | | 0 | 50% | 5 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | 100% |
| Concord | NH | Bristol | NH | 7 | 100% | 7 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | 100% |
| Concord | NH | Meredith | NH | 7 | 25% | 2 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | 75% | 5 | 100% |
| Concord | NH | Claremont | NH | 6 | 100% | 6 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | 100% |
| Concord | NH | East Merrimack | NH | 6 | 50% | 3 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | 50% | 3 | 100% |
| Concord | NH | Hillsborough | NH | 6 | 100% | 6 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | 100% |
| Concord | NH | Milford | NH | 6 | 50% | 3 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | 50% | 3 | 100% |
| Concord | NH | Plymouth | NH | 6 | 100% | 6 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | 100% |
| Concord | NH | Exeter | NH | 5 | 80% | 4 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | 20% | 1 | 100% |
| Concord | NH | Henniker | NH | 5 | 100% | 5 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | 100% |
| Concord | NH | Hudson | NH | 5 | 80% | 4 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | 20% | 1 | 100% |
| Concord | NH | Pittsfield | NH | 5 | | 0 | 20% | 1 | 80% | 4 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | 100% |
| Concord | NH | Cambridge | MA | 4 | 100% | 4 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | 100% |
| Concord | NH | New York | NY | 4 | 100% | 4 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | 100% |
| Concord | NH | Pinardville | NH | 4 | 100% | 4 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | 100% |
| Concord | NH | Portland | ME | 4 | | 0 | | 0 | 100% | 4 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | 100% |
| Concord | NH | Somersworth | NH | 4 | | 0 | | 0 | 100% | 4 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | 100% |
| Concord | NH | Contoocook | NH | 3 | 100% | 3 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | 100% |
| Concord | NH | Haverhill | MA | 3 | 100% | 3 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | 100% |
| Concord | NH | North Conway | NH | 3 | | 0 | 100% | 3 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | 100% |
| Concord | NH | Brockton | MA | 2 | 100% | 2 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | 100% |
| Concord | NH | Burlington | MA | 2 | 100% | 2 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | 100% |
| Concord | NH | Center Ossipee | NH | 2 | | 0 | 50% | 1 | 50% | 1 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | 100% |
| Concord | NH | Charlestown | NH | 2 | 100% | 2 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | 100% |
| Concord | NH | Epping | NH | 2 | | 0 | | 0 | 100% | 2 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | 100% |
| Concord | NH | Hanover | NH | 2 | 100% | 2 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | 100% |
| Concord | NH | Hooksett | NH | 2 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | 100% | 2 | 100% |
| Concord | NH | Lawrence | MA | 2 | 100% | 2 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | 100% |
| Concord | NH | Methuen | MA | 2 | 100% | 2 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | 100% |
| Concord | NH | White River Junction | VT | 2 | 100% | 2 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | 100% |
| Concord | NH | Woburn | MA | 2 | 100% | 2 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | 100% |
| | | | | 1,295 | | 379 | | 24 | | 77 | | 197 | | 20 | | 131 | | 131 | | 33 | | 13 | | 33 | | 98 | | 160 | |
| | | | | | | 29.3% | | 1.9% | | 5.9% | | 15.2% | | 1.5% | | 10.1% | | 10.1% | | 2.5% | | 1.0% | | 2.5% | | 7.6% | | 12.3% | |
| | | | SAY | | | 30% | | 2% | | 6% | | 11% | | 1% | | 10% | | 10% | | 2% | | 1% | | 0% | | 2% | | 8% | 83% |
| | | SAY (Internal to Study Area) | | | | 0% | | 0% | | 0% | | 4% | | 1% | | 0% | | 0% | | 0% | | 0% | | 2% | | 6% | | 4% | 17% |

## TURN LANE WARRANTS ANALYSIS

NH Route 9 at the North Project site driveway (Intersection 17)
NH Route 9 at the South Project site driveway (Intersection 16)
D'Amante Drive at the East Project site driveway (Intersection 11)
D'Amante Drive at the Central Project site driveway (Intersection 12)
D'Amante Drive at the West Project site driveway (Intersection 13)

NH Route 9 at the North Project site driveway (Intersection 17)

**Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.**

INPUT

| Roadway geometry: | 4-lane roadway |
|---|---|

| Variable | Value |
|---|---|
| Major-road speed, mph: | 40 |
| Major-road volume (one direction), veh/h: | 348 |
| Right-turn volume, veh/h: | 14 |

OUTPUT

| Variable | Value |
|---|---|
| Limiting right-turn volume, veh/h: | 461 |
| **Guidance for determining the need for a major-road right-turn bay for a 4-lane roadway:** | |
| **Do NOT add right-turn bay.** | |

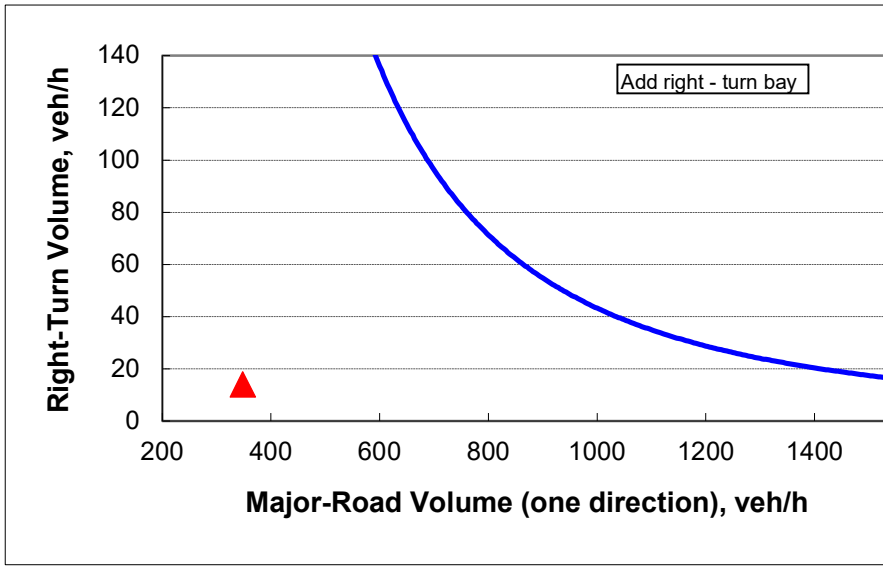


**Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.**

INPUT

| Roadway geometry: | 4-lane roadway |
|---|---|

| Variable | Value |
|---|---|
| Major-road speed, mph: | 40 |
| Major-road volume (one direction), veh/h: | 887 |
| Right-turn volume, veh/h: | 29 |

OUTPUT

| Variable | Value |
|---|---|
| Limiting right-turn volume, veh/h: | 57 |
| **Guidance for determining the need for a major-road right-turn bay for a 4-lane roadway:** | |
| **Do NOT add right-turn bay.** | |

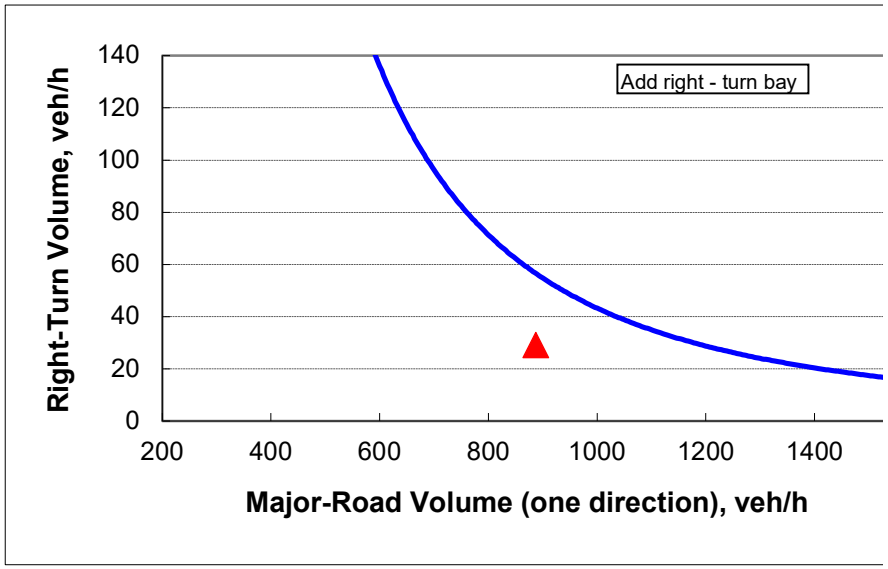


**Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.**

INPUT

| Roadway geometry: | 4-lane roadway |
|---|---|

| Variable | Value |
|---|---|
| Major-road speed, mph: | 40 |
| Major-road volume (one direction), veh/h: | 1130 |
| Right-turn volume, veh/h: | 37 |

OUTPUT

| Variable | Value |
|---|---|
| Limiting right-turn volume, veh/h: | 33 |
| **Guidance for determining the need for a major-road right-turn bay for a 4-lane roadway:** | |
| **Add right-turn bay.** | |

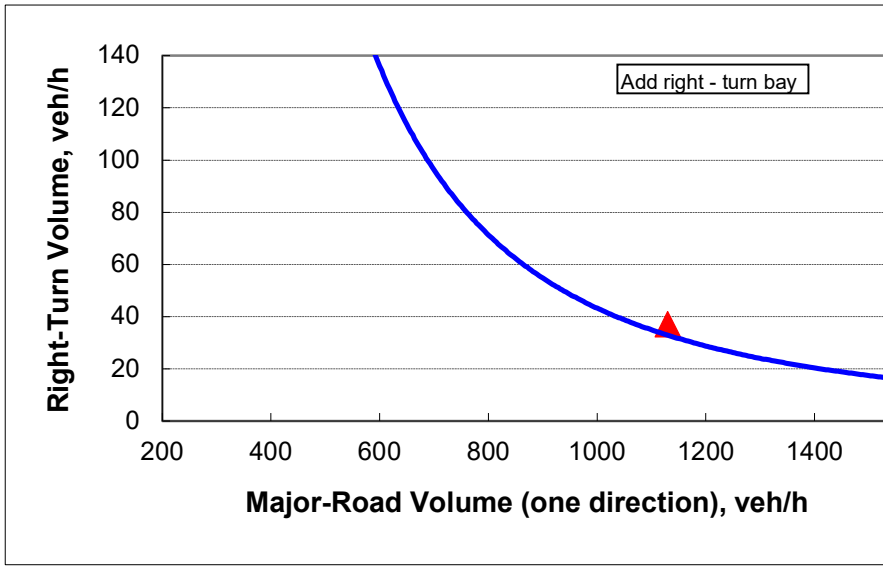


**Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.**

INPUT

| Roadway geometry: | 4-lane roadway |
|---|---|

| Variable | Value |
|---|---|
| Major-road speed, mph: | 40 |
| Major-road volume (one direction), veh/h: | 378 |
| Right-turn volume, veh/h: | 14 |

OUTPUT

| Variable | Value |
|---|---|
| Limiting right-turn volume, veh/h: | 383 |
| **Guidance for determining the need for a major-road right-turn bay for a 4-lane roadway:** | |
| **Do NOT add right-turn bay.** | |

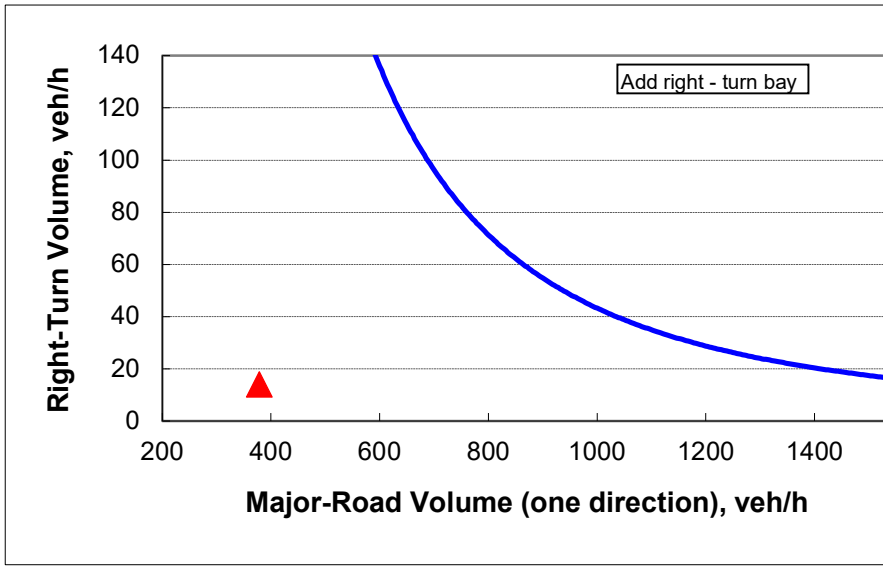


**Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.**

INPUT

| Roadway geometry: | 4-lane roadway |
|---|---|

| Variable | Value |
|---|---|
| Major-road speed, mph: | 40 |
| Major-road volume (one direction), veh/h: | 959 |
| Right-turn volume, veh/h: | 29 |

OUTPUT

| Variable | Value |
|---|---|
| Limiting right-turn volume, veh/h: | 48 |
| **Guidance for determining the need for a major-road right-turn bay for a 4-lane roadway:** | |
| **Do NOT add right-turn bay.** | |

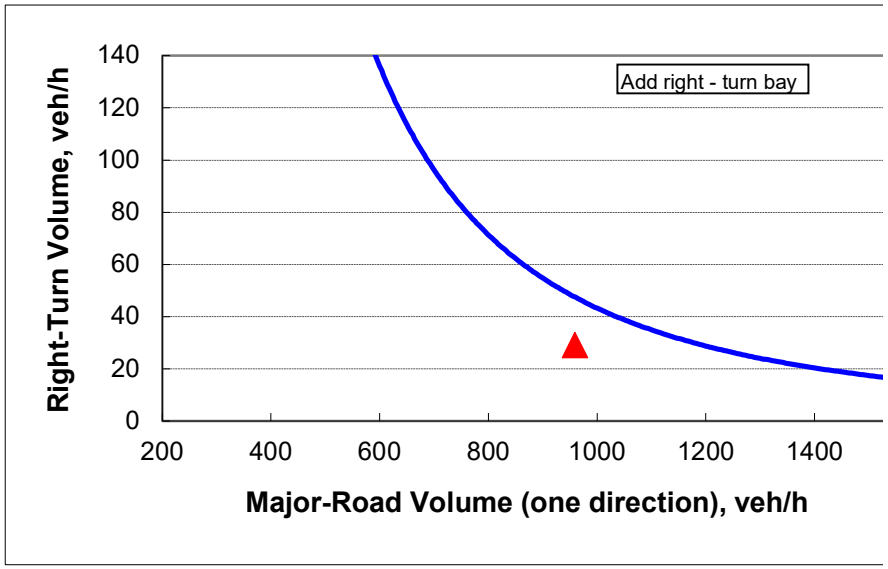


**Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.**

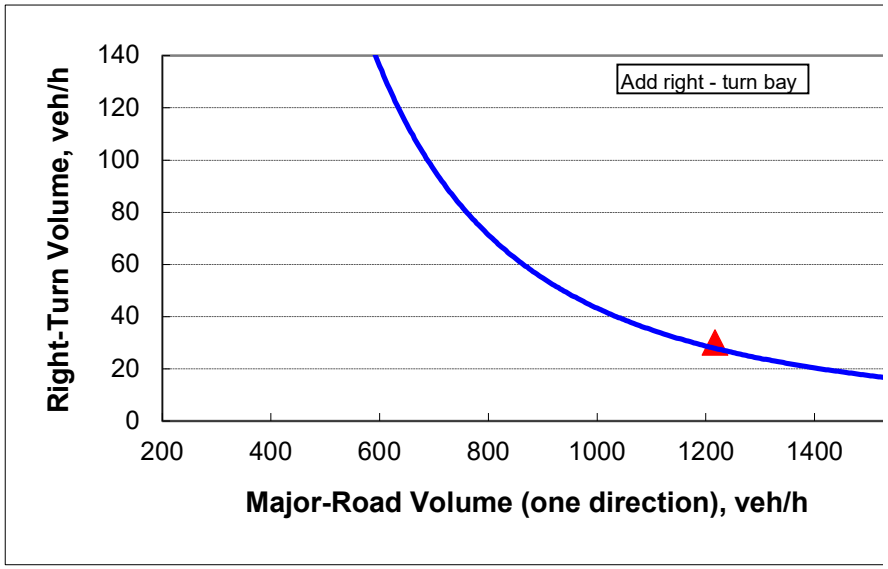
INPUT

| Roadway geometry: | 4-lane roadway |
|---|---|

| Variable | Value |
|---|---|
| Major-road speed, mph: | 40 |
| Major-road volume (one direction), veh/h: | 1217 |
| Right-turn volume, veh/h: | 30 |

OUTPUT

| Variable | Value |
|---|---|
| Limiting right-turn volume, veh/h: | 28 |
| **Guidance for determining the need for a major-road right-turn bay for a 4-lane roadway:** | |
| **Add right-turn bay.** | |



NH Route 9 at the South Project site driveway (Intersection 16)

**Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.**

INPUT

| Roadway geometry: | 4-lane roadway |
|---|---|

| Variable | Value |
|---|---|
| Major-road speed, mph: | 40 |
| Major-road volume (one direction), veh/h: | 315 |
| Right-turn volume, veh/h: | 46 |

OUTPUT

| Variable | Value |
|---|---|
| Limiting right-turn volume, veh/h: | 577 |
| **Guidance for determining the need for a major-road right-turn bay for a 4-lane roadway:** | |
| **Do NOT add right-turn bay.** | |

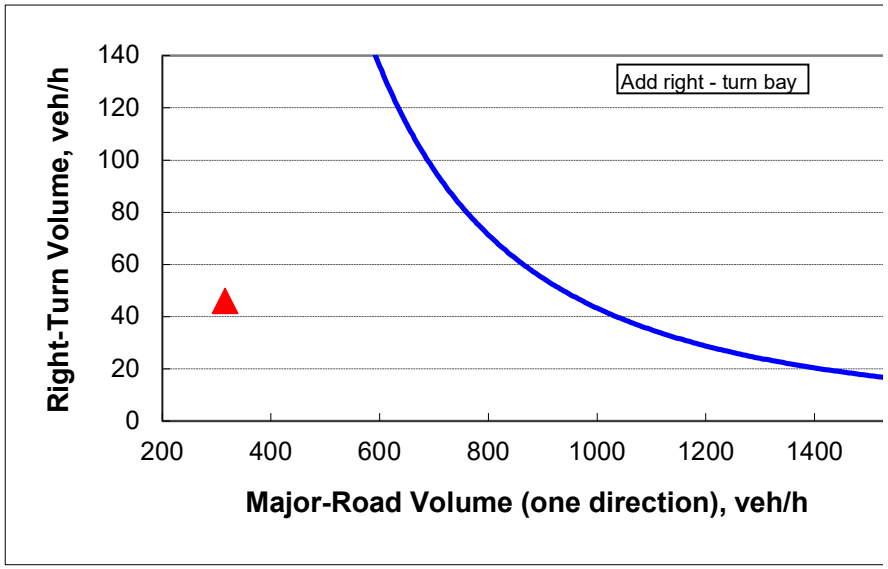


**Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.**

INPUT

| Roadway geometry: | 4-lane roadw ay |
|---|---|

| Variable | Value |
|---|---|
| Major-road speed, mph: | 40 |
| Major-road volume (one direction), veh/h: | 722 |
| Right-turn volume, veh/h: | 109 |

OUTPUT

| Variable | Value |
|---|---|
| Limiting right-turn volume, veh/h: | 90 |
| **Guidance for determining the need for a major-road right-turn bay for a 4-lane roadway:** | |
| **Add right-turn bay.** | |

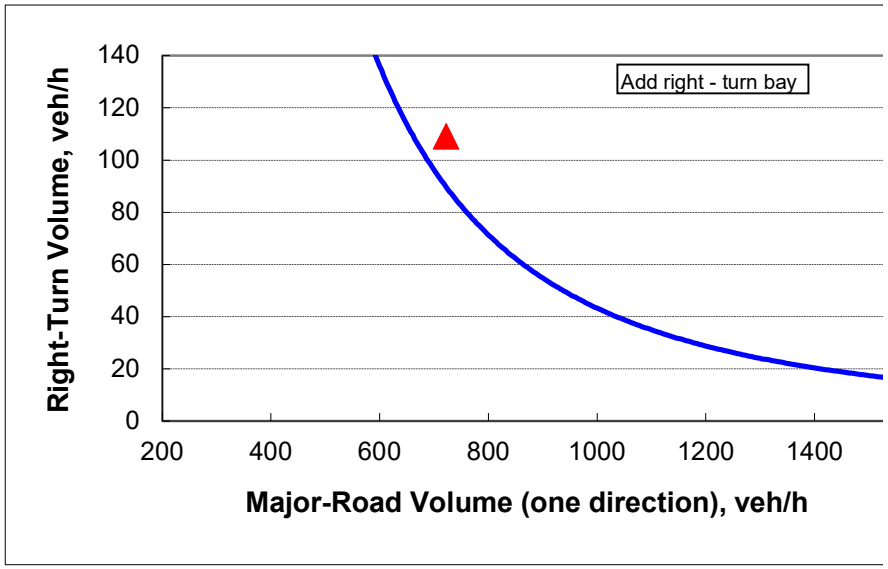


**Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.**

INPUT

| Roadway geometry: | 4-lane roadw ay |
|---|---|

| Variable | Value |
|---|---|
| Major-road speed, mph: | 40 |
| Major-road volume (one direction), veh/h: | 962 |
| Right-turn volume, veh/h: | 164 |

OUTPUT

| Variable | Value |
|---|---|
| Limiting right-turn volume, veh/h: | 47 |
| **Guidance for determining the need for a major-road right-turn bay for a 4-lane roadway:** | |
| **Add right-turn bay.** | |

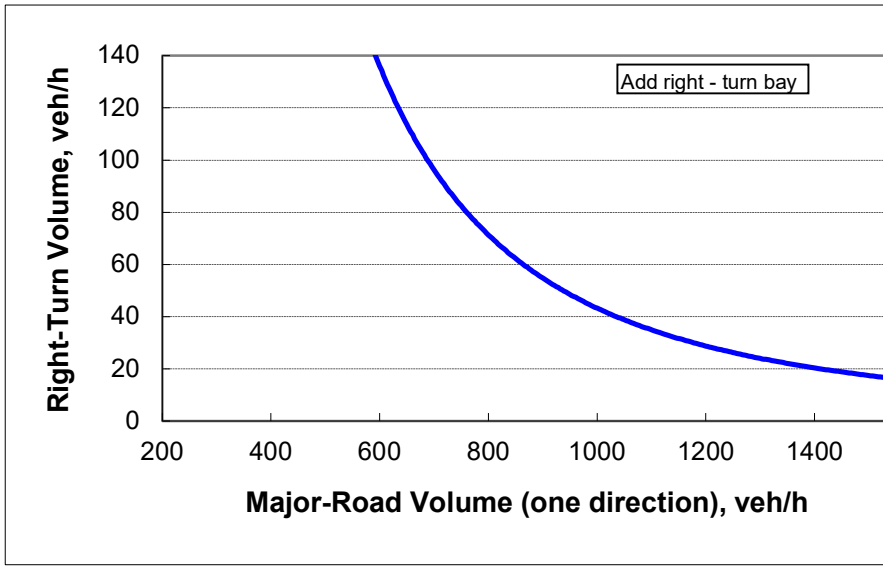


**Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.**

INPUT

| Roadway geometry: | 4-lane roadway |
|---|---|

| Variable | Value |
|---|---|
| Major-road speed, mph: | 40 |
| Major-road volume (one direction), veh/h: | 345 |
| Right-turn volume, veh/h: | 46 |

OUTPUT

| Variable | Value |
|---|---|
| Limiting right-turn volume, veh/h: | 470 |
| **Guidance for determining the need for a major-road right-turn bay for a 4-lane roadway:** | |
| **Do NOT add right-turn bay.** | |

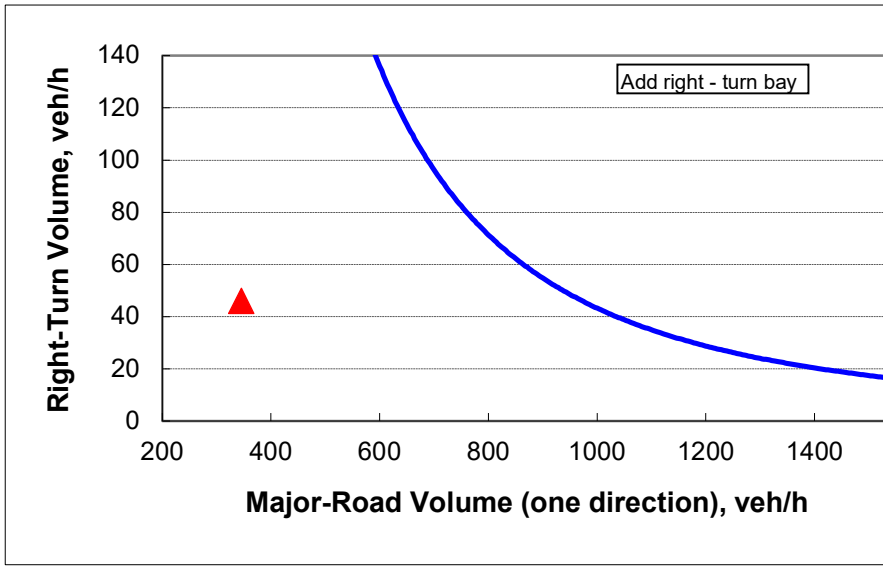


**Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.**

INPUT

| Roadway geometry: | 4-lane roadw ay |
|---|---|

| Variable | Value |
|---|---|
| Major-road speed, mph: | 40 |
| Major-road volume (one direction), veh/h: | 794 |
| Right-turn volume, veh/h: | 109 |

OUTPUT

| Variable | Value |
|---|---|
| Limiting right-turn volume, veh/h: | 73 |
| **Guidance for determining the need for a major-road right-turn bay for a 4-lane roadway:** | |
| **Add right-turn bay.** | |

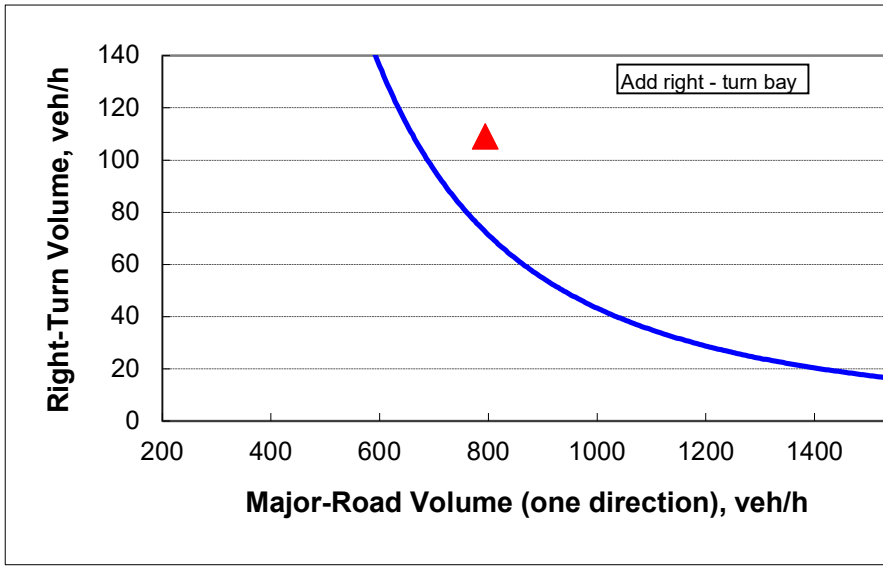


**Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.**

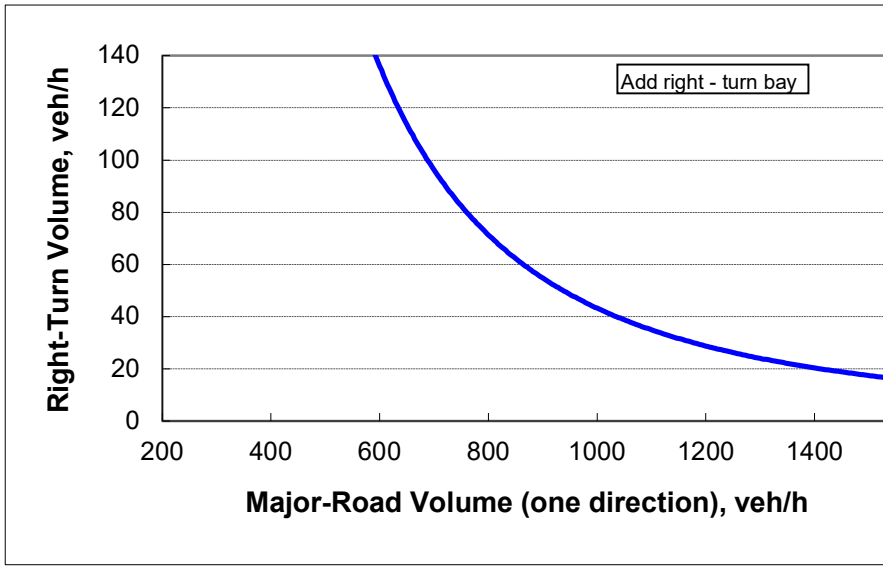
INPUT

| Roadway geometry: | 4-lane roadway |
|---|---|

| Variable | Value |
|---|---|
| Major-road speed, mph: | 40 |
| Major-road volume (one direction), veh/h: | 1056 |
| Right-turn volume, veh/h: | 164 |

OUTPUT

| Variable | Value |
|---|---|
| Limiting right-turn volume, veh/h: | 38 |
| **Guidance for determining the need for a major-road right-turn bay for a 4-lane roadway:** | |
| **Add right-turn bay.** | |



D’Amante Drive at the East Project site driveway (Intersection 11)

**Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.**

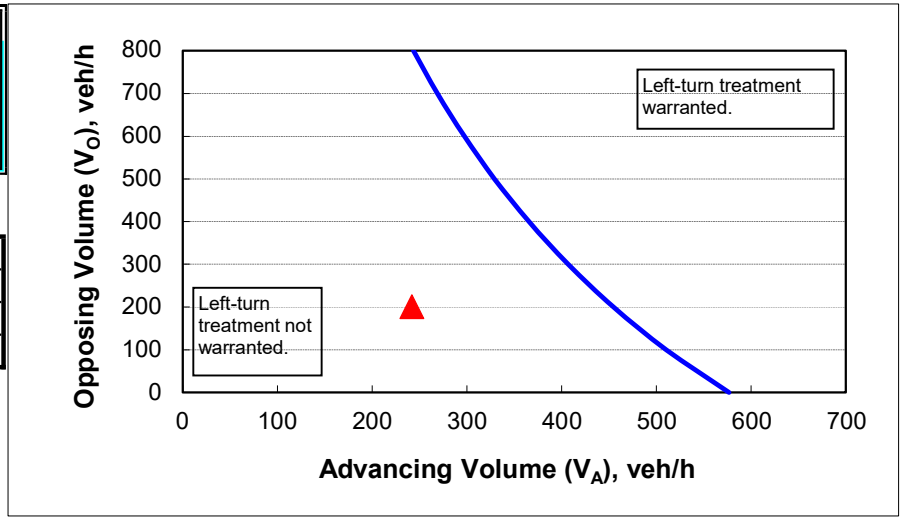
**2-lane roadway (English)**

INPUT

| Variable | Value |
|---|---|
| 85th percentile speed, mph: | 35 |
| Percent of left-turns in advancing volume ($V_A$), %: | 12% |
| Advancing volume ($V_A$), veh/h: | 242 |
| Opposing volume ($V_O$), veh/h: | 201 |

OUTPUT

| Variable | Value |
|---|---|
| Limiting advancing volume ($V_A$), veh/h: | 454 |
| **Guidance for determining the need for a major-road left-turn bay:** | |
| **Left-turn treatment NOT warranted.** | |




CALIBRATION CONSTANTS

| Variable | Value |
|---|---|
| Average time for making left-turn, s: | 3.0 |
| Critical headway, s: | 5.0 |
| Average time for left-turn vehicle to clear the advancing lane, s: | 1.9 |

**Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.**

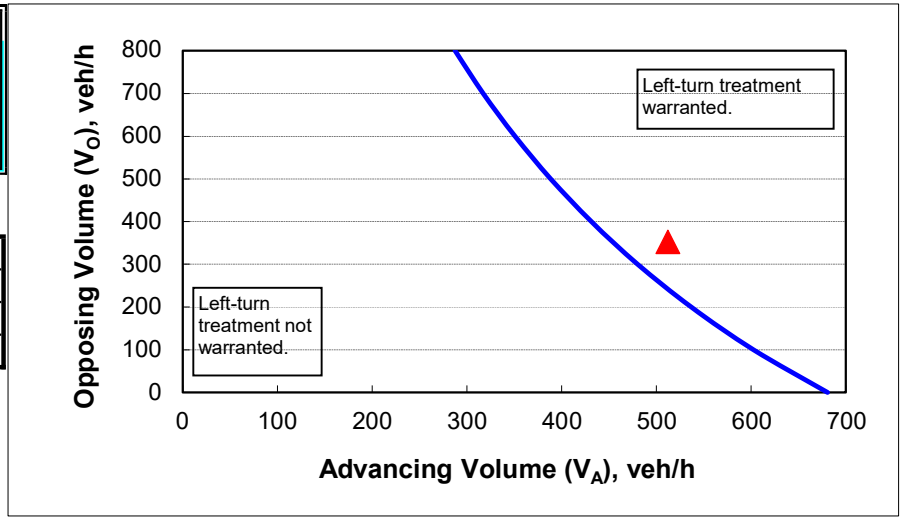
**2-lane roadway (English)**

INPUT

| Variable | Value |
|---|---|
| 85th percentile speed, mph: | 35 |
| Percent of left-turns in advancing volume ($V_A$), %: | 8% |
| Advancing volume ($V_A$), veh/h: | 512 |
| Opposing volume ($V_O$), veh/h: | 353 |

OUTPUT

| Variable | Value |
|---|---|
| Limiting advancing volume ($V_A$), veh/h: | 454 |
| **Guidance for determining the need for a major-road left-turn bay:** | |
| **Left-turn treatment warranted.** | |




CALIBRATION CONSTANTS

| Variable | Value |
|---|---|
| Average time for making left-turn, s: | 3.0 |
| Critical headway, s: | 5.0 |
| Average time for left-turn vehicle to clear the advancing lane, s: | 1.9 |

**Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.**

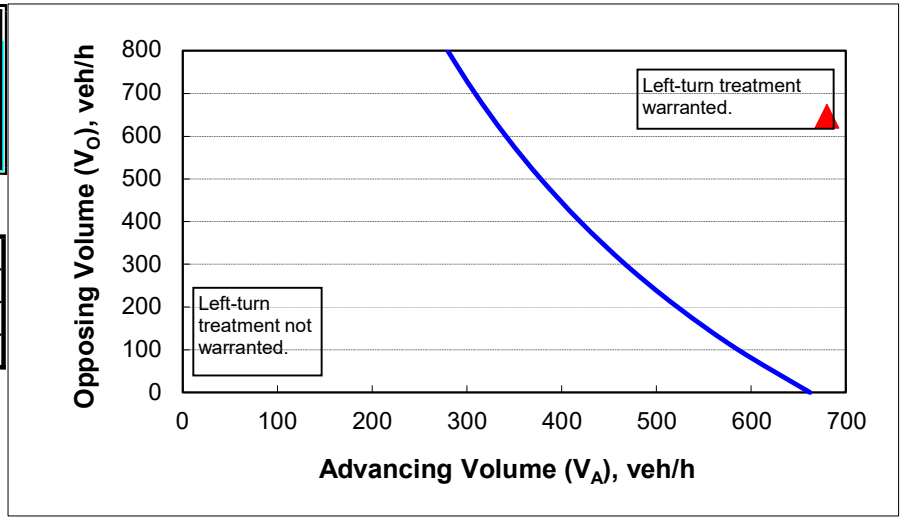
**2-lane roadway (English)**

INPUT

| Variable | Value |
|---|---|
| 85th percentile speed, mph: | 35 |
| Percent of left-turns in advancing volume ($V_A$), %: | 9% |
| Advancing volume ($V_A$), veh/h: | 680 |
| Opposing volume ($V_O$), veh/h: | 647 |

OUTPUT

| Variable | Value |
|---|---|
| Limiting advancing volume ($V_A$), veh/h: | 325 |
| **Guidance for determining the need for a major-road left-turn bay:** | |
| **Left-turn treatment warranted.** | |




CALIBRATION CONSTANTS

| Variable | Value |
|---|---|
| Average time for making left-turn, s: | 3.0 |
| Critical headway, s: | 5.0 |
| Average time for left-turn vehicle to clear the advancing lane, s: | 1.9 |

**Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.**

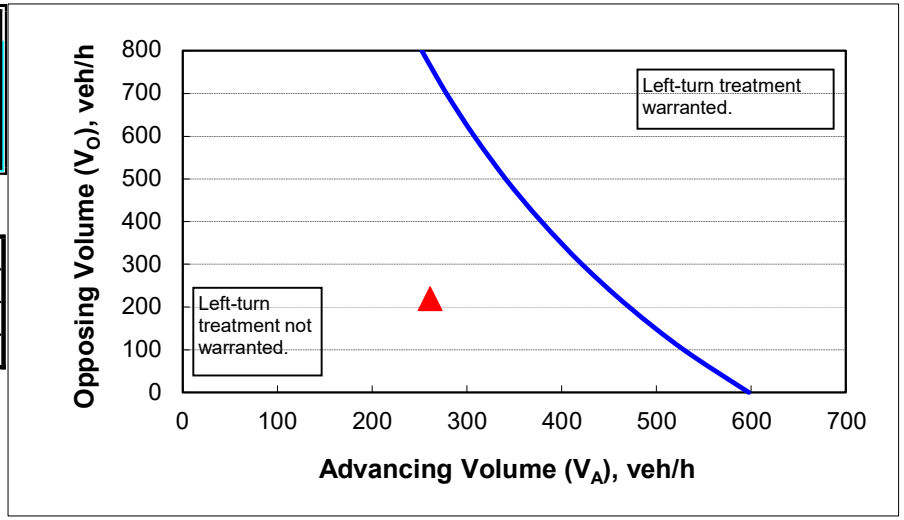
**2-lane roadway (English)**

INPUT

| Variable | Value |
|---|---|
| 85th percentile speed, mph: | 35 |
| Percent of left-turns in advancing volume ($V_A$), %: | 11% |
| Advancing volume ($V_A$), veh/h: | 261 |
| Opposing volume ($V_O$), veh/h: | 220 |

OUTPUT

| Variable | Value |
|---|---|
| Limiting advancing volume ($V_A$), veh/h: | 461 |
| **Guidance for determining the need for a major-road left-turn bay:** | |
| **Left-turn treatment NOT warranted.** | |




CALIBRATION CONSTANTS

| Variable | Value |
|---|---|
| Average time for making left-turn, s: | 3.0 |
| Critical headway, s: | 5.0 |
| Average time for left-turn vehicle to clear the advancing lane, s: | 1.9 |

**Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.**

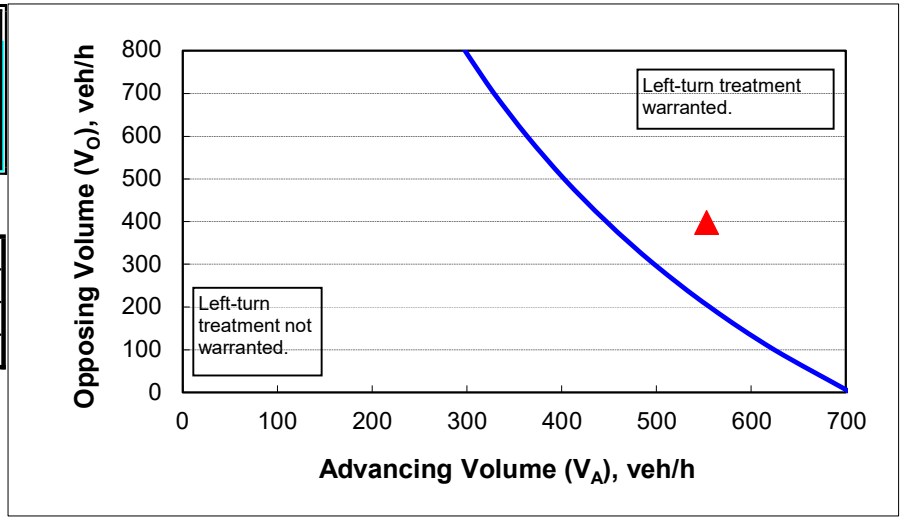
**2-lane roadway (English)**

INPUT

| Variable | Value |
|---|---|
| 85th percentile speed, mph: | 35 |
| Percent of left-turns in advancing volume ($V_A$), %: | 7% |
| Advancing volume ($V_A$), veh/h: | 553 |
| Opposing volume ($V_O$), veh/h: | 398 |

OUTPUT

| Variable | Value |
|---|---|
| Limiting advancing volume ($V_A$), veh/h: | 448 |
| **Guidance for determining the need for a major-road left-turn bay:** | |
| **Left-turn treatment warranted.** | |




CALIBRATION CONSTANTS

| Variable | Value |
|---|---|
| Average time for making left-turn, s: | 3.0 |
| Critical headway, s: | 5.0 |
| Average time for left-turn vehicle to clear the advancing lane, s: | 1.9 |

**Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.**

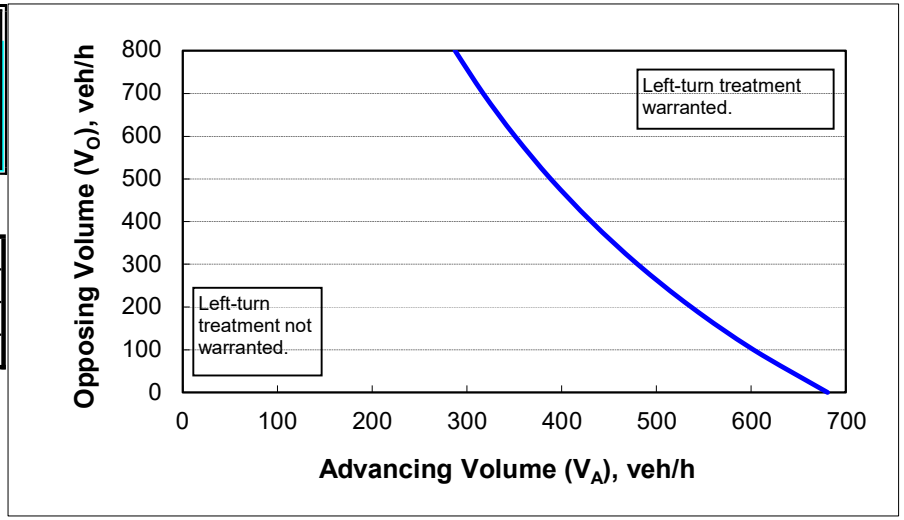
**2-lane roadway (English)**

INPUT

| Variable | Value |
|---|---|
| 85th percentile speed, mph: | 35 |
| Percent of left-turns in advancing volume ($V_A$), %: | 8% |
| Advancing volume ($V_A$), veh/h: | 729 |
| Opposing volume ($V_O$), veh/h: | 710 |

OUTPUT

| Variable | Value |
|---|---|
| Limiting advancing volume ($V_A$), veh/h: | 314 |
| **Guidance for determining the need for a major-road left-turn bay:** | |
| **Left-turn treatment warranted.** | |




CALIBRATION CONSTANTS

| Variable | Value |
|---|---|
| Average time for making left-turn, s: | 3.0 |
| Critical headway, s: | 5.0 |
| Average time for left-turn vehicle to clear the advancing lane, s: | 1.9 |

**Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.**

INPUT

| Roadway geometry: | 2-lane roadw ay |
|---|---|

| Variable | Value |
|---|---|
| Major-road speed, mph: | 35 |
| Major-road volume (one direction), veh/h: | 346 |
| Right-turn volume, veh/h: | 52 |

OUTPUT

| Variable | Value |
|---|---|
| Limiting right-turn volume, veh/h: | 784 |
| **Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:** | |
| **Do NOT add right-turn bay.** | |

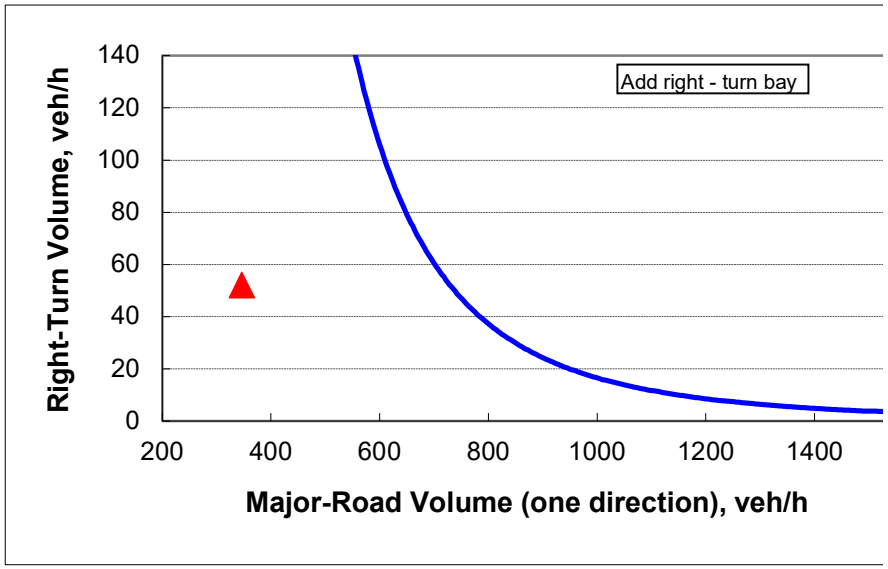


**Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.**

INPUT

| Roadway geometry: | 2-lane roadw ay |
|---|---|

| Variable | Value |
|---|---|
| Major-road speed, mph: | 35 |
| Major-road volume (one direction), veh/h: | 473 |
| Right-turn volume, veh/h: | 111 |

OUTPUT

| Variable | Value |
|---|---|
| Limiting right-turn volume, veh/h: | 251 |
| **Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:** | |
| **Do NOT add right-turn bay.** | |

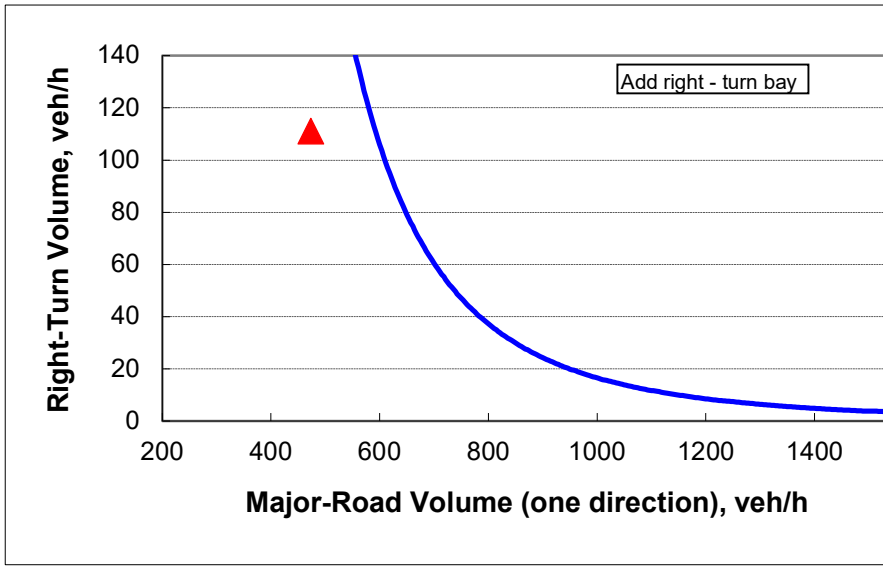


**Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.**

INPUT

| Roadway geometry: | 2-lane roadw ay |
|---|---|

| Variable | Value |
|---|---|
| Major-road speed, mph: | 35 |
| Major-road volume (one direction), veh/h: | 787 |
| Right-turn volume, veh/h: | 148 |

OUTPUT

| Variable | Value |
|---|---|
| Limiting right-turn volume, veh/h: | 39 |
| **Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:** | |
| **Add right-turn bay.** | |

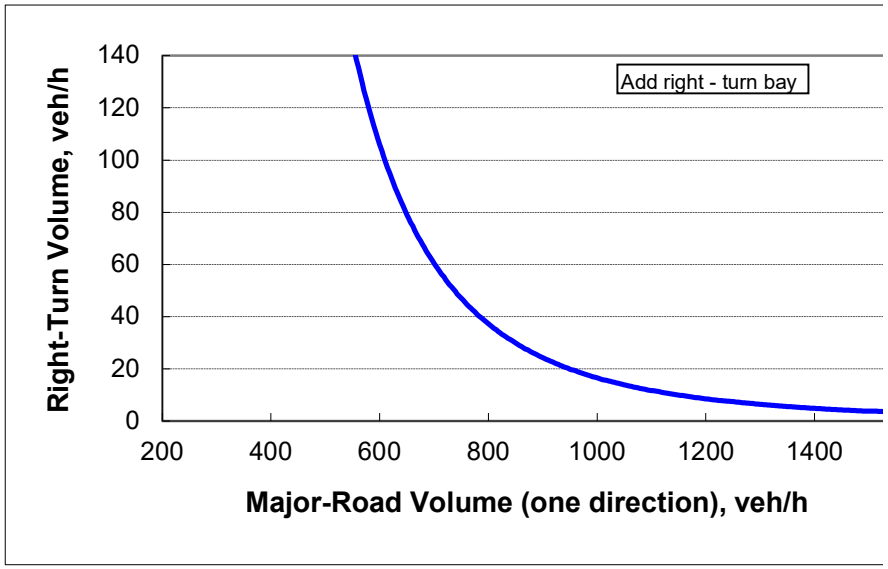


**Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.**

INPUT

| Roadway geometry: | 2-lane roadw ay |
|---|---|

| Variable | Value |
|---|---|
| Major-road speed, mph: | 35 |
| Major-road volume (one direction), veh/h: | 265 |
| Right-turn volume, veh/h: | 52 |

OUTPUT

| Variable | Value |
|---|---|
| Limiting right-turn volume, veh/h: | 2068 |
| **Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:** | |
| **Do NOT add right-turn bay.** | |

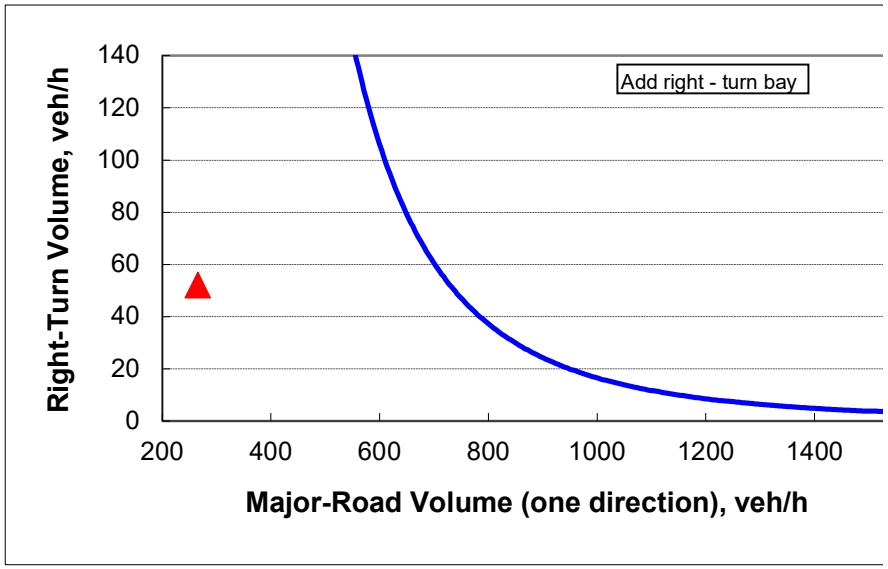


**Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.**

INPUT

| Roadway geometry: | 2-lane roadw ay |
|---|---|

| Variable | Value |
|---|---|
| Major-road speed, mph: | 35 |
| Major-road volume (one direction), veh/h: | 518 |
| Right-turn volume, veh/h: | 111 |

OUTPUT

| Variable | Value |
|---|---|
| Limiting right-turn volume, veh/h: | 181 |
| **Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:** | |
| **Do NOT add right-turn bay.** | |

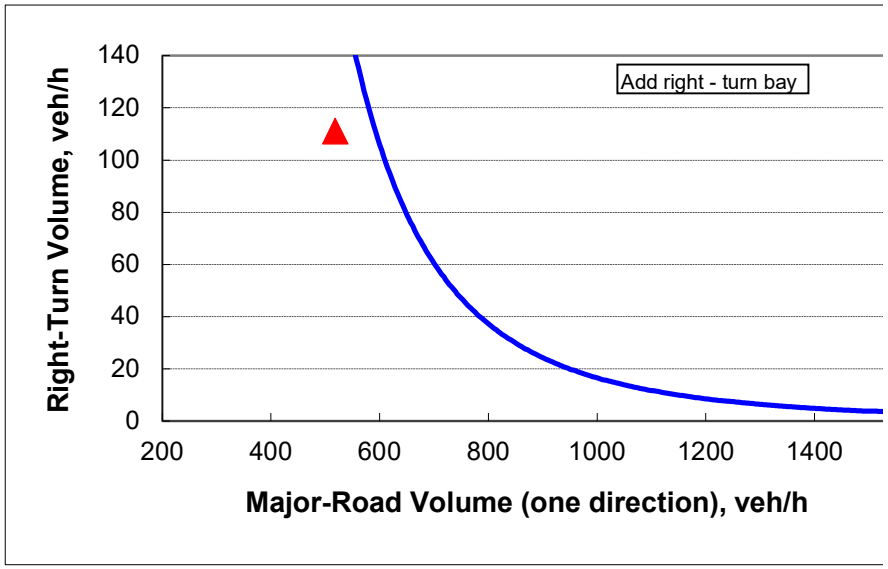


**Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.**

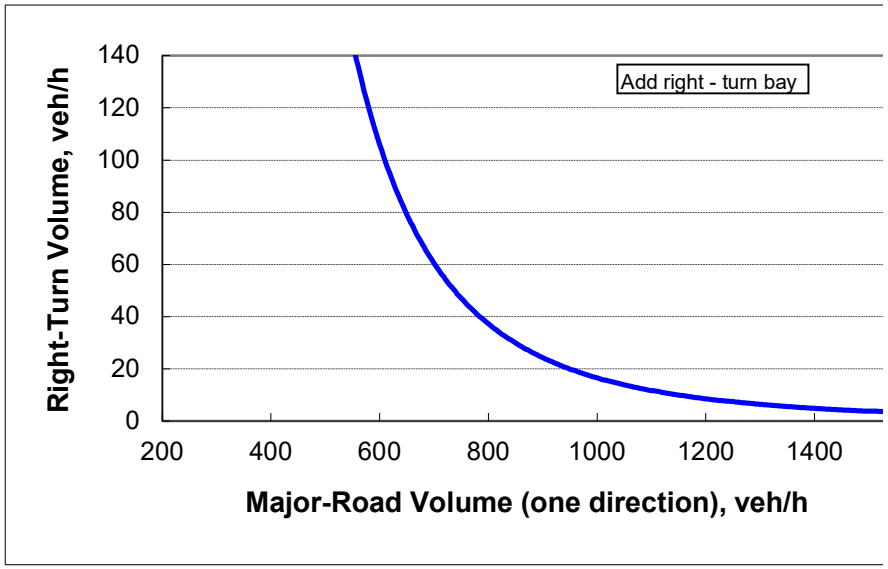
INPUT

| Roadway geometry: | 2-lane roadw ay |
|---|---|

| Variable | Value |
|---|---|
| Major-road speed, mph: | 35 |
| Major-road volume (one direction), veh/h: | 850 |
| Right-turn volume, veh/h: | 148 |

OUTPUT

| Variable | Value |
|---|---|
| Limiting right-turn volume, veh/h: | 30 |
| **Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:** | |
| **Add right-turn bay.** | |



D’Amante Drive at the Central Project site driveway (Intersection 12)

**Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.**

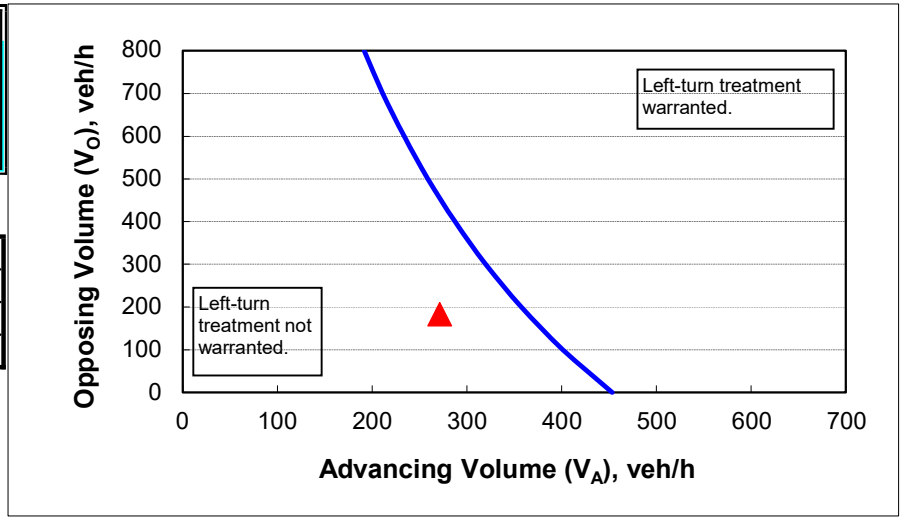
**2-lane roadway (English)**

INPUT

| Variable | Value |
|---|---|
| 85th percentile speed, mph: | 35 |
| Percent of left-turns in advancing volume ($V_A$), %: | 21% |
| Advancing volume ($V_A$), veh/h: | 271 |
| Opposing volume ($V_O$), veh/h: | 184 |

OUTPUT

| Variable | Value |
|---|---|
| Limiting advancing volume ($V_A$), veh/h: | 364 |
| **Guidance for determining the need for a major-road left-turn bay:** | |
| **Left-turn treatment NOT warranted.** | |




CALIBRATION CONSTANTS

| Variable | Value |
|---|---|
| Average time for making left-turn, s: | 3.0 |
| Critical headway, s: | 5.0 |
| Average time for left-turn vehicle to clear the advancing lane, s: | 1.9 |

**Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.**

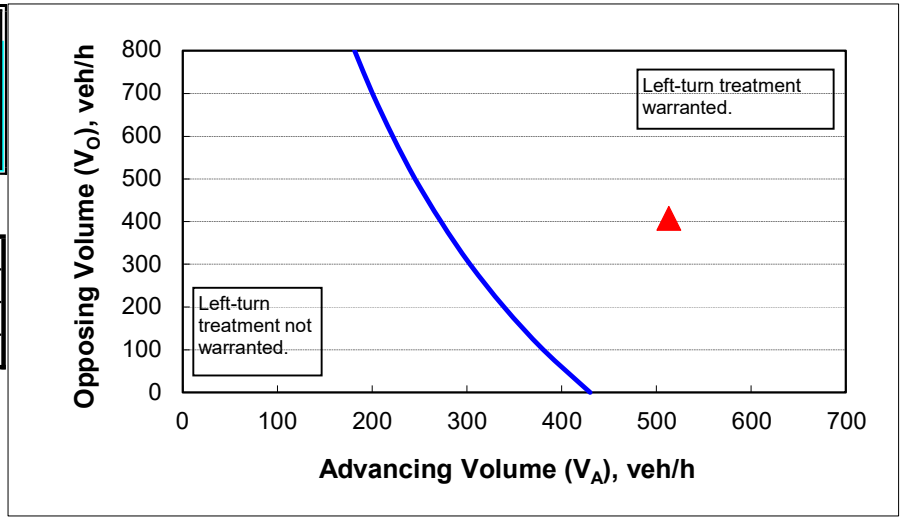
**2-lane roadway (English)**

INPUT

| Variable | Value |
|---|---|
| 85th percentile speed, mph: | 35 |
| Percent of left-turns in advancing volume ($V_A$), %: | 24% |
| Advancing volume ($V_A$), veh/h: | 513 |
| Opposing volume ($V_O$), veh/h: | 408 |

OUTPUT

| Variable | Value |
|---|---|
| Limiting advancing volume ($V_A$), veh/h: | 270 |
| **Guidance for determining the need for a major-road left-turn bay:** | |
| **Left-turn treatment warranted.** | |




CALIBRATION CONSTANTS

| Variable | Value |
|---|---|
| Average time for making left-turn, s: | 3.0 |
| Critical headway, s: | 5.0 |
| Average time for left-turn vehicle to clear the advancing lane, s: | 1.9 |

**Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.**

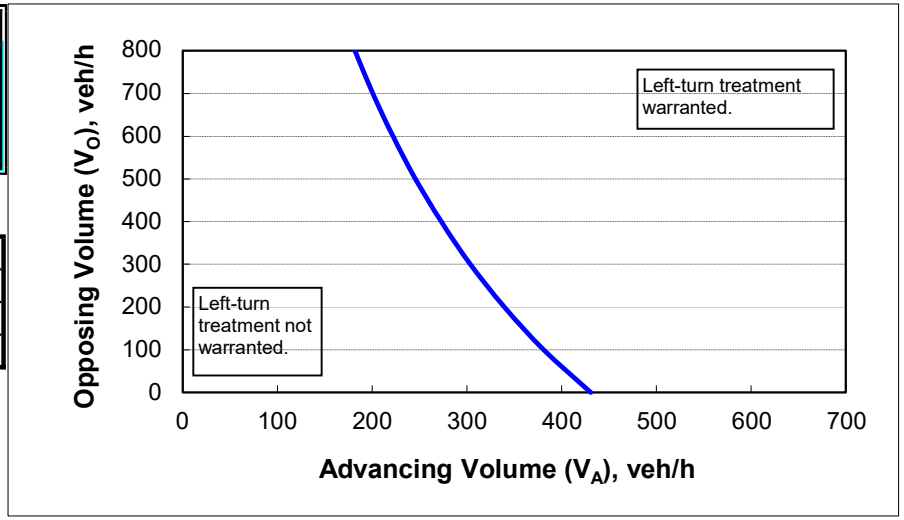
**2-lane roadway (English)**

INPUT

| Variable | Value |
|---|---|
| 85th percentile speed, mph: | 35 |
| Percent of left-turns in advancing volume ($V_A$), %: | 24% |
| Advancing volume ($V_A$), veh/h: | 708 |
| Opposing volume ($V_O$), veh/h: | 640 |

OUTPUT

| Variable | Value |
|---|---|
| Limiting advancing volume ($V_A$), veh/h: | 213 |
| **Guidance for determining the need for a major-road left-turn bay:** | |
| **Left-turn treatment warranted.** | |




CALIBRATION CONSTANTS

| Variable | Value |
|---|---|
| Average time for making left-turn, s: | 3.0 |
| Critical headway, s: | 5.0 |
| Average time for left-turn vehicle to clear the advancing lane, s: | 1.9 |

**Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.**

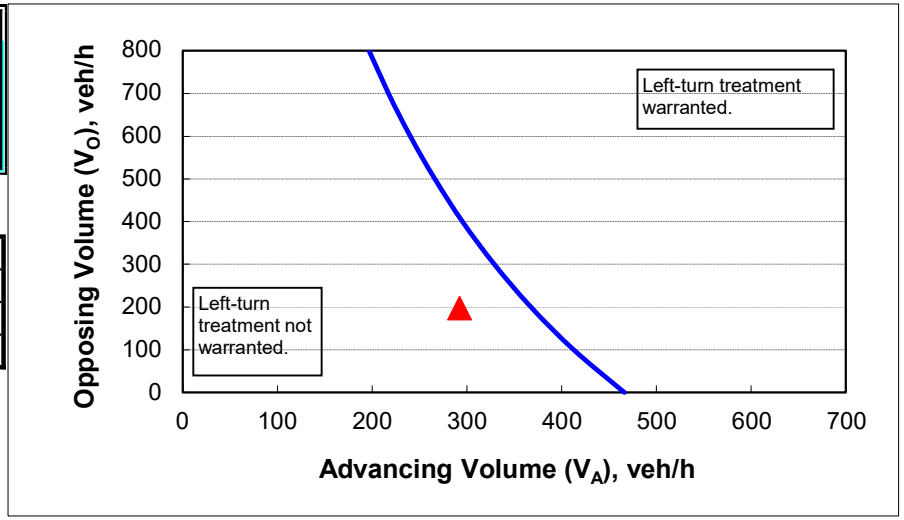
**2-lane roadway (English)**

INPUT

| Variable | Value |
|---|---|
| 85th percentile speed, mph: | 35 |
| Percent of left-turns in advancing volume ($V_A$), %: | 20% |
| Advancing volume ($V_A$), veh/h: | 292 |
| Opposing volume ($V_O$), veh/h: | 198 |

OUTPUT

| Variable | Value |
|---|---|
| Limiting advancing volume ($V_A$), veh/h: | 368 |
| **Guidance for determining the need for a major-road left-turn bay:** | |
| **Left-turn treatment NOT warranted.** | |




CALIBRATION CONSTANTS

| Variable | Value |
|---|---|
| Average time for making left-turn, s: | 3.0 |
| Critical headway, s: | 5.0 |
| Average time for left-turn vehicle to clear the advancing lane, s: | 1.9 |

**Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.**

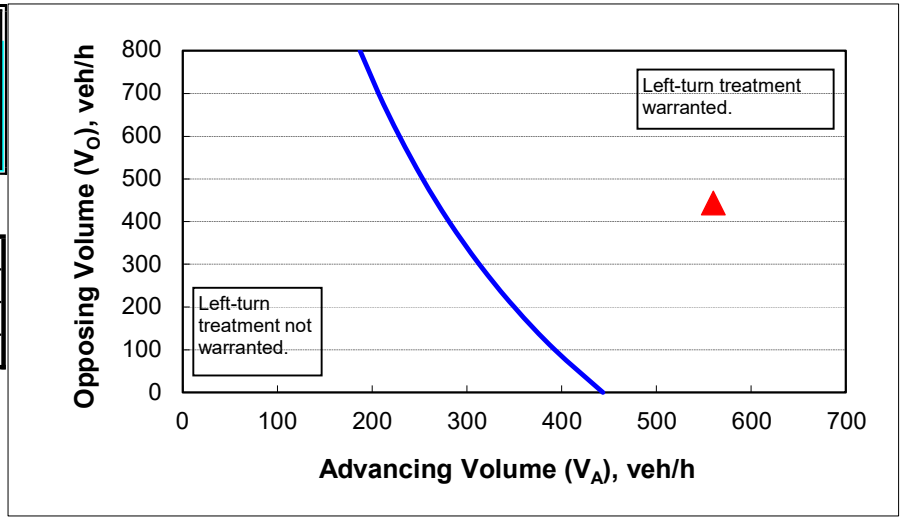
**2-lane roadway (English)**

INPUT

| Variable | Value |
|---|---|
| 85th percentile speed, mph: | 35 |
| Percent of left-turns in advancing volume ($V_A$), %: | 22% |
| Advancing volume ($V_A$), veh/h: | 560 |
| Opposing volume ($V_O$), veh/h: | 444 |

OUTPUT

| Variable | Value |
|---|---|
| Limiting advancing volume ($V_A$), veh/h: | 268 |
| **Guidance for determining the need for a major-road left-turn bay:** | |
| **Left-turn treatment warranted.** | |




CALIBRATION CONSTANTS

| Variable | Value |
|---|---|
| Average time for making left-turn, s: | 3.0 |
| Critical headway, s: | 5.0 |
| Average time for left-turn vehicle to clear the advancing lane, s: | 1.9 |

**Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.**

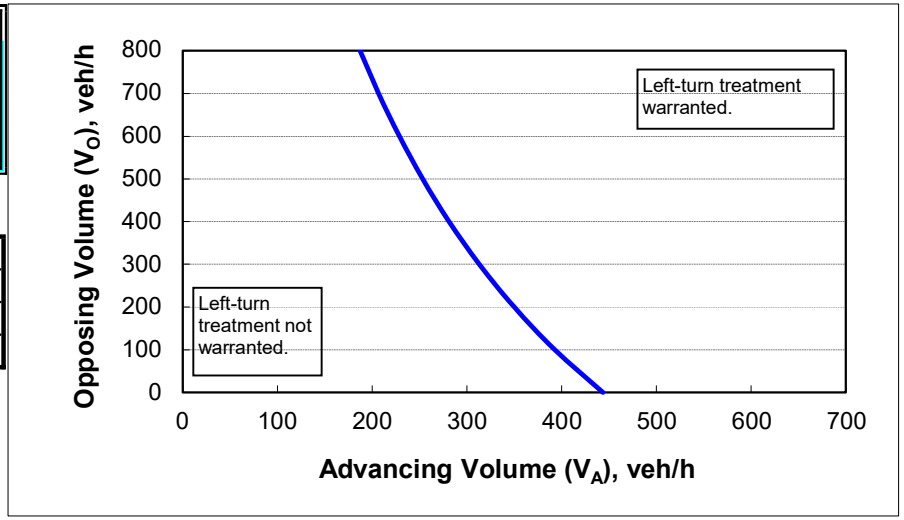
**2-lane roadway (English)**

INPUT

| Variable | Value |
|---|---|
| 85th percentile speed, mph: | 35 |
| Percent of left-turns in advancing volume ($V_A$), %: | 22% |
| Advancing volume ($V_A$), veh/h: | 770 |
| Opposing volume ($V_O$), veh/h: | 693 |

OUTPUT

| Variable | Value |
|---|---|
| Limiting advancing volume ($V_A$), veh/h: | 208 |
| **Guidance for determining the need for a major-road left-turn bay:** | |
| **Left-turn treatment warranted.** | |




CALIBRATION CONSTANTS

| Variable | Value |
|---|---|
| Average time for making left-turn, s: | 3.0 |
| Critical headway, s: | 5.0 |
| Average time for left-turn vehicle to clear the advancing lane, s: | 1.9 |

**Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.**

INPUT

| Roadway geometry: | 2-lane roadway |
|---|---|

| Variable | Value |
|---|---|
| Major-road speed, mph: | 35 |
| Major-road volume (one direction), veh/h: | 223 |
| Right-turn volume, veh/h: | 49 |

OUTPUT

| Variable | Value |
|---|---|
| Limiting right-turn volume, veh/h: | 3872 |
| **Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:** | |
| **Do NOT add right-turn bay.** | |

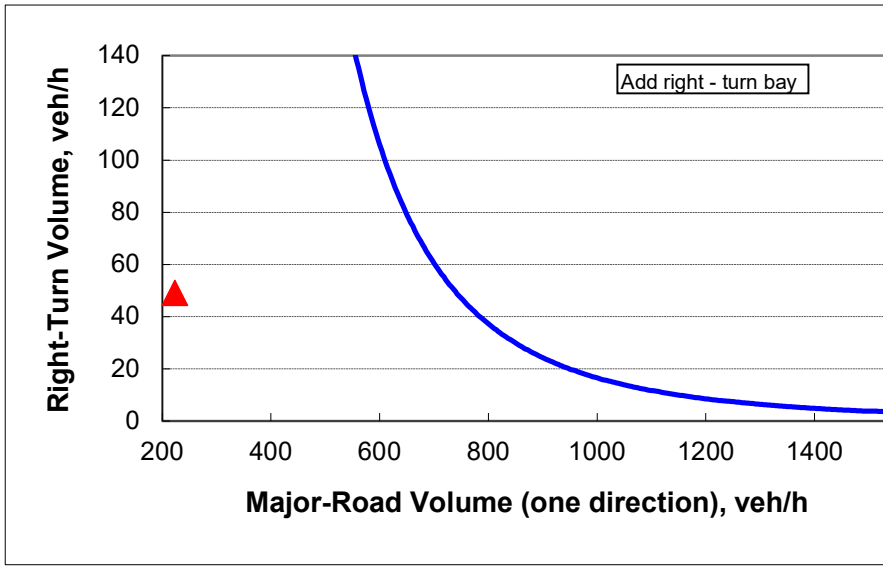


**Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.**

INPUT

| Roadway geometry: | 2-lane roadway |
|---|---|

| Variable | Value |
|---|---|
| Major-road speed, mph: | 35 |
| Major-road volume (one direction), veh/h: | 456 |
| Right-turn volume, veh/h: | 109 |

OUTPUT

| Variable | Value |
|---|---|
| Limiting right-turn volume, veh/h: | 287 |
| **Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:** | |
| **Do NOT add right-turn bay.** | |

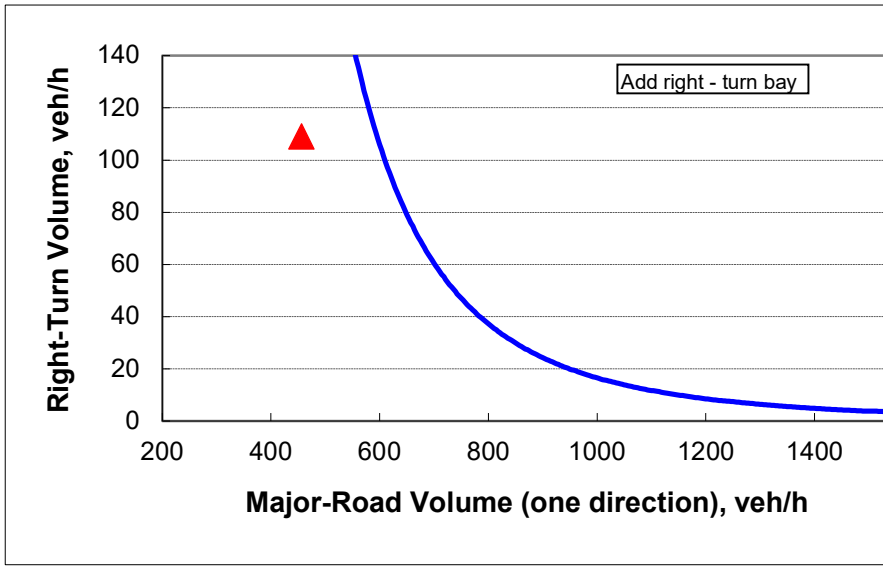


**Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.**

INPUT

| Roadway geometry: | 2-lane roadway |
|---|---|

| Variable | Value |
|---|---|
| Major-road speed, mph: | 35 |
| Major-road volume (one direction), veh/h: | 724 |
| Right-turn volume, veh/h: | 160 |

OUTPUT

| Variable | Value |
|---|---|
| Limiting right-turn volume, veh/h: | 53 |
| **Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:** | |
| **Add right-turn bay.** | |

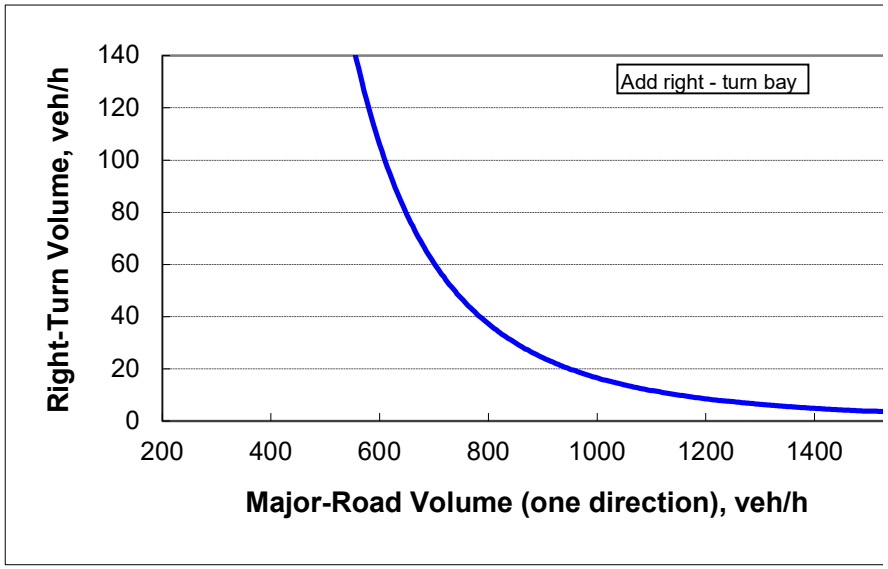


**Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.**

INPUT

| Roadway geometry: | 2-lane roadway |
|---|---|

| Variable | Value |
|---|---|
| Major-road speed, mph: | 35 |
| Major-road volume (one direction), veh/h: | 242 |
| Right-turn volume, veh/h: | 49 |

OUTPUT

| Variable | Value |
|---|---|
| Limiting right-turn volume, veh/h: | 2876 |
| **Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:** | |
| **Do NOT add right-turn bay.** | |

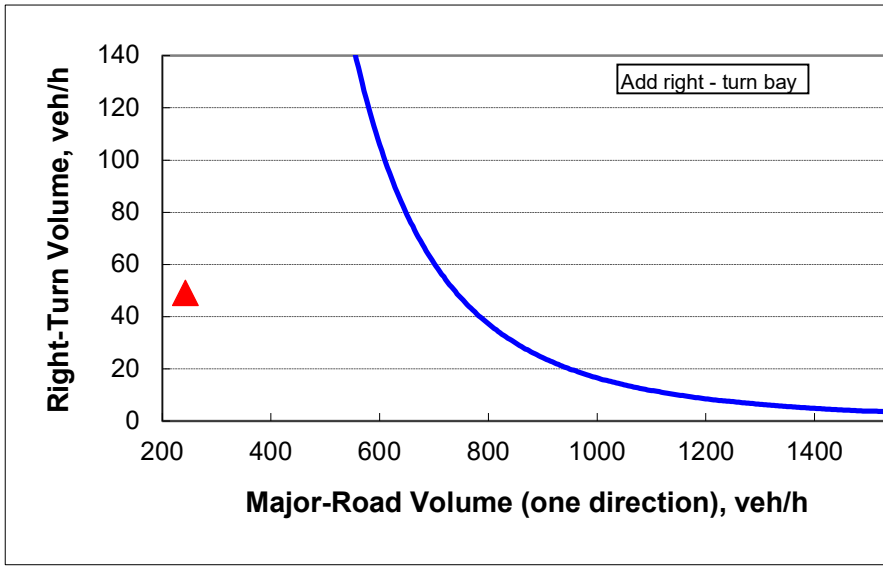


**Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.**

INPUT

| Roadway geometry: | 2-lane roadway |
|---|---|

| Variable | Value |
|---|---|
| Major-road speed, mph: | 35 |
| Major-road volume (one direction), veh/h: | 498 |
| Right-turn volume, veh/h: | 109 |

OUTPUT

| Variable | Value |
|---|---|
| Limiting right-turn volume, veh/h: | 209 |
| **Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:** | |
| **Do NOT add right-turn bay.** | |

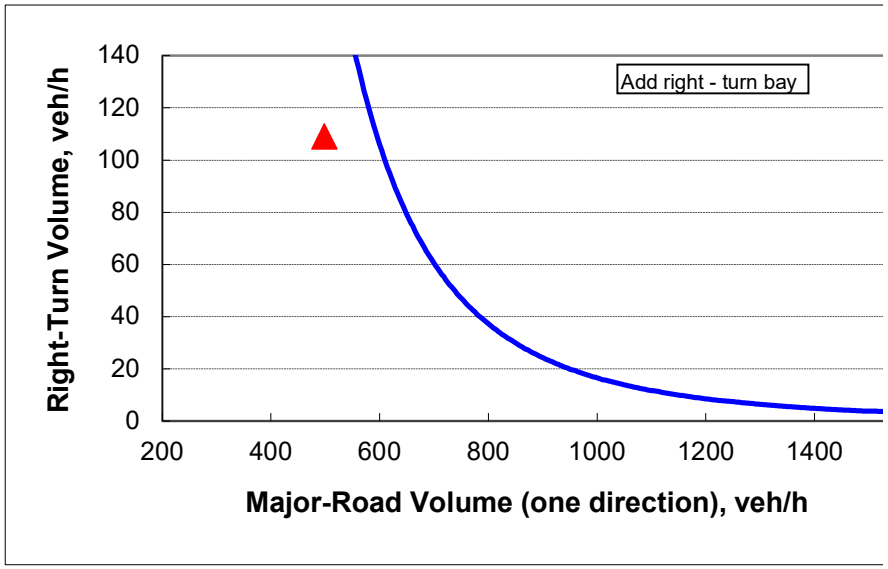


**Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.**

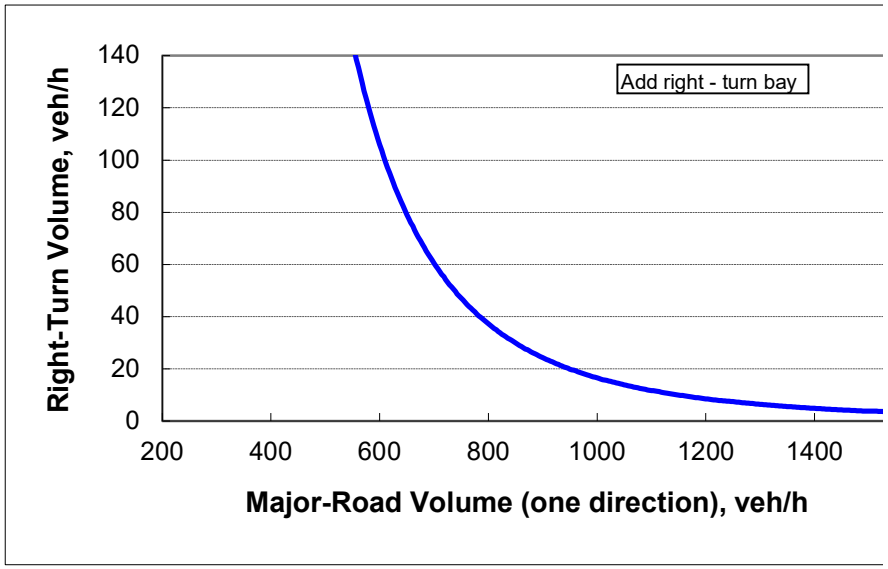
INPUT

| Roadway geometry: | 2-lane roadway |
|---|---|

| Variable | Value |
|---|---|
| Major-road speed, mph: | 35 |
| Major-road volume (one direction), veh/h: | 787 |
| Right-turn volume, veh/h: | 160 |

OUTPUT

| Variable | Value |
|---|---|
| Limiting right-turn volume, veh/h: | 39 |
| **Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:** | |
| **Add right-turn bay.** | |



D’Amante Drive at the West Project site driveway (Intersection 13)

**Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.**

INPUT

| Roadway geometry: | 4-lane roadway |
|---|---|

| Variable | Value |
|---|---|
| Major-road speed, mph: | 35 |
| Major-road volume (one direction), veh/h: | 274 |
| Right-turn volume, veh/h: | 37 |

OUTPUT

| Variable | Value |
|---|---|
| Limiting right-turn volume, veh/h: | 2485 |
| **Guidance for determining the need for a major-road right-turn bay for a 4-lane roadway:** | |
| **Do NOT add right-turn bay.** | |

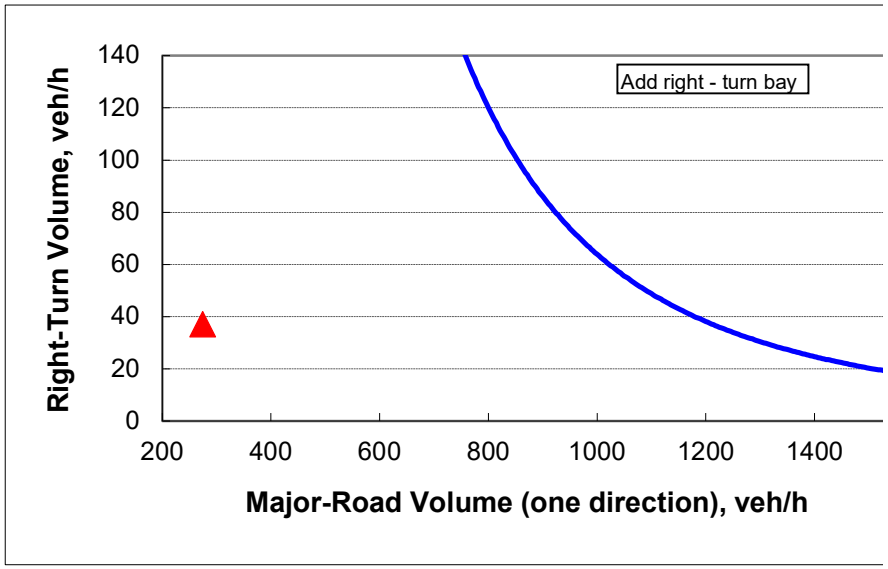


**Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.**

INPUT

| Roadway geometry: | 4-lane roadway |
|---|---|

| Variable | Value |
|---|---|
| Major-road speed, mph: | 35 |
| Major-road volume (one direction), veh/h: | 563 |
| Right-turn volume, veh/h: | 83 |

OUTPUT

| Variable | Value |
|---|---|
| Limiting right-turn volume, veh/h: | 324 |
| **Guidance for determining the need for a major-road right-turn bay for a 4-lane roadway:** | |
| **Do NOT add right-turn bay.** | |

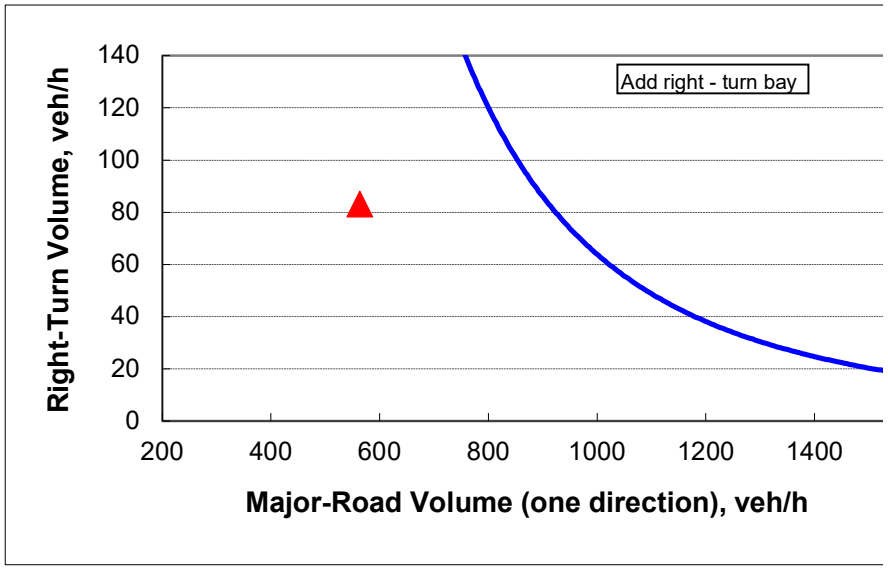


**Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.**

INPUT

| Roadway geometry: | 4-lane roadway |
|---|---|

| Variable | Value |
|---|---|
| Major-road speed, mph: | 35 |
| Major-road volume (one direction), veh/h: | 861 |
| Right-turn volume, veh/h: | 118 |

OUTPUT

| Variable | Value |
|---|---|
| Limiting right-turn volume, veh/h: | 98 |
| **Guidance for determining the need for a major-road right-turn bay for a 4-lane roadway:** | |
| **Add right-turn bay.** | |

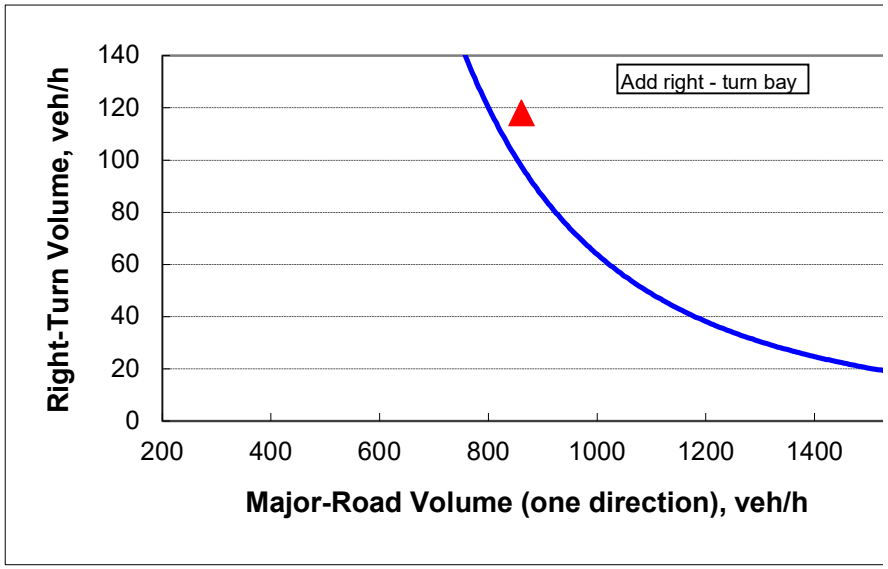


**Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.**

INPUT

| Roadway geometry: | 4-lane roadw ay |
|---|---|

| Variable | Value |
|---|---|
| Major-road speed, mph: | 35 |
| Major-road volume (one direction), veh/h: | 294 |
| Right-turn volume, veh/h: | 37 |

OUTPUT

| Variable | Value |
|---|---|
| Limiting right-turn volume, veh/h: | 2036 |
| **Guidance for determining the need for a major-road right-turn bay for a 4-lane roadway:** | |
| **Do NOT add right-turn bay.** | |

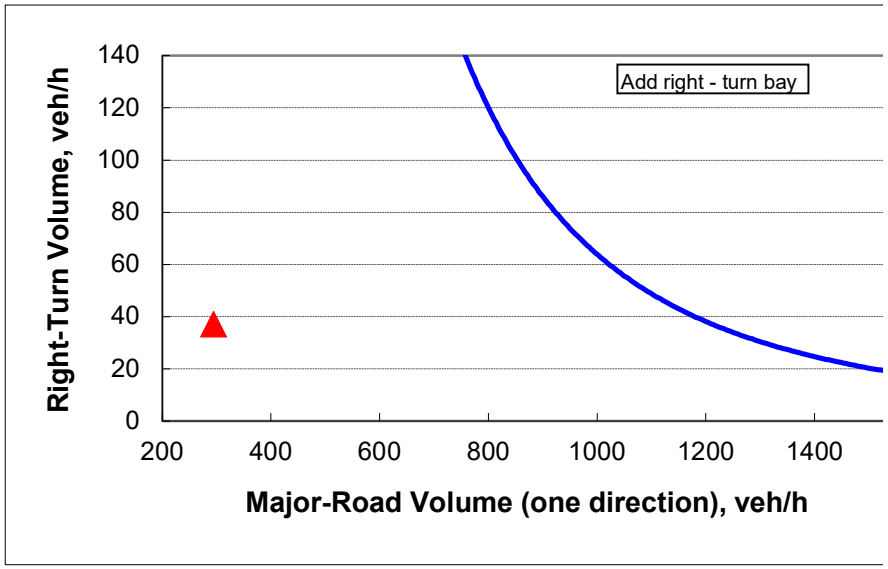


**Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.**

INPUT

| Roadway geometry: | 4-lane roadway |
|---|---|

| Variable | Value |
|---|---|
| Major-road speed, mph: | 35 |
| Major-road volume (one direction), veh/h: | 622 |
| Right-turn volume, veh/h: | 83 |

OUTPUT

| Variable | Value |
|---|---|
| Limiting right-turn volume, veh/h: | 245 |
| **Guidance for determining the need for a major-road right-turn bay for a 4-lane roadway:** | |
| **Do NOT add right-turn bay.** | |

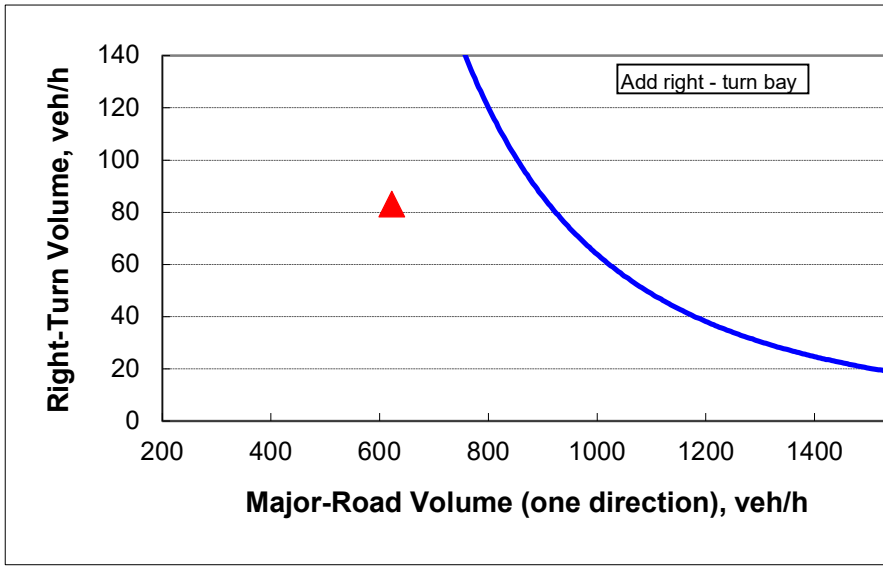


**Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.**

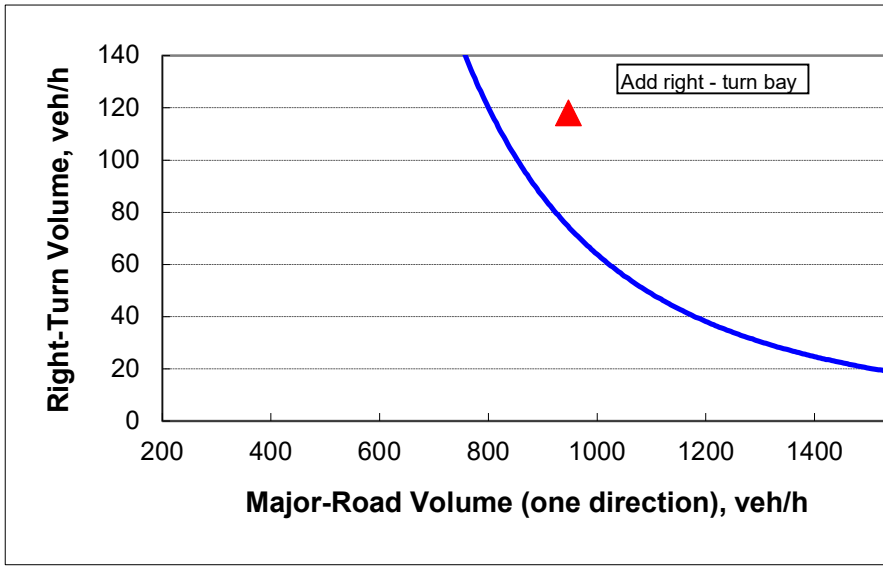
INPUT

| Roadway geometry: | 4-lane roadway |
|---|---|

| Variable | Value |
|---|---|
| Major-road speed, mph: | 35 |
| Major-road volume (one direction), veh/h: | 947 |
| Right-turn volume, veh/h: | 118 |

OUTPUT

| Variable | Value |
|---|---|
| Limiting right-turn volume, veh/h: | 74 |
| **Guidance for determining the need for a major-road right-turn bay for a 4-lane roadway:** | |
| **Add right-turn bay.** | |



# TRAFFIC SIGNAL WARRANTS ANALYSIS

NH Route 106 at the Project site driveway (Intersection 7)
NH Route 106 at the Walmart driveway (Intersection 6)
NH Route 106 at the Sam's Club driveway (Intersection 5)

**TRAFFIC SIGNAL WARRANTS ANALYSIS**
**WARRANT 1 WITH RIGHT-TURN REDUCTIONS**

| Right-Turn Reduction Percentage | NH Route 9 at the Steeplegate Mall Driveway | NH Route 9 at the Walmart Driveway | NH Route 9 at the Sam's Club Driveway |
|---|---|---|---|
| *Meets Warrant 1 with a 0% RT Reduction* | X | X | X |
| *Meets Warrant 1 with a 25% RT Reduction* | X | X | X |
| *Meets Warrant 1 with a 50% RT Reduction* | X | -- | X |
| *Meets Warrant 1 with a 75% RT Reduction* | X | -- | X |
| *Meets Warrant 1 with a 100% RT Reduction* | X | -- | -- |

NH Route 106 at the Project site driveway (Intersection 7)

# HCS Warrants Report

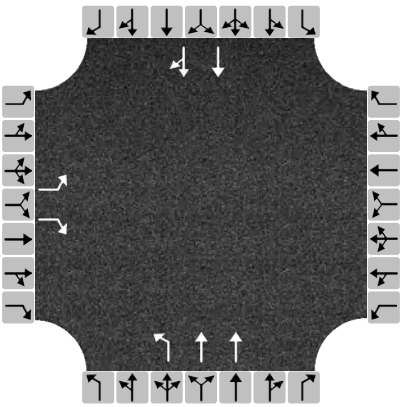
## Project Information

| | | | |
|---|---|---|---|
| Analyst | DCL | Date | 4/10/26 |
| Agency | VAI | Analysis Year | 2027 |
| Jurisdiction | Concord, NH | Time Period Analyzed | 2027 Build w/ 75% RT Reduction |
| Units | U.S. Customary | MUTCD Method | MUTCD 11 (2023) |
| Project Description | Steeplegate Mall Redevelopment (9662) | | |

## General

| | | | |
|---|---|---|---|
| Major Street Direction | North-South | Population < 10,000 | No |
| Starting Time Interval | 7:00 | Coordinated Signal System | No |
| Major Street Speed (mi/h) | 40 | Nearest Signal (ft) | 685 |
| Adequate Trials of Crash Exp. Alt. | No | | |

## Geometry and Traffic



| Approach | Eastbound | | | Westbound | | | Northbound | | | Southbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Number of Lanes, N | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 2 | 0 |
| Lane Usage | L | | R | | | | L | T | | | TR | |
| Vehicle Volumes Averages (veh/h) | 105 | 0 | 25 | 0 | 0 | 0 | 133 | 821 | 0 | 0 | 803 | 19 |
| Pedestrian median refuge available | No | | | No | | | No | | | No | | |
| Pedestrian Averages (peds/h) | 0 | | | 0 | | | 0 | | | 0 | | |
| Gap Averages (gaps/h) | 0 | | | 0 | | | 0 | | | 0 | | |
| Delay Averages (s/veh) | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | | |
| Delay Averages (veh-hrs) | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | | |

## School Crossing and Roadway Network

| | | | |
|---|---|---|---|
| Number of Students in Highest Hour | 0 | Two or More Major Routes | No |
| Number of Adequate Gaps in Period | 0 | Weekend Counts | No |
| Number of Minutes in Period | 0 | 5-year Growth Factor (%) | 0 |

## Railroad Crossing

| | | | |
|---|---|---|---|
| Grade Crossing Approach | None | Rail Traffic (trains/day) | 4 |
| Highest Volume Hour with Trains | Unknown | High Occupancy Buses (%) | 0 |
| Distance to Stop Line (ft) | - | Tractor-Trailer Trucks (%) | 10 |

## Volume Summary

| Hours | Major Volume (veh/h) | Minor Volume (veh/h) | Total Volume (veh/h) | Peds/h | Gaps/h | 1A ( 100% ) | 1A ( 80% ) | 1B ( 100% ) | 1B ( 80% ) | 2 ( 100% ) | 3A ( 100% ) | 3B ( 80% ) | 4A ( 70% ) | 4B ( 70% ) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 7:00 - 8:00 | 1034 | 105 | 1139 | 0 | 0 | No | No | Yes | Yes | No | No | No | No | No |
| 8:00 - 9:00 | 1182 | 91 | 1273 | 0 | 0 | No | No | No | Yes | No | No | No | No | No |
| 9:00 - 10:00 | 1350 | 98 | 1448 | 0 | 0 | No | No | No | Yes | No | No | No | No | No |
| 10:00 - 11:00 | 1649 | 108 | 1757 | 0 | 0 | No | No | Yes | Yes | No | No | No | No | No |
| 11:00 - 12:00 | 2001 | 131 | 2132 | 0 | 0 | No | No | Yes | Yes | Yes | No | No | No | No |
| 12:00 - 13:00 | 2036 | 157 | 2193 | 0 | 0 | No | No | Yes | Yes | Yes | No | Yes | No | No |
| 13:00 - 14:00 | 2098 | 154 | 2252 | 0 | 0 | No | No | Yes | Yes | Yes | No | Yes | No | No |
| 14:00 - 15:00 | 1960 | 150 | 2110 | 0 | 0 | No | No | Yes | Yes | Yes | No | No | No | No |
| 15:00 - 16:00 | 2076 | 142 | 2218 | 0 | 0 | No | No | Yes | Yes | Yes | No | No | No | No |
| 16:00 - 17:00 | 2259 | 145 | 2404 | 0 | 0 | No | No | Yes | Yes | Yes | No | No | No | No |
| 17:00 - 18:00 | 2075 | 147 | 2222 | 0 | 0 | No | No | Yes | Yes | Yes | No | No | No | No |
| 18:00 - 19:00 | 1616 | 141 | 1757 | 0 | 0 | No | No | Yes | Yes | Yes | No | No | No | No |
| Total | 21336 | 1569 | 22905 | 0 | 0 | 0 | 0 | 10 | 12 | 8 | 0 | 2 | 0 | 0 |

## Pedestrian Volume

| 15th % pedestrian speed < 3.5 ft/s | | Pedestrian refuge present? | NB | | SB | |
|---|---|---|---|---|---|---|

| Hours | Major Street Vehicular Volume (veh/h) | | | Major Street Pedestrian Volume (ped/h) | | | 4A ( 70% ) | 4B ( 70% ) |
|---|---|---|---|---|---|---|---|---|
| | NB | SB | Total | NB | SB | Total | | |
| 7:00 - 8:00 | 365 | 669 | 1034 | 0 | 0 | 0 | No | No |
| 8:00 - 9:00 | 496 | 686 | 1182 | 0 | 0 | 0 | No | No |
| 9:00 - 10:00 | 646 | 704 | 1350 | 0 | 0 | 0 | No | No |
| 10:00 - 11:00 | 844 | 805 | 1649 | 0 | 0 | 0 | No | No |
| 11:00 - 12:00 | 1039 | 962 | 2001 | 0 | 0 | 0 | No | No |
| 12:00 - 13:00 | 1122 | 914 | 2036 | 0 | 0 | 0 | No | No |
| 13:00 - 14:00 | 1133 | 965 | 2098 | 0 | 0 | 0 | No | No |
| 14:00 - 15:00 | 1086 | 874 | 1960 | 0 | 0 | 0 | No | No |
| 15:00 - 16:00 | 1183 | 893 | 2076 | 0 | 0 | 0 | No | No |
| 16:00 - 17:00 | 1351 | 908 | 2259 | 0 | 0 | 0 | No | No |
| 17:00 - 18:00 | 1261 | 814 | 2075 | 0 | 0 | 0 | No | No |
| 18:00 - 19:00 | 934 | 682 | 1616 | 0 | 0 | 0 | No | No |
| Totals | 11460 | 9876 | 21336 | 0 | 0 | 0 | 0 | 0 |

## Warrants

| | |
|---|---|
| ***Warrant 1: Eight-Hour Vehicular Volume*** | ✔ |
| A. Minimum Vehicular Volumes (Both major approaches --and-- more critical minor approach) --or-- | |
| B. Interruption of Continuous Traffic (Both major approaches --and-- more critical minor approach) --or-- | ✓ |
| 80% Vehicular --and-- Interruption Volumes (Both major approaches --and-- more critical minor approach) | |
| ***Warrant 2: Four-Hour Vehicular Volume*** | ✔ |
| Four-Hour Vehicular Volume (Both major approaches --and-- more critical minor approach) | ✓ |
| ***Warrant 3: Peak Hour*** | ✔ |

| | |
|---|---|
| A. Peak-Hour Conditions (Minor delay -- and-- minor volume --and-- total volume) --or-- | |
| B. Peak-Hour Vehicular Volumes (Both major approaches --and-- more critical minor approach) | ✓ |
| ***Warrant 4: Pedestrian Volume*** | |
| A. Four Hour Volumes --or-- | |
| B. Peak-Hour Volumes | |
| ***Warrant 5: School Crossing*** | |
| Gaps Same Period --and-- | |
| Student Volumes | |
| Nearest Traffic Control Signal (optional) | ✓ |
| ***Warrant 6: Coordinated Signal System*** | |
| Degree of Platooning (Predominant direction or both directions) | |
| ***Warrant 7: Crash Experience*** | |
| A. Adequate trials of alternatives, observance and enforcement failed --and-- | |
| B. Reported Crash History --and-- | |
| B1. Angle Crashes and Pedestrian Crashes within a 1-year Period (All Severities) | |
| B2. Angle Crashes and Pedestrian Crashes within a 1-year Period (Fatal-and-Injury) | |
| B3. Angle Crashes and Pedestrian Crashes within a 3-year Period (All Severities) | |
| B4. Angle Crashes and Pedestrian Crashes within a 3-year Period (Fatal-and-Injury) | |
| C. 80% Volumes for Warrants 1A, 1B, --or-- 4 are satisfied | ✓ |
| ***Warrant 8: Roadway Network*** | |
| A. Weekday Volume (Peak hour total --and-- projected warrants 1, 2, or 3) --or-- | |
| B. Weekend Volume (Five hours total) | |
| ***Warrant 9: Grade Crossing*** | |
| A. Grade Crossing within 140 ft --and-- | |
| B. Peak-Hour Vehicular Volumes | |

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***7/13/2023***

| | Eastbound | | | Westbound | | | Northbound | | | Southbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| 7:00 | 0 | [redacted] | | 0 | [redacted] | | 0 | 248 | [redacted] | | 588 | 0 |
| 8:00 | 0 | | | 0 | | | 0 | 341 | | | 568 | 0 |
| 9:00 | 0 | | | 0 | | | 0 | 417 | | | 503 | 0 |
| 10:00 | 0 | | | 0 | | | 0 | 502 | | | 519 | 0 |
| 11:00 | 0 | | | 0 | | | 0 | 614 | | | 627 | 0 |
| 12:00 | 0 | | | 0 | | | 0 | 633 | | | 555 | 0 |
| 1:00 | 0 | | | 0 | | | 0 | 638 | | | 619 | 0 |
| 2:00 | 0 | | | 0 | | | 0 | 610 | | | 553 | 0 |
| 3:00 | 0 | | | 0 | | | 0 | 731 | | | 573 | 0 |
| 4:00 | 0 | | | 0 | | | 0 | 898 | | | 586 | 0 |
| 5:00 | 0 | | | 0 | | | 0 | 795 | | | 468 | 0 |
| 6:00 | 0 | | | 0 | | | 0 | 474 | | | 355 | 0 |

| 0.92 | Eastbound | | | Westbound | | | Northbound | | | Southbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| 7:00 | 0 | | | 0 | | | 0 | 228 | | | 541 | 0 |
| 8:00 | 0 | | | 0 | | | 0 | 314 | | | 523 | 0 |
| 9:00 | 0 | | | 0 | | | 0 | 384 | | | 463 | 0 |
| 10:00 | 0 | | | 0 | | | 0 | 462 | | | 477 | 0 |
| 11:00 | 0 | | | 0 | | | 0 | 565 | | | 577 | 0 |
| 12:00 | 0 | | | 0 | | | 0 | 582 | | | 511 | 0 |
| 1:00 | 0 | | | 0 | | | 0 | 587 | | | 569 | 0 |
| 2:00 | 0 | | | 0 | | | 0 | 561 | | | 509 | 0 |
| 3:00 | 0 | | | 0 | | | 0 | 673 | | | 527 | 0 |
| 4:00 | 0 | | | 0 | | | 0 | 826 | | | 539 | 0 |
| 5:00 | 0 | | | 0 | | | 0 | 731 | | | 431 | 0 |
| 6:00 | 0 | | | 0 | | | 0 | 436 | | | 327 | 0 |

| 1.040604 | Eastbound | | | Westbound | | | Northbound | | | Southbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| 7:00 | 0 | [redacted] | | 0 | [redacted] | | 0 | 237 | [redacted] | | 563 | 0 |
| 8:00 | 0 | | | 0 | | | 0 | 327 | | | 544 | 0 |
| 9:00 | 0 | | | 0 | | | 0 | 400 | | | 482 | 0 |
| 10:00 | 0 | | | 0 | | | 0 | 481 | | | 496 | 0 |
| 11:00 | 0 | | | 0 | | | 0 | 588 | | | 600 | 0 |
| 12:00 | 0 | | | 0 | | | 0 | 606 | | | 532 | 0 |
| 1:00 | 0 | | | 0 | | | 0 | 611 | | | 592 | 0 |
| 2:00 | 0 | | | 0 | | | 0 | 584 | | | 530 | 0 |
| 3:00 | 0 | | | 0 | | | 0 | 700 | | | 548 | 0 |
| 4:00 | 0 | | | 0 | | | 0 | 860 | | | 561 | 0 |
| 5:00 | 0 | | | 0 | | | 0 | 761 | | | 449 | 0 |
| 6:00 | 0 | | | 0 | | | 0 | 454 | | | 340 | 0 |

| 1.149474 | Eastbound | | | Westbound | | | Northbound | | | Southbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| 7:00 | 0 | | | 0 | | | 0 | 262 | | | 622 | 0 |
| 8:00 | 0 | | | 0 | | | 0 | 361 | | | 601 | 0 |
| 9:00 | 0 | | | 0 | | | 0 | 441 | | | 532 | 0 |
| 10:00 | 0 | | | 0 | | | 0 | 531 | | | 548 | 0 |
| 11:00 | 0 | | | 0 | | | 0 | 649 | | | 663 | 0 |
| 12:00 | 0 | | | 0 | | | 0 | 669 | | | 587 | 0 |
| 1:00 | 0 | | | 0 | | | 0 | 675 | | | 654 | 0 |
| 2:00 | 0 | | | 0 | | | 0 | 645 | | | 585 | 0 |
| 3:00 | 0 | | | 0 | | | 0 | 774 | | | 606 | 0 |
| 4:00 | 0 | | | 0 | | | 0 | 949 | | | 620 | 0 |
| 5:00 | 0 | | | 0 | | | 0 | 840 | | | 495 | 0 |
| 6:00 | 0 | | | 0 | | | 0 | 501 | | | 376 | 0 |

| | Eastbound | | | Westbound | | | Northbound | | | Southbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| 7:00 | | 64 | [redacted] | 55 | [redacted] | | 17 | 0 | [redacted] | | 0 | 20 |
| 8:00 | | 44 | | 38 | | | 16 | 0 | | | 0 | 19 |
| 9:00 | | 34 | | 29 | | | 15 | 0 | | | 0 | 17 |
| 10:00 | | 15 | | 13 | | | 12 | 0 | | | 0 | 14 |
| 11:00 | | 13 | | 11 | | | 12 | 0 | | | 0 | 14 |
| 12:00 | | 16 | | 13 | | | 14 | 0 | | | 0 | 16 |
| 1:00 | | 10 | | 9 | | | 16 | 0 | | | 0 | 19 |
| 2:00 | | 10 | | 8 | | | 16 | 0 | | | 0 | 19 |
| 3:00 | | 10 | | 8 | | | 17 | 0 | | | 0 | 19 |
| 4:00 | | 10 | | 9 | | | 17 | 0 | | | 0 | 20 |
| 5:00 | | 11 | | 9 | | | 17 | 0 | | | 0 | 20 |
| 6:00 | | 10 | | 9 | | | 17 | 0 | | | 0 | 20 |

| | Unadjusted from 'Appx. A' | | Adjusted to match TIS | |
|---|---|---|---|---|
| Entering | 872 | | | |
| 7:00 | 2.5% | 22 | 6.1% | 53 |
| 8:00 | 3.0% | 26 | 5.9% | 51 |
| 9:00 | 2.2% | 19 | 5.4% | 47 |
| 10:00 | 2.7% | 24 | 4.3% | 37 |
| 11:00 | 3.4% | 29 | 4.2% | 37 |
| 12:00 | 4.3% | 38 | 5.0% | 44 |
| 1:00 | 4.4% | 38 | 5.7% | 50 |
| 2:00 | 4.1% | 36 | 5.8% | 51 |
| 3:00 | 5.9% | 52 | 6.0% | 52 |
| 4:00 | 9.2% | 81 | 6.1% | 53 |
| 5:00 | 13.1% | 114 | 6.2% | 54 |
| 6:00 | 12.1% | 105 | 6.1% | 53 |
| | 66.8% | | 66.8% | 0.0% |

| | Unadjusted from 'Appx. A' | | Adjusted to match TIS | |
|---|---|---|---|---|
| Exiting | 872 | | | |
| 7:00 | 14.7% | 128 | 19.7% | 172 |
| 8:00 | 12.5% | 109 | 13.7% | 119 |
| 9:00 | 6.9% | 60 | 10.6% | 92 |
| 10:00 | 4.6% | 40 | 4.6% | 40 |
| 11:00 | 4.0% | 35 | 4.0% | 35 |
| 12:00 | 4.8% | 42 | 4.8% | 42 |
| 1:00 | 4.4% | 38 | 3.1% | 27 |
| 2:00 | 3.7% | 32 | 3.0% | 26 |
| 3:00 | 3.8% | 33 | 3.0% | 26 |
| 4:00 | 5.1% | 45 | 3.2% | 28 |
| 5:00 | 5.8% | 50 | 3.3% | 29 |
| 6:00 | 6.0% | 52 | 3.2% | 28 |
| | 76.2% | | 76.2% | 0.0% |

| | Eastbound | | | Westbound | | | Northbound | | | Southbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| 7:00 | 10 | [redacted] | | 10 | [redacted] | | 21 | 31 | [redacted] | | 49 | 10 |
| 8:00 | 14 | | | 14 | | | 31 | 46 | | | 74 | 16 |
| 9:00 | 25 | | | 25 | | | 52 | 80 | | | 125 | 26 |
| 10:00 | 42 | | | 42 | | | 74 | 133 | | | 176 | 37 |
| 11:00 | 57 | | | 57 | | | 89 | 184 | | | 213 | 44 |
| 12:00 | 70 | | | 70 | | | 101 | 223 | | | 243 | 51 |
| 1:00 | 71 | | | 71 | | | 91 | 227 | | | 219 | 46 |
| 2:00 | 68 | | | 68 | | | 82 | 217 | | | 197 | 41 |
| 3:00 | 67 | | | 67 | | | 85 | 213 | | | 203 | 42 |
| 4:00 | 69 | | | 69 | | | 90 | 220 | | | 216 | 45 |
| 5:00 | 70 | | | 70 | | | 92 | 224 | | | 221 | 46 |
| 6:00 | 62 | | | 62 | | | 81 | 197 | | | 194 | 40 |

| | Unadjusted from 'Appx. A' Entering 10503 | | Unadjusted from 'Appx. A' Exiting 10503 | |
|---|---|---|---|---|
| 7:00 | 1.9% | 205 | 1.2% | 131 |
| 8:00 | 2.9% | 310 | 1.8% | 193 |
| 9:00 | 4.9% | 520 | 3.2% | 332 |
| 10:00 | 7.0% | 735 | 5.3% | 554 |
| 11:00 | 8.5% | 889 | 7.3% | 766 |
| 12:00 | 9.6% | 1012 | 8.9% | 930 |
| 1:00 | 8.7% | 913 | 9.0% | 944 |
| 2:00 | 7.8% | 822 | 8.6% | 906 |
| 3:00 | 8.1% | 847 | 8.5% | 888 |
| 4:00 | 8.6% | 900 | 8.7% | 918 |
| 5:00 | 8.7% | 919 | 8.9% | 933 |
| 6:00 | 7.7% | 807 | 7.8% | 821 |
| | 84.5% | | 79.2% | |

| | Eastbound | | | Westbound | | | Northbound | | | Southbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| 7:00 | 12 | [redacted] | | 12 | [redacted] | | 20 | 39 | [redacted] | 47 | | 10 |
| 8:00 | 16 | | | 16 | | | 24 | 52 | | 56 | | 12 |
| 9:00 | 20 | | | 20 | | | 34 | 65 | | 82 | | 17 |
| 10:00 | 30 | | | 30 | | | 47 | 97 | | 114 | | 24 |
| 11:00 | 35 | | | 35 | | | 53 | 113 | | 128 | | 27 |
| 12:00 | 40 | | | 40 | | | 49 | 129 | | 116 | | 24 |
| 1:00 | 42 | | | 42 | | | 54 | 134 | | 131 | | 27 |
| 2:00 | 42 | | | 42 | | | 52 | 135 | | 125 | | 26 |
| 3:00 | 37 | | | 37 | | | 50 | 118 | | 120 | | 25 |
| 4:00 | 37 | | | 37 | | | 46 | 118 | | 109 | | 23 |
| 5:00 | 37 | | | 37 | | | 50 | 117 | | 121 | | 25 |
| 6:00 | 41 | | | 41 | | | 53 | 132 | | 126 | | 26 |

| | Unadjusted from 'Appx. A' Entering 6172 | | Unadjusted from 'Appx. A' Exiting 6172 | |
|---|---|---|---|---|
| 7:00 | 3.2% | 195 | 2.6% | 162 |
| 8:00 | 3.8% | 235 | 3.5% | 215 |
| 9:00 | 5.5% | 341 | 4.4% | 269 |
| 10:00 | 7.7% | 473 | 6.5% | 403 |
| 11:00 | 8.7% | 534 | 7.6% | 471 |
| 12:00 | 7.9% | 485 | 8.7% | 539 |
| 1:00 | 8.8% | 544 | 9.1% | 560 |
| 2:00 | 8.5% | 522 | 9.1% | 562 |
| 3:00 | 8.1% | 502 | 7.9% | 490 |
| 4:00 | 7.4% | 456 | 7.9% | 490 |
| 5:00 | 8.2% | 503 | 7.9% | 489 |
| 6:00 | 8.5% | 527 | 8.9% | 551 |
| | 86.1% | | 84.3% | |

| | Eastbound | | | Westbound | | | Northbound | | | Southbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| 7:00 | 86 | [redacted] | | 77 | [redacted] | | 58 | 70 | [redacted] | 96 | 40 | |
| 8:00 | 74 | | | 68 | | | 71 | 98 | | 130 | 47 | |
| 9:00 | 79 | | | 74 | | | 101 | 145 | | 207 | 60 | |
| 10:00 | 87 | | | 85 | | | 133 | 230 | | 290 | 75 | |
| 11:00 | 105 | | | 103 | | | 154 | 297 | | 341 | 85 | |
| 12:00 | 126 | | | 123 | | | 164 | 352 | | 359 | 91 | |
| 1:00 | 123 | | | 122 | | | 161 | 361 | | 350 | 92 | |
| 2:00 | 120 | | | 118 | | | 150 | 352 | | 322 | 86 | |
| 3:00 | 114 | | | 112 | | | 152 | 331 | | 323 | 86 | |
| 4:00 | 116 | | | 115 | | | 153 | 338 | | 325 | 88 | |
| 5:00 | 118 | | | 116 | | | 159 | 341 | | 342 | 91 | |
| 6:00 | 113 | | | 112 | | | 151 | 329 | | 320 | 86 | |

| | Eastbound | | | Westbound | | | Northbound | | | Southbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| 7:00 | 86 | [redacted] | | 77 | [redacted] | | 58 | 307 | [redacted] | | 659 | 40 |
| 8:00 | 74 | | | 68 | | | 71 | 425 | | | 674 | 47 |
| 9:00 | 79 | | | 74 | | | 101 | 545 | | | 689 | 60 |
| 10:00 | 87 | | | 85 | | | 133 | 711 | | | 786 | 75 |
| 11:00 | 105 | | | 103 | | | 154 | 885 | | | 941 | 85 |
| 12:00 | 126 | | | 123 | | | 164 | 958 | | | 891 | 91 |
| 1:00 | 123 | | | 122 | | | 161 | 972 | | | 942 | 92 |
| 2:00 | 120 | | | 118 | | | 150 | 936 | | | 852 | 86 |
| 3:00 | 114 | | | 112 | | | 152 | 1031 | | | 871 | 86 |
| 4:00 | 116 | | | 115 | | | 153 | 1198 | | | 886 | 88 |
| 5:00 | 118 | | | 116 | | | 159 | 1102 | | | 791 | 91 |
| 6:00 | 113 | | | 112 | | | 151 | 783 | | | 660 | 86 |

w/ 25% RT Reduction

| | Eastbound | | | Westbound | | | Northbound | | | Southbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| 7:00 | 86 | [redacted] | | 58 | [redacted] | | 58 | 307 | [redacted] | | 659 | 30 |
| 8:00 | 74 | | | 51 | | | 71 | 425 | | | 674 | 35 |
| 9:00 | 79 | | | 56 | | | 101 | 545 | | | 689 | 45 |
| 10:00 | 87 | | | 64 | | | 133 | 711 | | | 786 | 56 |
| 11:00 | 105 | | | 77 | | | 154 | 885 | | | 941 | 64 |
| 12:00 | 126 | | | 92 | | | 164 | 958 | | | 891 | 68 |
| 1:00 | 123 | | | 92 | | | 161 | 972 | | | 942 | 69 |
| 2:00 | 120 | | | 89 | | | 150 | 936 | | | 852 | 65 |
| 3:00 | 114 | | | 84 | | | 152 | 1031 | | | 871 | 65 |
| 4:00 | 116 | | | 86 | | | 153 | 1198 | | | 886 | 66 |
| 5:00 | 118 | | | 87 | | | 159 | 1102 | | | 791 | 68 |
| 6:00 | 113 | | | 84 | | | 151 | 783 | | | 660 | 65 |

w/ 50% RT Reduction

| | Eastbound | | | Westbound | | | Northbound | | | Southbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| 7:00 | 86 | [redacted] | | 39 | [redacted] | | 58 | 307 | [redacted] | | 659 | 20 |
| 8:00 | 74 | | | 34 | | | 71 | 425 | | | 674 | 24 |
| 9:00 | 79 | | | 37 | | | 101 | 545 | | | 689 | 30 |
| 10:00 | 87 | | | 43 | | | 133 | 711 | | | 786 | 38 |
| 11:00 | 105 | | | 52 | | | 154 | 885 | | | 941 | 43 |
| 12:00 | 126 | | | 62 | | | 164 | 958 | | | 891 | 46 |
| 1:00 | 123 | | | 61 | | | 161 | 972 | | | 942 | 46 |
| 2:00 | 120 | | | 59 | | | 150 | 936 | | | 852 | 43 |
| 3:00 | 114 | | | 56 | | | 152 | 1031 | | | 871 | 43 |
| 4:00 | 116 | | | 58 | | | 153 | 1198 | | | 886 | 44 |
| 5:00 | 118 | | | 58 | | | 159 | 1102 | | | 791 | 46 |
| 6:00 | 113 | | | 56 | | | 151 | 783 | | | 660 | 43 |

w/ 75% RT Reduction

| | Eastbound | | | Westbound | | | Northbound | | | Southbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| 7:00 | 86 | [redacted] | | 19 | [redacted] | | 58 | 307 | [redacted] | | 659 | 10 |
| 8:00 | 74 | | | 17 | | | 71 | 425 | | | 674 | 12 |
| 9:00 | 79 | | | 19 | | | 101 | 545 | | | 689 | 15 |
| 10:00 | 87 | | | 21 | | | 133 | 711 | | | 786 | 19 |
| 11:00 | 105 | | | 26 | | | 154 | 885 | | | 941 | 21 |
| 12:00 | 126 | | | 31 | | | 164 | 958 | | | 891 | 23 |
| 1:00 | 123 | | | 31 | | | 161 | 972 | | | 942 | 23 |
| 2:00 | 120 | | | 30 | | | 150 | 936 | | | 852 | 22 |
| 3:00 | 114 | | | 28 | | | 152 | 1031 | | | 871 | 22 |
| 4:00 | 116 | | | 29 | | | 153 | 1198 | | | 886 | 22 |
| 5:00 | 118 | | | 29 | | | 159 | 1102 | | | 791 | 23 |
| 6:00 | 113 | | | 28 | | | 151 | 783 | | | 660 | 22 |

NH Route 106 at the Walmart driveway (Intersection 6)

# HCS Warrants Report

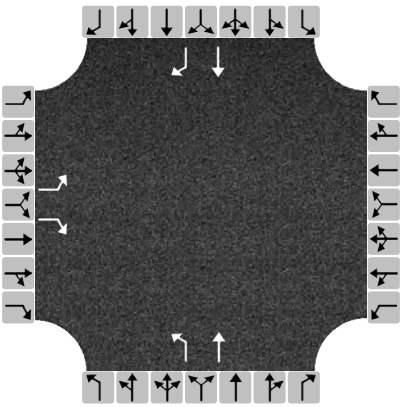
## Project Information

| | | | |
|---|---|---|---|
| Analyst | DCL | Date | 4/20/26 |
| Agency | VAI | Analysis Year | 2027 |
| Jurisdiction | Concord, NH | Time Period Analyzed | 2027 Build |
| Units | U.S. Customary | MUTCD Method | MUTCD 11 (2023) |
| Project Description | Steeplegate Mall Redevelopment (9662) | | |

## General

| | | | |
|---|---|---|---|
| Major Street Direction | North-South | Population < 10,000 | No |
| Starting Time Interval | 7:00 | Coordinated Signal System | No |
| Major Street Speed (mi/h) | 40 | Nearest Signal (ft) | 0 |
| Adequate Trials of Crash Exp. Alt. | No | | |

## Geometry and Traffic



| Approach | Eastbound | | | Westbound | | | Northbound | | | Southbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Number of Lanes, N | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 1 |
| Lane Usage | L | | R | | | | L | T | | | T | R |
| Vehicle Volumes Averages (veh/h) | 45 | 0 | 72 | 0 | 0 | 0 | 94 | 846 | 0 | 0 | 857 | 67 |
| Pedestrian median refuge available | No | | | No | | | No | | | No | | |
| Pedestrian Averages (peds/h) | 0 | | | 0 | | | 0 | | | 0 | | |
| Gap Averages (gaps/h) | 0 | | | 0 | | | 0 | | | 0 | | |
| Delay Averages (s/veh) | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | | |
| Delay Averages (veh-hrs) | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | | |

## School Crossing and Roadway Network

| | | | |
|---|---|---|---|
| Number of Students in Highest Hour | 0 | Two or More Major Routes | No |
| Number of Adequate Gaps in Period | 0 | Weekend Counts | No |
| Number of Minutes in Period | 0 | 5-year Growth Factor (%) | 0 |

## Railroad Crossing

| | | | |
|---|---|---|---|
| Grade Crossing Approach | None | Rail Traffic (trains/day) | 4 |
| Highest Volume Hour with Trains | Unknown | High Occupancy Buses (%) | 0 |
| Distance to Stop Line (ft) | - | Tractor-Trailer Trucks (%) | 10 |

## Volume Summary

| Hours | Major Volume (veh/h) | Minor Volume (veh/h) | Total Volume (veh/h) | Peds/h | Gaps/h | 1A ( 100% ) | 1A ( 80% ) | 1B ( 100% ) | 1B ( 80% ) | 2 ( 100% ) | 3A ( 100% ) | 3B ( 80% ) | 4A ** ( 70% ) | 4B ** ( 70% ) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 7:00 - 8:00 | 1332 | 38 | 1370 | 0 | 0 | No | No | No | No | No | No | No | No | No |
| 8:00 - 9:00 | 1290 | 50 | 1340 | 0 | 0 | No | No | No | No | No | No | No | No | No |
| 9:00 - 10:00 | 1329 | 87 | 1416 | 0 | 0 | No | No | No | Yes | No | No | No | No | No |
| 10:00 - 11:00 | 1669 | 118 | 1787 | 0 | 0 | No | No | Yes | Yes | Yes | No | No | No | No |
| 11:00 - 12:00 | 1892 | 151 | 2043 | 0 | 0 | No | No | Yes | Yes | Yes | No | Yes | No | No |
| 12:00 - 13:00 | 2128 | 144 | 2272 | 0 | 0 | No | No | Yes | Yes | Yes | No | No | No | No |
| 13:00 - 14:00 | 2055 | 120 | 2175 | 0 | 0 | No | No | Yes | Yes | Yes | No | No | No | No |
| 14:00 - 15:00 | 2098 | 125 | 2223 | 0 | 0 | No | No | Yes | Yes | Yes | No | No | No | No |
| 15:00 - 16:00 | 2313 | 142 | 2455 | 0 | 0 | No | No | Yes | Yes | Yes | No | No | No | No |
| 16:00 - 17:00 | 2542 | 156 | 2698 | 0 | 0 | No | No | Yes | Yes | Yes | No | Yes | No | No |
| 17:00 - 18:00 | 2216 | 164 | 2380 | 0 | 0 | No | Yes | Yes | Yes | Yes | No | Yes | No | No |
| 18:00 - 19:00 | 1535 | 122 | 1657 | 0 | 0 | No | No | Yes | Yes | Yes | No | No | No | No |
| Total | 22399 | 1417 | 23816 | 0 | 0 | 0 | 1 | 9 | 10 | 9 | 0 | 3 | 0 | 0 |

** Warrant 4 should not be applied where the nearest traffic signal or stop-sign control is < 300 ft, unless the proposed traffic control signal will not restrict the progressive movement of traffic.

## Pedestrian Volume

| 15th % pedestrian speed < 3.5 ft/s | | Pedestrian refuge present? | NB | | SB | |
|---|---|---|---|---|---|---|

| Hours | Major Street Vehicular Volume (veh/h) | | | Major Street Pedestrian Volume (ped/h) | | | 4A ** ( 70% ) | 4B ** ( 70% ) |
|---|---|---|---|---|---|---|---|---|
| | NB | SB | Total | NB | SB | Total | | |
| 7:00 - 8:00 | 442 | 890 | 1332 | 0 | 0 | 0 | No | No |
| 8:00 - 9:00 | 476 | 814 | 1290 | 0 | 0 | 0 | No | No |
| 9:00 - 10:00 | 599 | 730 | 1329 | 0 | 0 | 0 | No | No |
| 10:00 - 11:00 | 774 | 895 | 1669 | 0 | 0 | 0 | No | No |
| 11:00 - 12:00 | 934 | 958 | 1892 | 0 | 0 | 0 | No | No |
| 12:00 - 13:00 | 1094 | 1034 | 2128 | 0 | 0 | 0 | No | No |
| 13:00 - 14:00 | 1058 | 997 | 2055 | 0 | 0 | 0 | No | No |
| 14:00 - 15:00 | 1130 | 968 | 2098 | 0 | 0 | 0 | No | No |
| 15:00 - 16:00 | 1262 | 1051 | 2313 | 0 | 0 | 0 | No | No |
| 16:00 - 17:00 | 1437 | 1105 | 2542 | 0 | 0 | 0 | No | No |
| 17:00 - 18:00 | 1243 | 973 | 2216 | 0 | 0 | 0 | No | No |
| 18:00 - 19:00 | 844 | 691 | 1535 | 0 | 0 | 0 | No | No |
| Totals | 11293 | 11106 | 22399 | 0 | 0 | 0 | 0 | 0 |

** Warrant 4 should not be applied where the nearest traffic signal or stop-sign control is < 300 ft, unless the proposed traffic control signal will not restrict the progressive movement of traffic.

## Warrants

| | |
|---|---|
| ***Warrant 1: Eight-Hour Vehicular Volume*** | ✔ |
| A. Minimum Vehicular Volumes (Both major approaches --and-- more critical minor approach) --or-- | |
| B. Interruption of Continuous Traffic (Both major approaches --and-- more critical minor approach) --or-- | ✔ |
| 80% Vehicular --and-- Interruption Volumes (Both major approaches --and-- more critical minor approach) | |
| ***Warrant 2: Four-Hour Vehicular Volume*** | ✔ |

| | |
|---|---|
| Four-Hour Vehicular Volume (Both major approaches --and-- more critical minor approach) | ✓ |
| ***Warrant 3: Peak Hour*** | ✓ |
| A. Peak-Hour Conditions (Minor delay -- and-- minor volume --and-- total volume) --or-- | |
| B. Peak-Hour Vehicular Volumes (Both major approaches --and-- more critical minor approach) | ✓ |
| ***Warrant 4: Pedestrian Volume*** | |
| A. Four Hour Volumes --or-- | |
| B. Peak-Hour Volumes | |
| ***Warrant 5: School Crossing*** | |
| Gaps Same Period --and-- | |
| Student Volumes | |
| Nearest Traffic Control Signal (optional) | |
| ***Warrant 6: Coordinated Signal System*** | |
| Degree of Platooning (Predominant direction or both directions) | |
| ***Warrant 7: Crash Experience*** | |
| A. Adequate trials of alternatives, observance and enforcement failed --and-- | |
| B. Reported Crash History --and-- | |
| B1. Angle Crashes and Pedestrian Crashes within a 1-year Period (All Severities) | |
| B2. Angle Crashes and Pedestrian Crashes within a 1-year Period (Fatal-and-Injury) | |
| B3. Angle Crashes and Pedestrian Crashes within a 3-year Period (All Severities) | |
| B4. Angle Crashes and Pedestrian Crashes within a 3-year Period (Fatal-and-Injury) | |
| C. 80% Volumes for Warrants 1A, 1B, --or-- 4 are satisfied | ✓ |
| ***Warrant 8: Roadway Network*** | |
| A. Weekday Volume (Peak hour total --and-- projected warrants 1, 2, or 3) --or-- | |
| B. Weekend Volume (Five hours total) | |
| ***Warrant 9: Grade Crossing*** | |
| A. Grade Crossing within 140 ft --and-- | |
| B. Peak-Hour Vehicular Volumes | |

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| ***2/5/2025*** | Eastbound | | | Westbound | | | Northbound | | | Southbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| 7:00 | 11 | [redacted] | | 32 | [redacted] | | 22 | 244 | [redacted] | | 664 | 29 |
| 8:00 | 17 | | | 39 | | | 40 | 246 | | | 548 | 41 |
| 9:00 | 26 | | | 73 | | | 72 | 284 | | | 415 | 64 |
| 10:00 | 42 | | | 90 | | | 89 | 349 | | | 409 | 98 |
| 11:00 | 60 | | | 106 | | | 90 | 422 | | | 410 | 97 |
| 12:00 | 49 | | | 112 | | | 108 | 485 | | | 455 | 103 |
| 1:00 | 40 | | | 95 | | | 95 | 462 | | | 440 | 86 |
| 2:00 | 37 | | | 105 | | | 113 | 519 | | | 441 | 91 |
| 3:00 | 50 | | | 108 | | | 116 | 660 | | | 505 | 104 |
| 4:00 | 62 | | | 110 | | | 142 | 786 | | | 538 | 122 |
| 5:00 | 56 | | | 129 | | | 107 | 638 | | | 415 | 102 |
| 6:00 | 58 | | | 73 | | | 55 | 343 | | | 208 | 67 |

| ***1.08*** | Eastbound | | | Westbound | | | Northbound | | | Southbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| 7:00 | 12 | [redacted] | | 35 | [redacted] | | 24 | 264 | [redacted] | | 717 | 31 |
| 8:00 | 18 | | | 42 | | | 43 | 266 | | | 592 | 44 |
| 9:00 | 28 | | | 79 | | | 78 | 307 | | | 448 | 69 |
| 10:00 | 45 | | | 97 | | | 96 | 377 | | | 442 | 106 |
| 11:00 | 65 | | | 114 | | | 97 | 456 | | | 443 | 105 |
| 12:00 | 53 | | | 121 | | | 117 | 524 | | | 491 | 111 |
| 1:00 | 43 | | | 103 | | | 103 | 499 | | | 475 | 93 |
| 2:00 | 40 | | | 113 | | | 122 | 561 | | | 476 | 98 |
| 3:00 | 54 | | | 117 | | | 125 | 713 | | | 545 | 112 |
| 4:00 | 67 | | | 119 | | | 153 | 849 | | | 581 | 132 |
| 5:00 | 60 | | | 139 | | | 116 | 689 | | | 448 | 110 |
| 6:00 | 63 | | | 79 | | | 59 | 370 | | | 225 | 72 |

| 1.0201 | Eastbound | | | Westbound | | | Northbound | | | Southbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| 7:00 | 12 | [redacted] | | 35 | [redacted] | | 24 | 269 | [redacted] | | 731 | 31 |
| 8:00 | 18 | | | 42 | | | 43 | 271 | | | 604 | 44 |
| 9:00 | 28 | | | 79 | | | 78 | 313 | | | 457 | 69 |
| 10:00 | 45 | | | 97 | | | 96 | 385 | | | 451 | 106 |
| 11:00 | 65 | | | 114 | | | 97 | 465 | | | 452 | 105 |
| 12:00 | 53 | | | 121 | | | 117 | 535 | | | 501 | 111 |
| 1:00 | 43 | | | 103 | | | 103 | 509 | | | 485 | 93 |
| 2:00 | 40 | | | 113 | | | 122 | 572 | | | 486 | 98 |
| 3:00 | 54 | | | 117 | | | 125 | 727 | | | 556 | 112 |
| 4:00 | 67 | | | 119 | | | 153 | 866 | | | 593 | 132 |
| 5:00 | 60 | | | 139 | | | 116 | 703 | | | 457 | 110 |
| 6:00 | 63 | | | 79 | | | 59 | 377 | | | 230 | 72 |

| 1.126825 | Eastbound | | | Westbound | | | Northbound | | | Southbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| 7:00 | 12 | [redacted] | | 35 | [redacted] | | 24 | 297 | [redacted] | | 808 | 31 |
| 8:00 | 18 | | | 42 | | | 43 | 300 | | | 667 | 44 |
| 9:00 | 28 | | | 79 | | | 78 | 346 | | | 505 | 69 |
| 10:00 | 45 | | | 97 | | | 96 | 425 | | | 498 | 106 |
| 11:00 | 65 | | | 114 | | | 97 | 514 | | | 499 | 105 |
| 12:00 | 53 | | | 121 | | | 117 | 590 | | | 553 | 111 |
| 1:00 | 43 | | | 103 | | | 103 | 562 | | | 535 | 93 |
| 2:00 | 40 | | | 113 | | | 122 | 632 | | | 536 | 98 |
| 3:00 | 54 | | | 117 | | | 125 | 803 | | | 614 | 112 |
| 4:00 | 67 | | | 119 | | | 153 | 957 | | | 655 | 132 |
| 5:00 | 60 | | | 139 | | | 116 | 776 | | | 505 | 110 |
| 6:00 | 63 | | | 79 | | | 59 | 417 | | | 254 | 72 |

| | Eastbound | | | Westbound | | | Northbound | | | Southbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| 7:00 | 0 | [redacted] | 0 | 0 | [redacted] | 0 | 64 | [redacted] | 20 | 0 | | |
| 8:00 | 0 | | 0 | 0 | | 0 | 44 | | 19 | 0 | | |
| 9:00 | 0 | | 0 | 0 | | 0 | 34 | | 17 | 0 | | |
| 10:00 | 0 | | 0 | 0 | | 0 | 15 | | 14 | 0 | | |
| 11:00 | 0 | | 0 | 0 | | 0 | 13 | | 14 | 0 | | |
| 12:00 | 0 | | 0 | 0 | | 0 | 16 | | 16 | 0 | | |
| 1:00 | 0 | | 0 | 0 | | 0 | 10 | | 19 | 0 | | |
| 2:00 | 0 | | 0 | 0 | | 0 | 10 | | 19 | 0 | | |
| 3:00 | 0 | | 0 | 0 | | 0 | 10 | | 19 | 0 | | |
| 4:00 | 0 | | 0 | 0 | | 0 | 10 | | 20 | 0 | | |
| 5:00 | 0 | | 0 | 0 | | 0 | 11 | | 20 | 0 | | |
| 6:00 | 0 | | 0 | 0 | | 0 | 10 | | 20 | 0 | | |

| | Unadjusted from 'Appx. A' | | Adjusted to match TIS | |
|---|---|---|---|---|
| | Entering | 872 | | |
| 7:00 | 2.5% | 22 | 6.1% | 53 |
| 8:00 | 3.0% | 26 | 5.9% | 51 |
| 9:00 | 2.2% | 19 | 5.4% | 47 |
| 10:00 | 2.7% | 24 | 4.3% | 37 |
| 11:00 | 3.4% | 29 | 4.2% | 37 |
| 12:00 | 4.3% | 38 | 5.0% | 44 |
| 1:00 | 4.4% | 38 | 5.7% | 50 |
| 2:00 | 4.1% | 36 | 5.8% | 51 |
| 3:00 | 5.9% | 52 | 6.0% | 52 |
| 4:00 | 9.2% | 81 | 6.1% | 53 |
| 5:00 | 13.1% | 114 | 6.2% | 54 |
| 6:00 | 12.1% | 105 | 6.1% | 53 |
| | 66.8% | | 66.8% | 0.0% |

| | Unadjusted from 'Appx. A' | | Adjusted to match TIS | |
|---|---|---|---|---|
| | Exiting | 872 | | |
| 7:00 | 14.7% | 128 | 19.7% | 172 |
| 8:00 | 12.5% | 109 | 13.7% | 119 |
| 9:00 | 6.9% | 60 | 10.6% | 92 |
| 10:00 | 4.6% | 40 | 4.6% | 40 |
| 11:00 | 4.0% | 35 | 4.0% | 35 |
| 12:00 | 4.8% | 42 | 4.8% | 42 |
| 1:00 | 4.4% | 38 | 3.1% | 27 |
| 2:00 | 3.7% | 32 | 3.0% | 26 |
| 3:00 | 3.8% | 33 | 3.0% | 26 |
| 4:00 | 5.1% | 45 | 3.2% | 28 |
| 5:00 | 5.8% | 50 | 3.3% | 29 |
| 6:00 | 6.0% | 52 | 3.2% | 28 |
| | 76.2% | | 76.2% | 0.0% |

| | Eastbound | | | Westbound | | | Northbound | | | Southbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| 7:00 | 0 | [redacted] | | 0 | [redacted] | | 0 | 38 | [redacted] | | 59 | 0 |
| 8:00 | 0 | | | 0 | | | 0 | 56 | | | 90 | 0 |
| 9:00 | 0 | | | 0 | | | 0 | 96 | | | 151 | 0 |
| 10:00 | 0 | | | 0 | | | 0 | 161 | | | 213 | 0 |
| 11:00 | 0 | | | 0 | | | 0 | 222 | | | 258 | 0 |
| 12:00 | 0 | | | 0 | | | 0 | 270 | | | 293 | 0 |
| 1:00 | 0 | | | 0 | | | 0 | 274 | | | 265 | 0 |
| 2:00 | 0 | | | 0 | | | 0 | 263 | | | 238 | 0 |
| 3:00 | 0 | | | 0 | | | 0 | 258 | | | 246 | 0 |
| 4:00 | 0 | | | 0 | | | 0 | 266 | | | 261 | 0 |
| 5:00 | 0 | | | 0 | | | 0 | 271 | | | 267 | 0 |
| 6:00 | 0 | | | 0 | | | 0 | 238 | | | 234 | 0 |

| | Unadjusted from 'Appx. A' | |
|---|---|---|
| | Entering | 10503 |
| 7:00 | 1.9% | 205 |
| 8:00 | 2.9% | 310 |
| 9:00 | 4.9% | 520 |
| 10:00 | 7.0% | 735 |
| 11:00 | 8.5% | 889 |
| 12:00 | 9.6% | 1012 |
| 1:00 | 8.7% | 913 |
| 2:00 | 7.8% | 822 |
| 3:00 | 8.1% | 847 |
| 4:00 | 8.6% | 900 |
| 5:00 | 8.7% | 919 |
| 6:00 | 7.7% | 807 |
| | 84.5% | |

| | Unadjusted from 'Appx. A' | |
|---|---|---|
| | Exiting | 10503 |
| 7:00 | 1.2% | 131 |
| 8:00 | 1.8% | 193 |
| 9:00 | 3.2% | 332 |
| 10:00 | 5.3% | 554 |
| 11:00 | 7.3% | 766 |
| 12:00 | 8.9% | 930 |
| 1:00 | 9.0% | 944 |
| 2:00 | 8.6% | 906 |
| 3:00 | 8.5% | 888 |
| 4:00 | 8.7% | 918 |
| 5:00 | 8.9% | 933 |
| 6:00 | 7.8% | 821 |
| | 79.2% | |

| | Eastbound | | | Westbound | | | Northbound | | | Southbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| 7:00 | 0 | [redacted] | | 0 | [redacted] | | 0 | 47 | [redacted] | | 57 | 0 |
| 8:00 | 0 | | | 0 | | | 0 | 62 | | | 68 | 0 |
| 9:00 | 0 | | | 0 | | | 0 | 78 | | | 99 | 0 |
| 10:00 | 0 | | | 0 | | | 0 | 117 | | | 137 | 0 |
| 11:00 | 0 | | | 0 | | | 0 | 137 | | | 155 | 0 |
| 12:00 | 0 | | | 0 | | | 0 | 156 | | | 141 | 0 |
| 1:00 | 0 | | | 0 | | | 0 | 162 | | | 158 | 0 |
| 2:00 | 0 | | | 0 | | | 0 | 163 | | | 151 | 0 |
| 3:00 | 0 | | | 0 | | | 0 | 142 | | | 146 | 0 |
| 4:00 | 0 | | | 0 | | | 0 | 142 | | | 132 | 0 |
| 5:00 | 0 | | | 0 | | | 0 | 142 | | | 146 | 0 |
| 6:00 | 0 | | | 0 | | | 0 | 160 | | | 153 | 0 |

| | Unadjusted from 'Appx. A' | |
|---|---|---|
| | Entering | 6172 |
| 7:00 | 3.2% | 195 |
| 8:00 | 3.8% | 235 |
| 9:00 | 5.5% | 341 |
| 10:00 | 7.7% | 473 |
| 11:00 | 8.7% | 534 |
| 12:00 | 7.9% | 485 |
| 1:00 | 8.8% | 544 |
| 2:00 | 8.5% | 522 |
| 3:00 | 8.1% | 502 |
| 4:00 | 7.4% | 456 |
| 5:00 | 8.2% | 503 |
| 6:00 | 8.5% | 527 |
| | 86.1% | |

| | Unadjusted from 'Appx. A' | |
|---|---|---|
| | Exiting | 6172 |
| 7:00 | 2.6% | 162 |
| 8:00 | 3.5% | 215 |
| 9:00 | 4.4% | 269 |
| 10:00 | 6.5% | 403 |
| 11:00 | 7.6% | 471 |
| 12:00 | 8.7% | 539 |
| 1:00 | 9.1% | 560 |
| 2:00 | 9.1% | 562 |
| 3:00 | 7.9% | 490 |
| 4:00 | 7.9% | 490 |
| 5:00 | 7.9% | 489 |
| 6:00 | 8.9% | 551 |
| | 84.3% | |

| | Eastbound | | | Westbound | | | Northbound | | | Southbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| 7:00 | 0 | [redacted] | | 0 | [redacted] | | 0 | 149 | [redacted] | | 136 | 0 |
| 8:00 | 0 | | | 0 | | | 0 | 162 | | | 177 | 0 |
| 9:00 | 0 | | | 0 | | | 0 | 208 | | | 267 | 0 |
| 10:00 | 0 | | | 0 | | | 0 | 293 | | | 364 | 0 |
| 11:00 | 0 | | | 0 | | | 0 | 372 | | | 427 | 0 |
| 12:00 | 0 | | | 0 | | | 0 | 442 | | | 450 | 0 |
| 1:00 | 0 | | | 0 | | | 0 | 446 | | | 442 | 0 |
| 2:00 | 0 | | | 0 | | | 0 | 436 | | | 408 | 0 |
| 3:00 | 0 | | | 0 | | | 0 | 410 | | | 411 | 0 |
| 4:00 | 0 | | | 0 | | | 0 | 418 | | | 413 | 0 |
| 5:00 | 0 | | | 0 | | | 0 | 424 | | | 433 | 0 |
| 6:00 | 0 | | | 0 | | | 0 | 408 | | | 407 | 0 |

| | Eastbound | | | Westbound | | | Northbound | | | Southbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| 7:00 | 12 | [redacted] | | 35 | [redacted] | | 24 | 418 | [redacted] | | 867 | 31 |
| 8:00 | 18 | | | 42 | | | 43 | 433 | | | 781 | 44 |
| 9:00 | 28 | | | 79 | | | 78 | 521 | | | 724 | 69 |
| 10:00 | 45 | | | 97 | | | 96 | 678 | | | 815 | 106 |
| 11:00 | 65 | | | 114 | | | 97 | 837 | | | 879 | 105 |
| 12:00 | 53 | | | 121 | | | 117 | 977 | | | 951 | 111 |
| 1:00 | 43 | | | 103 | | | 103 | 955 | | | 927 | 93 |
| 2:00 | 40 | | | 113 | | | 122 | 1008 | | | 894 | 98 |
| 3:00 | 54 | | | 117 | | | 125 | 1137 | | | 967 | 112 |
| 4:00 | 67 | | | 119 | | | 153 | 1284 | | | 1006 | 132 |
| 5:00 | 60 | | | 139 | | | 116 | 1127 | | | 890 | 110 |
| 6:00 | 63 | | | 79 | | | 59 | 785 | | | 637 | 72 |

w/ 25% RT Reduction

| | Eastbound | | | Westbound | | | Northbound | | | Southbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| 7:00 | 12 | [redacted] | | 26 | [redacted] | | 24 | 418 | [redacted] | | 867 | 23 |
| 8:00 | 18 | | | 32 | | | 43 | 433 | | | 781 | 33 |
| 9:00 | 28 | | | 59 | | | 78 | 521 | | | 724 | 52 |
| 10:00 | 45 | | | 73 | | | 96 | 678 | | | 815 | 80 |
| 11:00 | 65 | | | 86 | | | 97 | 837 | | | 879 | 79 |
| 12:00 | 53 | | | 91 | | | 117 | 977 | | | 951 | 83 |
| 1:00 | 43 | | | 77 | | | 103 | 955 | | | 927 | 70 |
| 2:00 | 40 | | | 85 | | | 122 | 1008 | | | 894 | 74 |
| 3:00 | 54 | | | 88 | | | 125 | 1137 | | | 967 | 84 |
| 4:00 | 67 | | | 89 | | | 153 | 1284 | | | 1006 | 99 |
| 5:00 | 60 | | | 104 | | | 116 | 1127 | | | 890 | 83 |
| 6:00 | 63 | | | 59 | | | 59 | 785 | | | 637 | 54 |

w/ 50% RT Reduction

| | Eastbound | | | Westbound | | | Northbound | | | Southbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| 7:00 | 12 | [redacted] | | 18 | [redacted] | | 24 | 418 | [redacted] | | 867 | 16 |
| 8:00 | 18 | | | 21 | | | 43 | 433 | | | 781 | 22 |
| 9:00 | 28 | | | 40 | | | 78 | 521 | | | 724 | 35 |
| 10:00 | 45 | | | 49 | | | 96 | 678 | | | 815 | 53 |
| 11:00 | 65 | | | 57 | | | 97 | 837 | | | 879 | 53 |
| 12:00 | 53 | | | 61 | | | 117 | 977 | | | 951 | 56 |
| 1:00 | 43 | | | 52 | | | 103 | 955 | | | 927 | 47 |
| 2:00 | 40 | | | 57 | | | 122 | 1008 | | | 894 | 49 |
| 3:00 | 54 | | | 59 | | | 125 | 1137 | | | 967 | 56 |
| 4:00 | 67 | | | 60 | | | 153 | 1284 | | | 1006 | 66 |
| 5:00 | 60 | | | 70 | | | 116 | 1127 | | | 890 | 55 |
| 6:00 | 63 | | | 40 | | | 59 | 785 | | | 637 | 36 |

w/ 75% RT Reduction

| | Eastbound | | | Westbound | | | Northbound | | | Southbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| 7:00 | 12 | [redacted] | | 9 | [redacted] | | 24 | 418 | [redacted] | | 867 | 8 |
| 8:00 | 18 | | | 11 | | | 43 | 433 | | | 781 | 11 |
| 9:00 | 28 | | | 20 | | | 78 | 521 | | | 724 | 17 |
| 10:00 | 45 | | | 24 | | | 96 | 678 | | | 815 | 27 |
| 11:00 | 65 | | | 29 | | | 97 | 837 | | | 879 | 26 |
| 12:00 | 53 | | | 30 | | | 117 | 977 | | | 951 | 28 |
| 1:00 | 43 | | | 26 | | | 103 | 955 | | | 927 | 23 |
| 2:00 | 40 | | | 28 | | | 122 | 1008 | | | 894 | 25 |
| 3:00 | 54 | | | 29 | | | 125 | 1137 | | | 967 | 28 |
| 4:00 | 67 | | | 30 | | | 153 | 1284 | | | 1006 | 33 |
| 5:00 | 60 | | | 35 | | | 116 | 1127 | | | 890 | 28 |
| 6:00 | 63 | | | 20 | | | 59 | 785 | | | 637 | 18 |

# Accurate Counts

978-664-2565

N/S Street : Route 106
E/W Street : Walmart Driveway
City/State : Concord, NH
Weather : Clear

File Name : 96620002
Site Code : 96620002
Start Date : 2/5/2025


Groups Printed- Cars - Trucks

| | Route 106 From North | | Route 106 From South | | Walmart Driveway From West | | |
|---|---|---|---|---|---|---|---|
| Start Time | Thru | Right | Left | Thru | Left | Right | Int. Total |
| 07:00 AM | 161 | 8 | 4 | 45 | 2 | 14 | 234 |
| 07:15 AM | 146 | 5 | 7 | 62 | 1 | 5 | 226 |
| 07:30 AM | 159 | 9 | 5 | 60 | 3 | 7 | 243 |
| 07:45 AM | 198 | 7 | 6 | 77 | 5 | 6 | 299 |
| Total | 664 | 29 | 22 | 244 | 11 | 32 | 1002 |
| | | | | | | | |
| 08:00 AM | 150 | 2 | 10 | 62 | 3 | 7 | 234 |
| 08:15 AM | 150 | 11 | 11 | 74 | 4 | 5 | 255 |
| 08:30 AM | 137 | 12 | 12 | 57 | 2 | 8 | 228 |
| 08:45 AM | 111 | 16 | 7 | 53 | 8 | 19 | 214 |
| Total | 548 | 41 | 40 | 246 | 17 | 39 | 931 |
| | | | | | | | |
| 09:00 AM | 99 | 14 | 13 | 50 | 8 | 16 | 200 |
| 09:15 AM | 99 | 17 | 16 | 69 | 4 | 13 | 218 |
| 09:30 AM | 105 | 10 | 22 | 93 | 7 | 23 | 260 |
| 09:45 AM | 112 | 23 | 21 | 72 | 7 | 21 | 256 |
| Total | 415 | 64 | 72 | 284 | 26 | 73 | 934 |
| | | | | | | | |
| 10:00 AM | 93 | 14 | 23 | 80 | 9 | 16 | 235 |
| 10:15 AM | 103 | 26 | 27 | 85 | 13 | 18 | 272 |
| 10:30 AM | 108 | 30 | 23 | 91 | 12 | 26 | 290 |
| 10:45 AM | 105 | 28 | 16 | 93 | 8 | 30 | 280 |
| Total | 409 | 98 | 89 | 349 | 42 | 90 | 1077 |
| | | | | | | | |
| 11:00 AM | 90 | 38 | 26 | 95 | 12 | 32 | 293 |
| 11:15 AM | 104 | 24 | 19 | 115 | 19 | 30 | 311 |
| 11:30 AM | 120 | 17 | 15 | 117 | 16 | 26 | 311 |
| 11:45 AM | 96 | 18 | 30 | 95 | 13 | 18 | 270 |
| Total | 410 | 97 | 90 | 422 | 60 | 106 | 1185 |
| | | | | | | | |
| 12:00 PM | 113 | 23 | 38 | 133 | 12 | 32 | 351 |
| 12:15 PM | 120 | 28 | 20 | 123 | 8 | 23 | 322 |
| 12:30 PM | 111 | 30 | 35 | 116 | 14 | 30 | 336 |
| 12:45 PM | 111 | 22 | 15 | 113 | 15 | 27 | 303 |
| Total | 455 | 103 | 108 | 485 | 49 | 112 | 1312 |
| | | | | | | | |
| 01:00 PM | 105 | 31 | 16 | 116 | 11 | 27 | 306 |
| 01:15 PM | 118 | 19 | 30 | 133 | 13 | 21 | 334 |
| 01:30 PM | 105 | 17 | 25 | 99 | 7 | 26 | 279 |
| 01:45 PM | 112 | 19 | 24 | 114 | 9 | 21 | 299 |
| Total | 440 | 86 | 95 | 462 | 40 | 95 | 1218 |
| | | | | | | | |
| 02:00 PM | 104 | 30 | 28 | 131 | 10 | 21 | 324 |
| 02:15 PM | 110 | 17 | 30 | 115 | 10 | 31 | 313 |
| 02:30 PM | 118 | 16 | 30 | 135 | 9 | 23 | 331 |
| 02:45 PM | 109 | 28 | 25 | 138 | 8 | 30 | 338 |
| Total | 441 | 91 | 113 | 519 | 37 | 105 | 1306 |
| | | | | | | | |
| 03:00 PM | 124 | 27 | 37 | 167 | 8 | 28 | 391 |
| 03:15 PM | 128 | 32 | 19 | 159 | 15 | 27 | 380 |
| 03:30 PM | 123 | 28 | 39 | 172 | 12 | 27 | 401 |
| 03:45 PM | 130 | 17 | 21 | 162 | 15 | 26 | 371 |
| Total | 505 | 104 | 116 | 660 | 50 | 108 | 1543 |
| | | | | | | | |
| 04:00 PM | 140 | 28 | 25 | 212 | 12 | 30 | 447 |
| 04:15 PM | 131 | 25 | 42 | 201 | 13 | 27 | 439 |
| 04:30 PM | 127 | 36 | 40 | 194 | 20 | 23 | 440 |
| 04:45 PM | 140 | 33 | 35 | 179 | 17 | 30 | 434 |
| Total | 538 | 122 | 142 | 786 | 62 | 110 | 1760 |
| | | | | | | | |
| 05:00 PM | 122 | 19 | 23 | 192 | 10 | 33 | 399 |
| 05:15 PM | 102 | 36 | 40 | 194 | 12 | 36 | 420 |
| 05:30 PM | 93 | 19 | 25 | 139 | 26 | 30 | 332 |

# Accurate Counts

978-664-2565

N/S Street : Route 106
E/W Street : Walmart Driveway
City/State : Concord, NH
Weather : Clear

File Name : 96620002
Site Code : 96620002
Start Date : 2/5/2025


Groups Printed- Cars - Trucks

| | Route 106 From North | | Route 106 From South | | Walmart Driveway From West | | |
|---|---|---|---|---|---|---|---|
| Start Time | Thru | Right | Left | Thru | Left | Right | Int. Total |
| 05:45 PM | 98 | 28 | 19 | 113 | 8 | 30 | 296 |
| Total | 415 | 102 | 107 | 638 | 56 | 129 | 1447 |
| | | | | | | | |
| 06:00 PM | 60 | 23 | 16 | 118 | 17 | 22 | 256 |
| 06:15 PM | 54 | 12 | 15 | 92 | 14 | 23 | 210 |
| 06:30 PM | 46 | 16 | 17 | 67 | 10 | 17 | 173 |
| 06:45 PM | 48 | 16 | 7 | 66 | 17 | 11 | 165 |
| Total | 208 | 67 | 55 | 343 | 58 | 73 | 804 |
| | | | | | | | |
| Grand Total | 5448 | 1004 | 1049 | 5438 | 508 | 1072 | 14519 |
| Apprch % | 84.4 | 15.6 | 16.2 | 83.8 | 32.2 | 67.8 | |
| Total % | 37.5 | 6.9 | 7.2 | 37.5 | 3.5 | 7.4 | |
| Cars | 5229 | 998 | 1045 | 5210 | 507 | 1064 | 14053 |
| % Cars | 96 | 99.4 | 99.6 | 95.8 | 99.8 | 99.3 | 96.8 |
| Trucks | 219 | 6 | 4 | 228 | 1 | 8 | 466 |
| % Trucks | 4 | 0.6 | 0.4 | 4.2 | 0.2 | 0.7 | 3.2 |

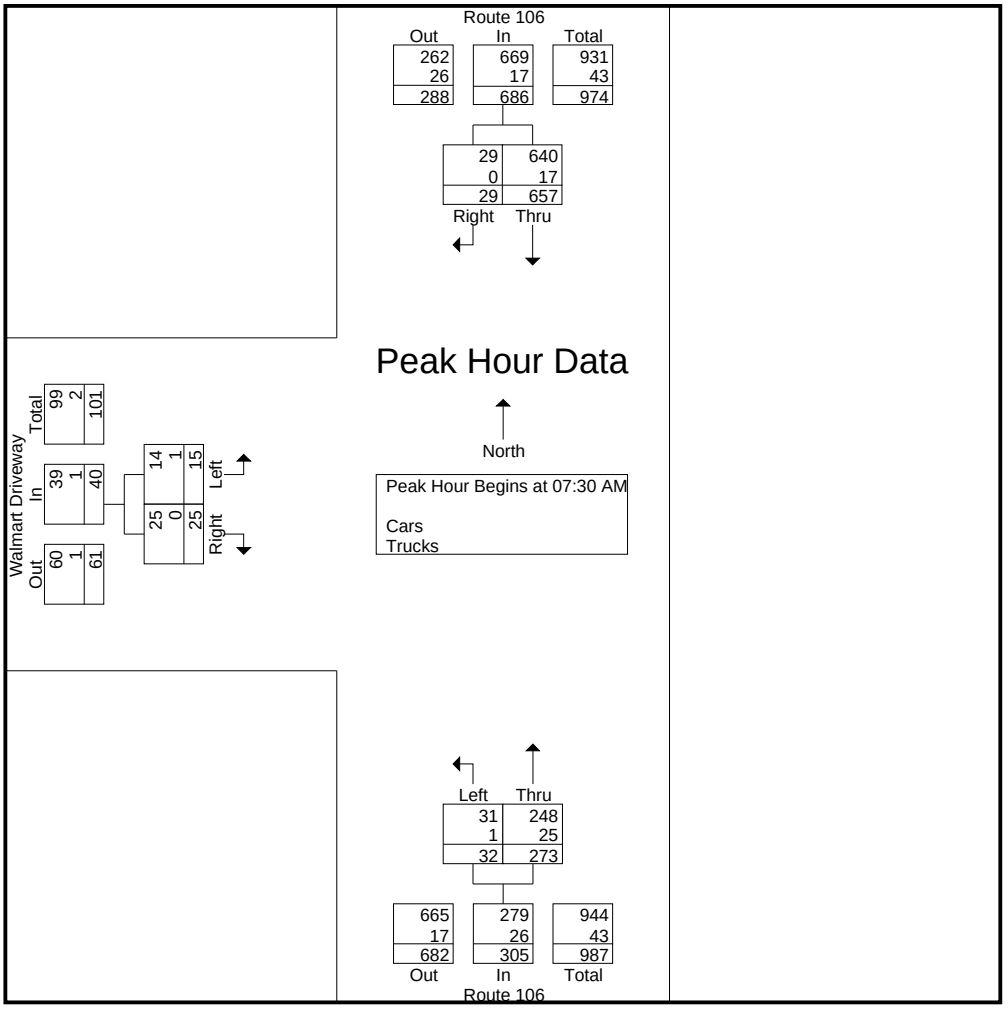
| | Route 106 From North | | | Route 106 From South | | | Walmart Driveway From West | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Thru | Right | App. Total | Left | Thru | App. Total | Left | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | |
| 07:30 AM | 159 | 9 | 168 | 5 | 60 | 65 | 3 | **7** | 10 | 243 |
| 07:45 AM | **198** | 7 | **205** | 6 | **77** | 83 | **5** | 6 | **11** | **299** |
| 08:00 AM | 150 | 2 | 152 | 10 | 62 | 72 | 3 | 7 | 10 | 234 |
| 08:15 AM | 150 | **11** | 161 | **11** | 74 | **85** | 4 | 5 | 9 | 255 |
| Total Volume | 657 | 29 | 686 | 32 | 273 | 305 | 15 | 25 | 40 | 1031 |
| % App. Total | 95.8 | 4.2 | | 10.5 | 89.5 | | 37.5 | 62.5 | | |
| PHF | .830 | .659 | .837 | .727 | .886 | .897 | .750 | .893 | .909 | .862 |
| Cars | 640 | 29 | 669 | 31 | 248 | 279 | 14 | 25 | 39 | 987 |
| % Cars | 97.4 | 100 | 97.5 | 96.9 | 90.8 | 91.5 | 93.3 | 100 | 97.5 | 95.7 |
| Trucks | 17 | 0 | 17 | 1 | 25 | 26 | 1 | 0 | 1 | 44 |
| % Trucks | 2.6 | 0 | 2.5 | 3.1 | 9.2 | 8.5 | 6.7 | 0 | 2.5 | 4.3 |

# Accurate Counts

978-664-2565

N/S Street : Route 106
E/W Street : Walmart Driveway
City/State : Concord, NH
Weather : Clear

File Name : 96620002
Site Code : 96620002
Start Date : 2/5/2025
Page No : 3




Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

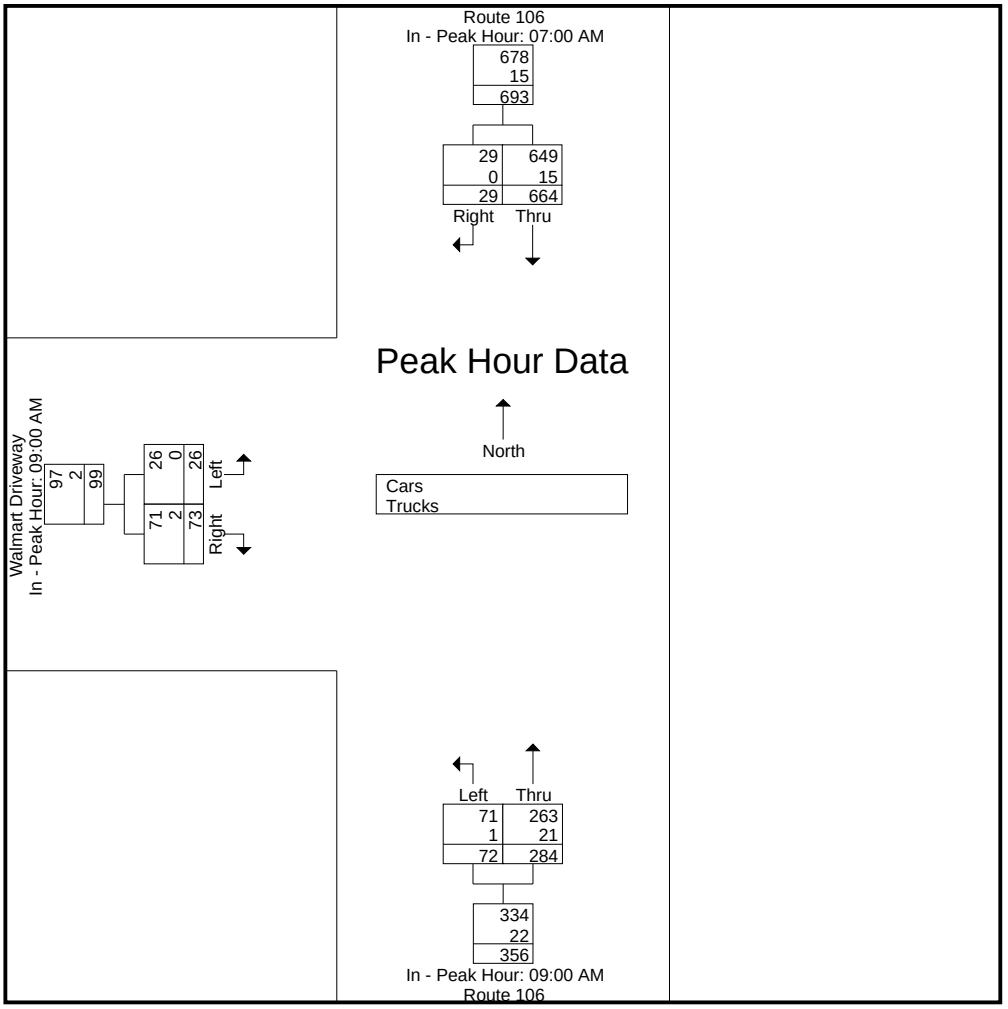
| | 07:00 AM | | | 09:00 AM | | | 09:00 AM | | |
|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 161 | 8 | 169 | 13 | 50 | 63 | **8** | 16 | 24 |
| +15 mins. | 146 | 5 | 151 | 16 | 69 | 85 | 4 | 13 | 17 |
| +30 mins. | 159 | **9** | 168 | **22** | **93** | **115** | 7 | **23** | **30** |
| +45 mins. | **198** | 7 | **205** | 21 | 72 | 93 | 7 | 21 | 28 |
| Total Volume | 664 | 29 | 693 | 72 | 284 | 356 | 26 | 73 | 99 |
| % App. Total | 95.8 | 4.2 | | 20.2 | 79.8 | | 26.3 | 73.7 | |
| PHF | .838 | .806 | .845 | .818 | .763 | .774 | .813 | .793 | .825 |
| Cars | 649 | 29 | 678 | 71 | 263 | 334 | 26 | 71 | 97 |
| % Cars | 97.7 | 100 | 97.8 | 98.6 | 92.6 | 93.8 | 100 | 97.3 | 98 |
| Trucks | 15 | 0 | 15 | 1 | 21 | 22 | 0 | 2 | 2 |
| % Trucks | 2.3 | 0 | 2.2 | 1.4 | 7.4 | 6.2 | 0 | 2.7 | 2 |

# Accurate Counts

978-664-2565

N/S Street : Route 106
E/W Street : Walmart Driveway
City/State : Concord, NH
Weather : Clear

File Name : 96620002
Site Code : 96620002
Start Date : 2/5/2025
Page No : 4




Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 12:00 PM

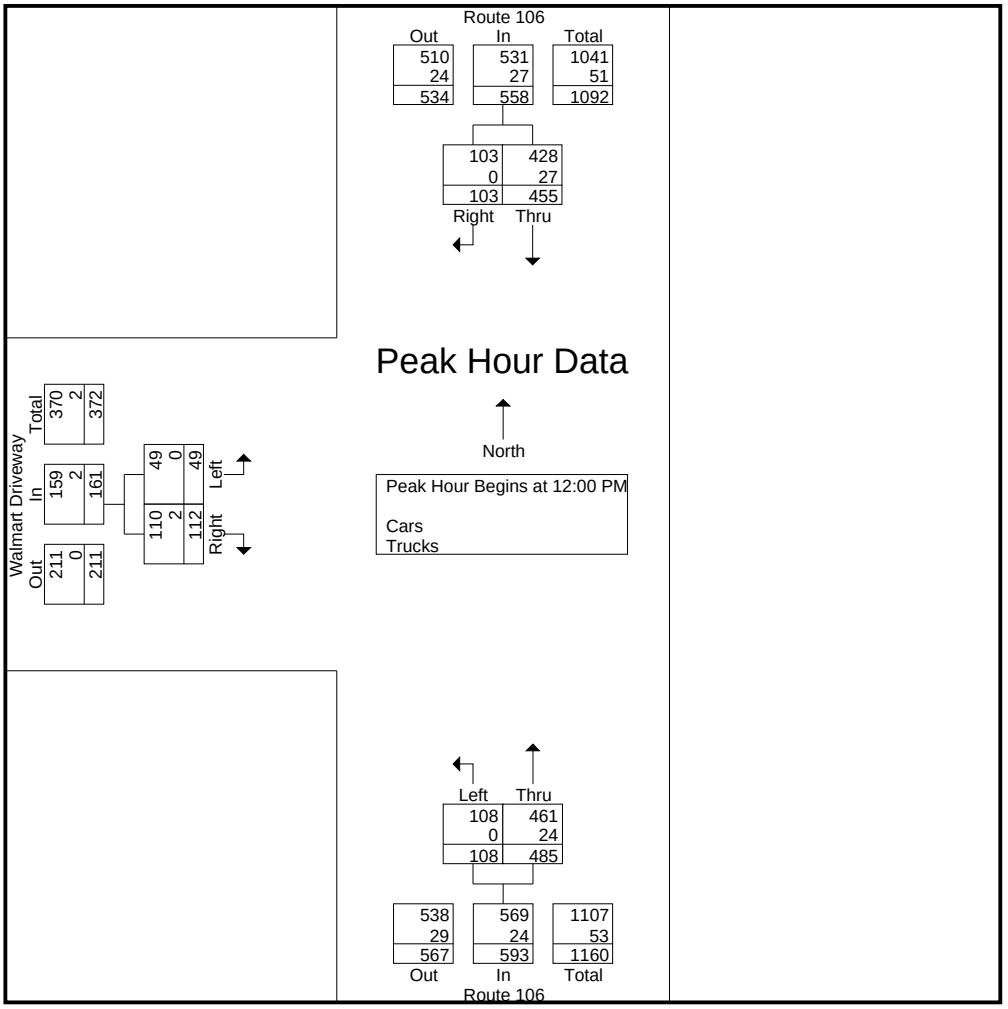
| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| 12:00 PM | 113 | 23 | 136 | **38** | **133** | **171** | 12 | **32** | **44** | **351** |
| 12:15 PM | **120** | 28 | **148** | 20 | 123 | 143 | 8 | 23 | 31 | 322 |
| 12:30 PM | 111 | **30** | 141 | 35 | 116 | 151 | 14 | 30 | 44 | 336 |
| 12:45 PM | 111 | 22 | 133 | 15 | 113 | 128 | **15** | 27 | 42 | 303 |
| Total Volume | 455 | 103 | 558 | 108 | 485 | 593 | 49 | 112 | 161 | 1312 |
| % App. Total | 81.5 | 18.5 | | 18.2 | 81.8 | | 30.4 | 69.6 | | |
| PHF | .948 | .858 | .943 | .711 | .912 | .867 | .817 | .875 | .915 | .934 |
| Cars | 428 | 103 | 531 | 108 | 461 | 569 | 49 | 110 | 159 | 1259 |
| % Cars | 94.1 | 100 | 95.2 | 100 | 95.1 | 96.0 | 100 | 98.2 | 98.8 | 96.0 |
| Trucks | 27 | 0 | 27 | 0 | 24 | 24 | 0 | 2 | 2 | 53 |
| % Trucks | 5.9 | 0 | 4.8 | 0 | 4.9 | 4.0 | 0 | 1.8 | 1.2 | 4.0 |

# Accurate Counts

978-664-2565

N/S Street : Route 106
E/W Street : Walmart Driveway
City/State : Concord, NH
Weather : Clear

File Name : 96620002
Site Code : 96620002
Start Date : 2/5/2025
Page No : 5




Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

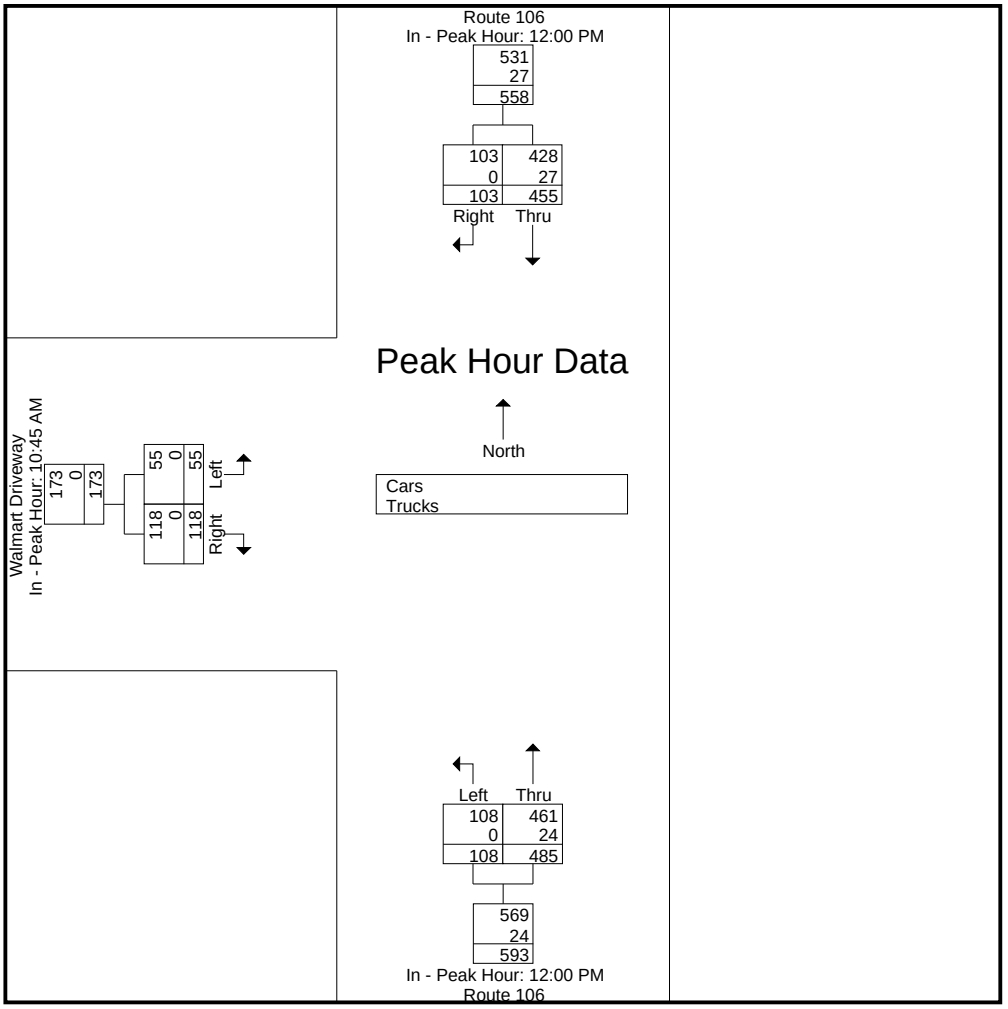
| | 12:00 PM | | | 12:00 PM | | | 10:45 AM | | |
|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 113 | 23 | 136 | **38** | **133** | **171** | 8 | 30 | 38 |
| +15 mins. | **120** | 28 | **148** | 20 | 123 | 143 | 12 | **32** | 44 |
| +30 mins. | 111 | **30** | 141 | 35 | 116 | 151 | **19** | 30 | **49** |
| +45 mins. | 111 | 22 | 133 | 15 | 113 | 128 | 16 | 26 | 42 |
| Total Volume | 455 | 103 | 558 | 108 | 485 | 593 | 55 | 118 | 173 |
| % App. Total | 81.5 | 18.5 | | 18.2 | 81.8 | | 31.8 | 68.2 | |
| PHF | .948 | .858 | .943 | .711 | .912 | .867 | .724 | .922 | .883 |
| Cars | 428 | 103 | 531 | 108 | 461 | 569 | 55 | 118 | 173 |
| % Cars | 94.1 | 100 | 95.2 | 100 | 95.1 | 96 | 100 | 100 | 100 |
| Trucks | 27 | 0 | 27 | 0 | 24 | 24 | 0 | 0 | 0 |
| % Trucks | 5.9 | 0 | 4.8 | 0 | 4.9 | 4 | 0 | 0 | 0 |

# Accurate Counts

978-664-2565

N/S Street : Route 106
E/W Street : Walmart Driveway
City/State : Concord, NH
Weather : Clear

File Name : 96620002
Site Code : 96620002
Start Date : 2/5/2025
Page No : 6




Peak Hour Analysis From 02:00 PM to 06:45 PM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 04:00 PM

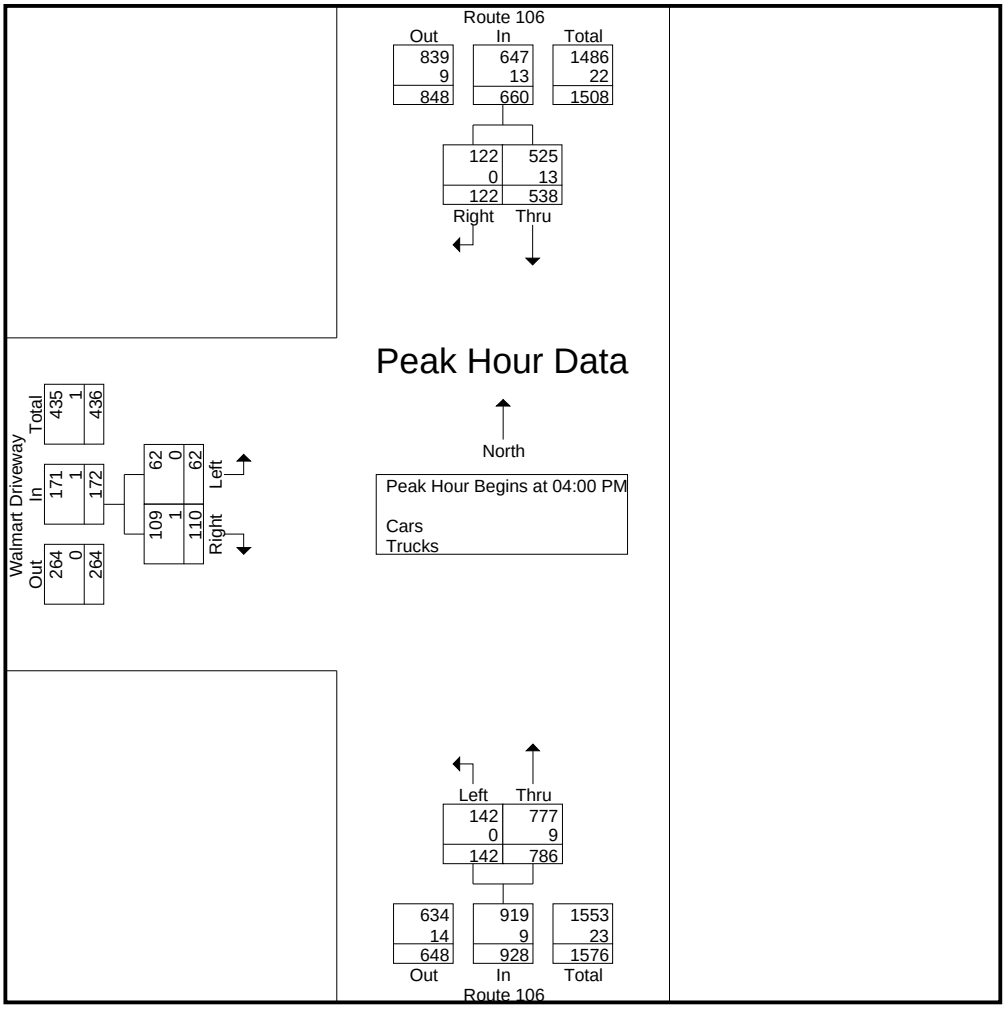
| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| 04:00 PM | **140** | 28 | 168 | 25 | **212** | 237 | 12 | **30** | 42 | **447** |
| 04:15 PM | 131 | 25 | 156 | **42** | 201 | **243** | 13 | 27 | 40 | 439 |
| 04:30 PM | 127 | **36** | 163 | 40 | 194 | 234 | **20** | 23 | 43 | 440 |
| 04:45 PM | 140 | 33 | **173** | 35 | 179 | 214 | 17 | 30 | **47** | 434 |
| Total Volume | 538 | 122 | 660 | 142 | 786 | 928 | 62 | 110 | 172 | 1760 |
| % App. Total | 81.5 | 18.5 | | 15.3 | 84.7 | | 36 | 64 | | |
| PHF | .961 | .847 | .954 | .845 | .927 | .955 | .775 | .917 | .915 | .984 |
| Cars | 525 | 122 | 647 | 142 | 777 | 919 | 62 | 109 | 171 | 1737 |
| % Cars | 97.6 | 100 | 98.0 | 100 | 98.9 | 99.0 | 100 | 99.1 | 99.4 | 98.7 |
| Trucks | 13 | 0 | 13 | 0 | 9 | 9 | 0 | 1 | 1 | 23 |
| % Trucks | 2.4 | 0 | 2.0 | 0 | 1.1 | 1.0 | 0 | 0.9 | 0.6 | 1.3 |

# Accurate Counts

978-664-2565

N/S Street : Route 106
E/W Street : Walmart Driveway
City/State : Concord, NH
Weather : Clear

File Name : 96620002
Site Code : 96620002
Start Date : 2/5/2025
Page No : 7




Peak Hour Analysis From 02:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

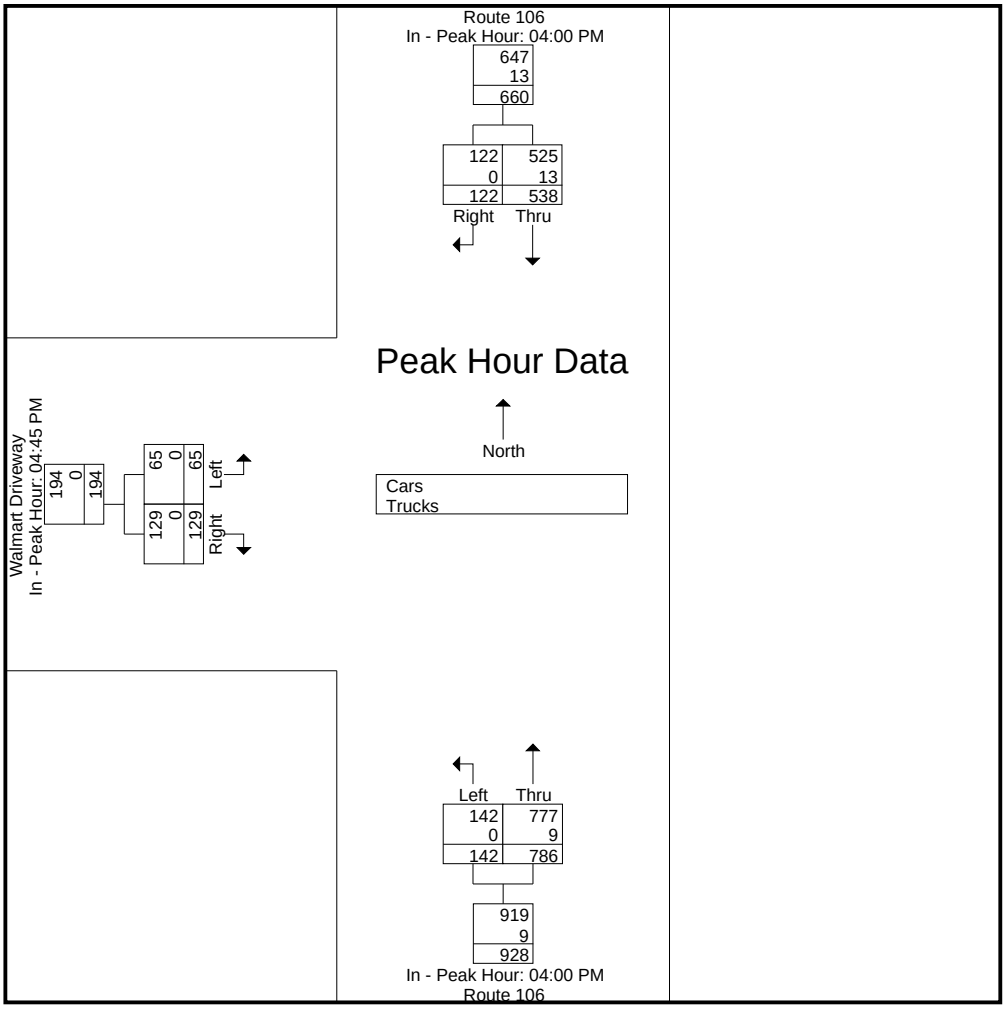
| | 04:00 PM | | | 04:00 PM | | | 04:45 PM | | |
|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | **140** | 28 | 168 | 25 | **212** | 237 | 17 | 30 | 47 |
| +15 mins. | 131 | 25 | 156 | **42** | 201 | **243** | 10 | 33 | 43 |
| +30 mins. | 127 | **36** | 163 | 40 | 194 | 234 | 12 | **36** | 48 |
| +45 mins. | 140 | 33 | **173** | 35 | 179 | 214 | **26** | 30 | **56** |
| Total Volume | 538 | 122 | 660 | 142 | 786 | 928 | 65 | 129 | 194 |
| % App. Total | 81.5 | 18.5 | | 15.3 | 84.7 | | 33.5 | 66.5 | |
| PHF | .961 | .847 | .954 | .845 | .927 | .955 | .625 | .896 | .866 |
| Cars | 525 | 122 | 647 | 142 | 777 | 919 | 65 | 129 | 194 |
| % Cars | 97.6 | 100 | 98 | 100 | 98.9 | 99 | 100 | 100 | 100 |
| Trucks | 13 | 0 | 13 | 0 | 9 | 9 | 0 | 0 | 0 |
| % Trucks | 2.4 | 0 | 2 | 0 | 1.1 | 1 | 0 | 0 | 0 |

# Accurate Counts

978-664-2565

N/S Street : Route 106
E/W Street : Walmart Driveway
City/State : Concord, NH
Weather : Clear

File Name : 96620002
Site Code : 96620002
Start Date : 2/5/2025
Page No : 8



# Accurate Counts

978-664-2565

N/S Street : Route 106
E/W Street : Walmart Driveway
City/State : Concord, NH
Weather : Clear

File Name : 96620002
Site Code : 96620002
Start Date : 2/5/2025


Groups Printed- Cars

| | Route 106 From North | | Route 106 From South | | Walmart Driveway From West | | |
|---|---|---|---|---|---|---|---|
| Start Time | Thru | Right | Left | Thru | Left | Right | Int. Total |
| 07:00 AM | 157 | 8 | 4 | 33 | 2 | 14 | 218 |
| 07:15 AM | 142 | 5 | 7 | 51 | 1 | 4 | 210 |
| 07:30 AM | 156 | 9 | 5 | 54 | 3 | 7 | 234 |
| 07:45 AM | 194 | 7 | 5 | 71 | 4 | 6 | 287 |
| Total | 649 | 29 | 21 | 209 | 10 | 31 | 949 |
| 08:00 AM | 144 | 2 | 10 | 58 | 3 | 7 | 224 |
| 08:15 AM | 146 | 11 | 11 | 65 | 4 | 5 | 242 |
| 08:30 AM | 136 | 11 | 12 | 55 | 2 | 8 | 224 |
| 08:45 AM | 103 | 16 | 7 | 47 | 8 | 19 | 200 |
| Total | 529 | 40 | 40 | 225 | 17 | 39 | 890 |
| 09:00 AM | 96 | 13 | 13 | 42 | 8 | 16 | 188 |
| 09:15 AM | 94 | 17 | 16 | 64 | 4 | 12 | 207 |
| 09:30 AM | 101 | 10 | 21 | 86 | 7 | 23 | 248 |
| 09:45 AM | 103 | 22 | 21 | 71 | 7 | 20 | 244 |
| Total | 394 | 62 | 71 | 263 | 26 | 71 | 887 |
| 10:00 AM | 89 | 14 | 23 | 69 | 9 | 15 | 219 |
| 10:15 AM | 97 | 26 | 27 | 81 | 13 | 18 | 262 |
| 10:30 AM | 101 | 30 | 23 | 82 | 12 | 26 | 274 |
| 10:45 AM | 101 | 28 | 16 | 86 | 8 | 30 | 269 |
| Total | 388 | 98 | 89 | 318 | 42 | 89 | 1024 |
| 11:00 AM | 84 | 37 | 26 | 89 | 12 | 32 | 280 |
| 11:15 AM | 103 | 24 | 19 | 108 | 19 | 30 | 303 |
| 11:30 AM | 111 | 17 | 15 | 112 | 16 | 26 | 297 |
| 11:45 AM | 90 | 17 | 30 | 91 | 13 | 18 | 259 |
| Total | 388 | 95 | 90 | 400 | 60 | 106 | 1139 |
| 12:00 PM | 109 | 23 | 38 | 127 | 12 | 32 | 341 |
| 12:15 PM | 113 | 28 | 20 | 115 | 8 | 22 | 306 |
| 12:30 PM | 104 | 30 | 35 | 110 | 14 | 29 | 322 |
| 12:45 PM | 102 | 22 | 15 | 109 | 15 | 27 | 290 |
| Total | 428 | 103 | 108 | 461 | 49 | 110 | 1259 |
| 01:00 PM | 98 | 31 | 15 | 110 | 11 | 27 | 292 |
| 01:15 PM | 110 | 19 | 30 | 127 | 13 | 21 | 320 |
| 01:30 PM | 100 | 17 | 25 | 95 | 7 | 26 | 270 |
| 01:45 PM | 104 | 19 | 24 | 110 | 9 | 21 | 287 |
| Total | 412 | 86 | 94 | 442 | 40 | 95 | 1169 |
| 02:00 PM | 96 | 30 | 28 | 126 | 10 | 21 | 311 |
| 02:15 PM | 100 | 17 | 30 | 109 | 10 | 31 | 297 |
| 02:30 PM | 112 | 16 | 30 | 129 | 9 | 23 | 319 |
| 02:45 PM | 105 | 28 | 25 | 132 | 8 | 29 | 327 |
| Total | 413 | 91 | 113 | 496 | 37 | 104 | 1254 |
| 03:00 PM | 120 | 27 | 37 | 166 | 8 | 28 | 386 |
| 03:15 PM | 123 | 32 | 19 | 152 | 15 | 27 | 368 |
| 03:30 PM | 116 | 28 | 39 | 169 | 12 | 27 | 391 |
| 03:45 PM | 129 | 17 | 20 | 159 | 15 | 26 | 366 |
| Total | 488 | 104 | 115 | 646 | 50 | 108 | 1511 |
| 04:00 PM | 136 | 28 | 25 | 210 | 12 | 29 | 440 |
| 04:15 PM | 127 | 25 | 42 | 198 | 13 | 27 | 432 |
| 04:30 PM | 122 | 36 | 40 | 193 | 20 | 23 | 434 |
| 04:45 PM | 140 | 33 | 35 | 176 | 17 | 30 | 431 |
| Total | 525 | 122 | 142 | 777 | 62 | 109 | 1737 |
| 05:00 PM | 120 | 19 | 23 | 191 | 10 | 33 | 396 |
| 05:15 PM | 99 | 36 | 40 | 194 | 12 | 36 | 417 |
| 05:30 PM | 93 | 19 | 25 | 137 | 26 | 30 | 330 |
| 05:45 PM | 98 | 28 | 19 | 110 | 8 | 30 | 293 |
| Total | 410 | 102 | 107 | 632 | 56 | 129 | 1436 |

# Accurate Counts

978-664-2565

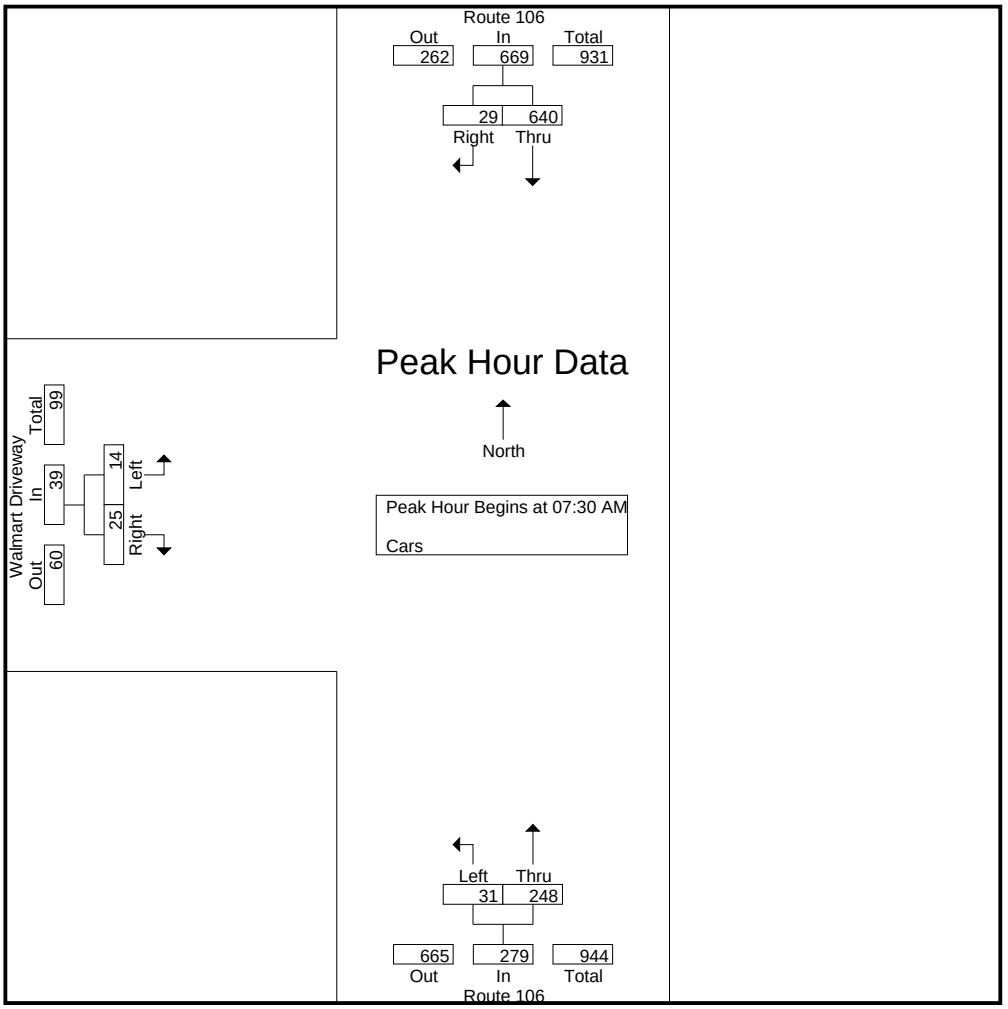
N/S Street : Route 106
E/W Street : Walmart Driveway
City/State : Concord, NH
Weather : Clear

File Name : 96620002
Site Code : 96620002
Start Date : 2/5/2025


Groups Printed- Cars

| | Route 106 From North | | Route 106 From South | | Walmart Driveway From West | | |
|---|---|---|---|---|---|---|---|
| Start Time | Thru | Right | Left | Thru | Left | Right | Int. Total |
| 06:00 PM | 59 | 22 | 16 | 116 | 17 | 22 | 252 |
| 06:15 PM | 54 | 12 | 15 | 92 | 14 | 23 | 210 |
| 06:30 PM | 45 | 16 | 17 | 67 | 10 | 17 | 172 |
| 06:45 PM | 47 | 16 | 7 | 66 | 17 | 11 | 164 |
| Total | 205 | 66 | 55 | 341 | 58 | 73 | 798 |
| Grand Total | 5229 | 998 | 1045 | 5210 | 507 | 1064 | 14053 |
| Apprch % | 84 | 16 | 16.7 | 83.3 | 32.3 | 67.7 | |
| Total % | 37.2 | 7.1 | 7.4 | 37.1 | 3.6 | 7.6 | |

| | Route 106 From North | | | Route 106 From South | | | Walmart Driveway From West | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Thru | Right | App. Total | Left | Thru | App. Total | Left | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | |
| 07:30 AM | 156 | 9 | 165 | 5 | 54 | 59 | 3 | **7** | **10** | 234 |
| 07:45 AM | **194** | 7 | **201** | 5 | **71** | **76** | **4** | 6 | 10 | **287** |
| 08:00 AM | 144 | 2 | 146 | 10 | 58 | 68 | 3 | 7 | 10 | 224 |
| 08:15 AM | 146 | **11** | 157 | **11** | 65 | 76 | 4 | 5 | 9 | 242 |
| Total Volume | 640 | 29 | 669 | 31 | 248 | 279 | 14 | 25 | 39 | 987 |
| % App. Total | 95.7 | 4.3 | | 11.1 | 88.9 | | 35.9 | 64.1 | | |
| PHF | .825 | .659 | .832 | .705 | .873 | .918 | .875 | .893 | .975 | .860 |



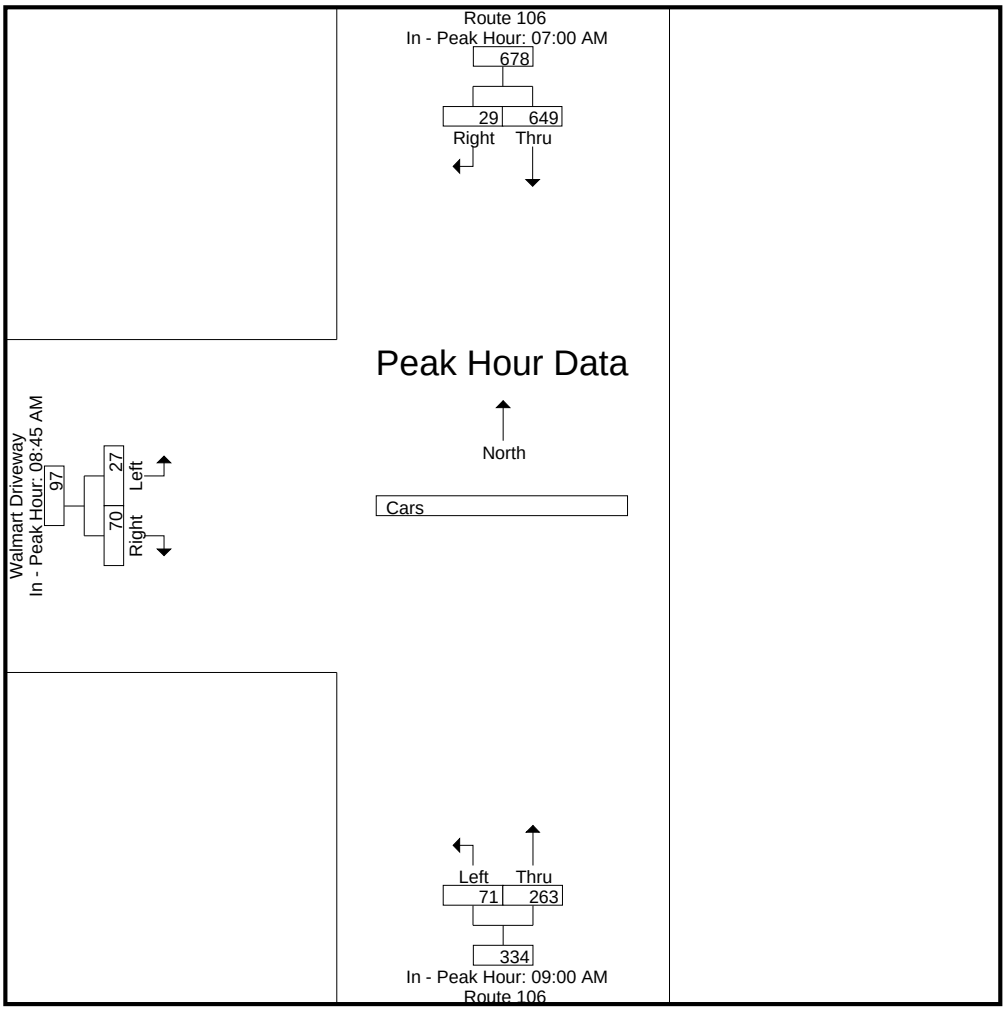
# Accurate Counts

978-664-2565

N/S Street : Route 106
E/W Street : Walmart Driveway
City/State : Concord, NH
Weather : Clear

File Name : 96620002
Site Code : 96620002
Start Date : 2/5/2025
Page No : 11

| | Route 106 From North | | | Route 106 From South | | | Walmart Driveway From West | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Thru | Right | App. Total | Left | Thru | App. Total | Left | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Each Approach Begins at: | | | | | | | | | | |
| | 07:00 AM | | | 09:00 AM | | | 08:45 AM | | | |
| +0 mins. | 157 | 8 | 165 | 13 | 42 | 55 | **8** | 19 | 27 | |
| +15 mins. | 142 | 5 | 147 | 16 | 64 | 80 | 8 | 16 | 24 | |
| +30 mins. | 156 | **9** | 165 | **21** | **86** | **107** | 4 | 12 | 16 | |
| +45 mins. | **194** | 7 | **201** | 21 | 71 | 92 | 7 | **23** | **30** | |
| Total Volume | 649 | 29 | 678 | 71 | 263 | 334 | 27 | 70 | 97 | |
| % App. Total | 95.7 | 4.3 | | 21.3 | 78.7 | | 27.8 | 72.2 | | |
| PHF | .836 | .806 | .843 | .845 | .765 | .780 | .844 | .761 | .808 | |




Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 12:00 PM

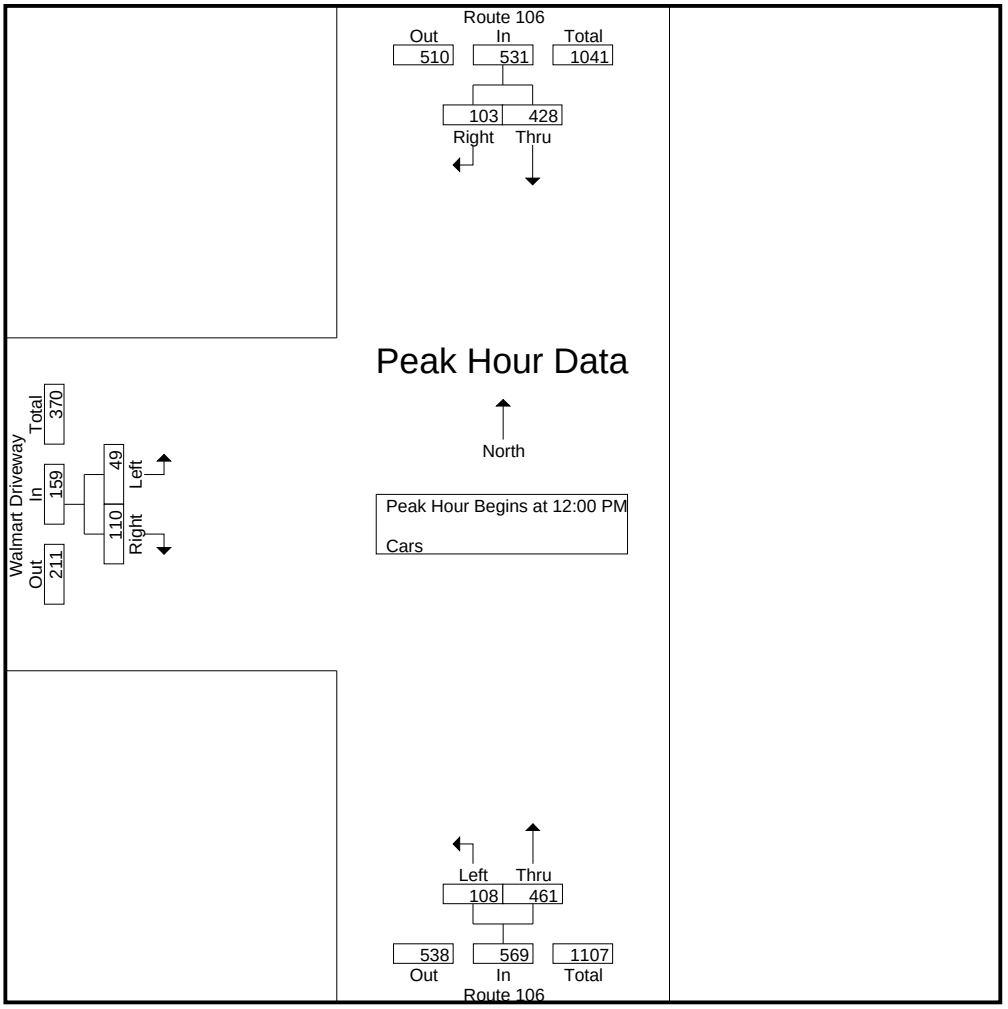
| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| 12:00 PM | 109 | 23 | 132 | **38** | **127** | **165** | 12 | **32** | **44** | **341** |
| 12:15 PM | **113** | 28 | **141** | 20 | 115 | 135 | 8 | 22 | 30 | 306 |
| 12:30 PM | 104 | **30** | 134 | 35 | 110 | 145 | 14 | 29 | 43 | 322 |
| 12:45 PM | 102 | 22 | 124 | 15 | 109 | 124 | **15** | 27 | 42 | 290 |
| Total Volume | 428 | 103 | 531 | 108 | 461 | 569 | 49 | 110 | 159 | 1259 |
| % App. Total | 80.6 | 19.4 | | 19 | 81 | | 30.8 | 69.2 | | |
| PHF | .947 | .858 | .941 | .711 | .907 | .862 | .817 | .859 | .903 | .923 |

# Accurate Counts

978-664-2565

N/S Street : Route 106
E/W Street : Walmart Driveway
City/State : Concord, NH
Weather : Clear

File Name : 96620002
Site Code : 96620002
Start Date : 2/5/2025
Page No : 12




Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

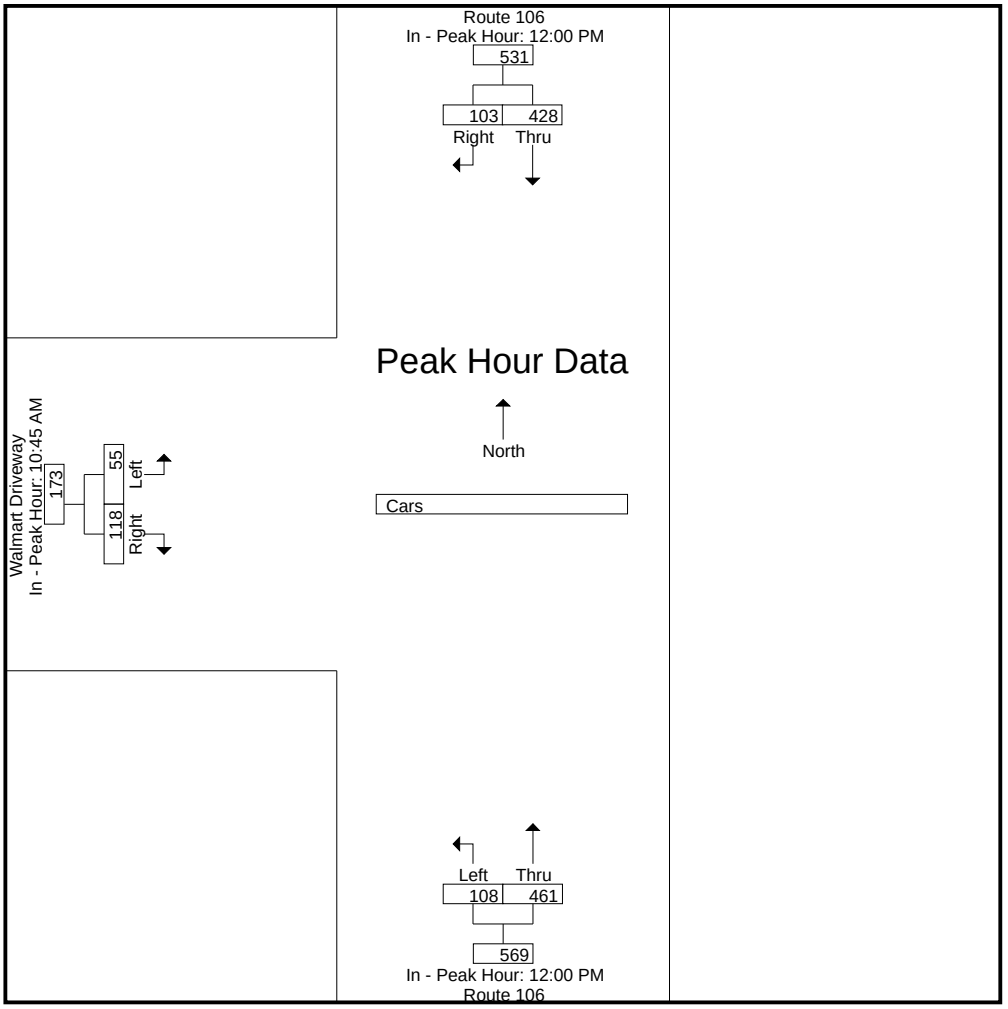
| | 12:00 PM | | | 12:00 PM | | | 10:45 AM | | |
|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 109 | 23 | 132 | **38** | **127** | **165** | 8 | 30 | 38 |
| +15 mins. | **113** | 28 | **141** | 20 | 115 | 135 | 12 | **32** | 44 |
| +30 mins. | 104 | **30** | 134 | 35 | 110 | 145 | **19** | 30 | **49** |
| +45 mins. | 102 | 22 | 124 | 15 | 109 | 124 | 16 | 26 | 42 |
| Total Volume | 428 | 103 | 531 | 108 | 461 | 569 | 55 | 118 | 173 |
| % App. Total | 80.6 | 19.4 | | 19 | 81 | | 31.8 | 68.2 | |
| PHF | .947 | .858 | .941 | .711 | .907 | .862 | .724 | .922 | .883 |

# Accurate Counts

978-664-2565

N/S Street : Route 106
E/W Street : Walmart Driveway
City/State : Concord, NH
Weather : Clear

File Name : 96620002
Site Code : 96620002
Start Date : 2/5/2025
Page No : 13




Peak Hour Analysis From 02:00 PM to 06:45 PM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 04:00 PM

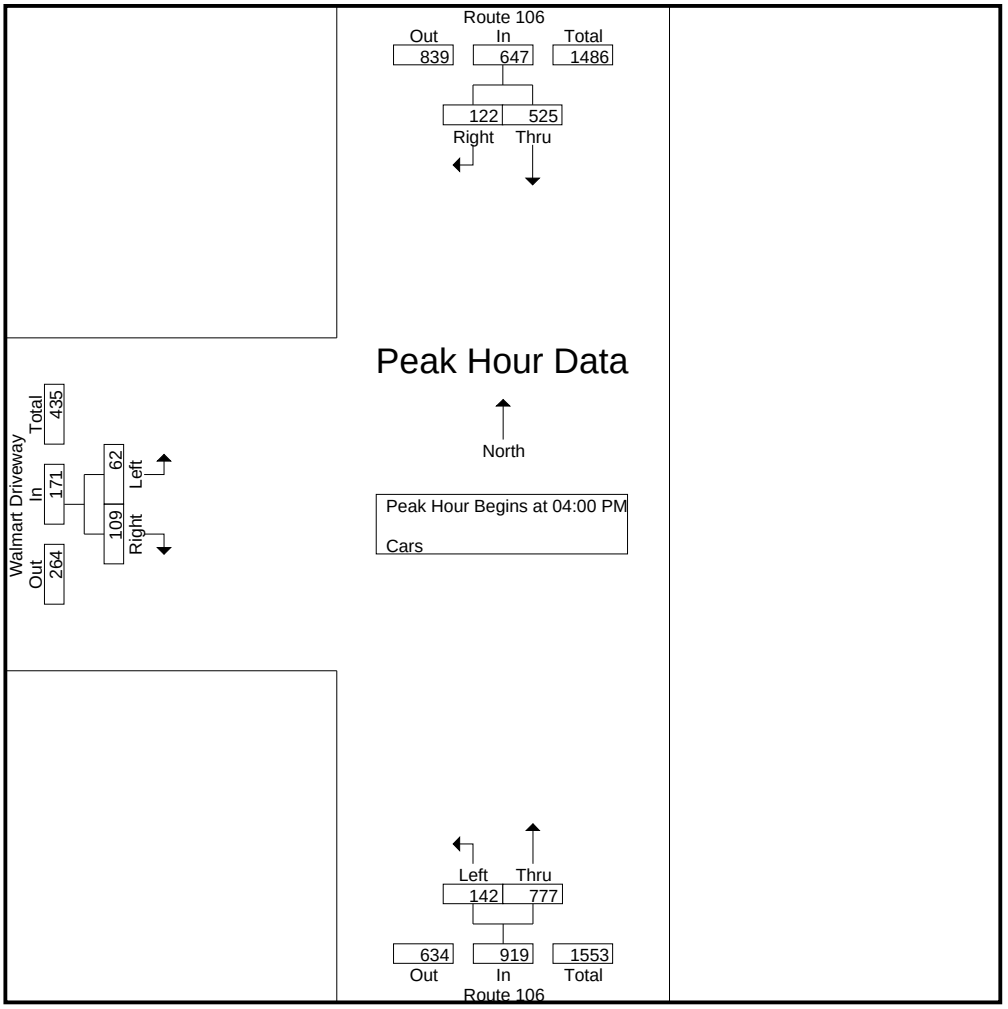
| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| 04:00 PM | 136 | 28 | 164 | 25 | **210** | 235 | 12 | 29 | 41 | **440** |
| 04:15 PM | 127 | 25 | 152 | **42** | 198 | **240** | 13 | 27 | 40 | 432 |
| 04:30 PM | 122 | **36** | 158 | 40 | 193 | 233 | **20** | 23 | 43 | 434 |
| 04:45 PM | **140** | 33 | **173** | 35 | 176 | 211 | 17 | **30** | **47** | 431 |
| Total Volume | 525 | 122 | 647 | 142 | 777 | 919 | 62 | 109 | 171 | 1737 |
| % App. Total | 81.1 | 18.9 | | 15.5 | 84.5 | | 36.3 | 63.7 | | |
| PHF | .938 | .847 | .935 | .845 | .925 | .957 | .775 | .908 | .910 | .987 |

# Accurate Counts

978-664-2565

N/S Street : Route 106
E/W Street : Walmart Driveway
City/State : Concord, NH
Weather : Clear

File Name : 96620002
Site Code : 96620002
Start Date : 2/5/2025
Page No : 14




Peak Hour Analysis From 02:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

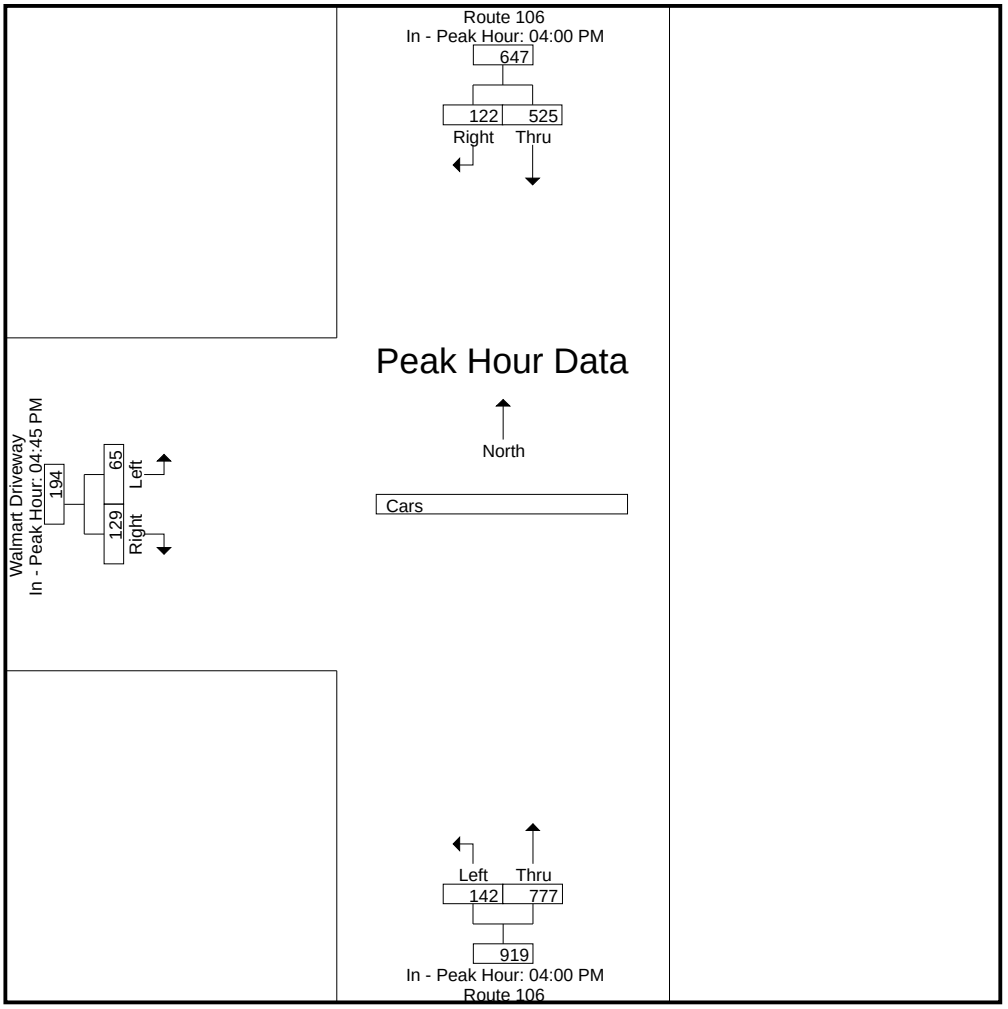
| | 04:00 PM | | | 04:00 PM | | | 04:45 PM | | |
|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 136 | 28 | 164 | 25 | **210** | 235 | 17 | 30 | 47 |
| +15 mins. | 127 | 25 | 152 | **42** | 198 | **240** | 10 | 33 | 43 |
| +30 mins. | 122 | **36** | 158 | 40 | 193 | 233 | 12 | **36** | 48 |
| +45 mins. | **140** | 33 | **173** | 35 | 176 | 211 | **26** | 30 | **56** |
| Total Volume | 525 | 122 | 647 | 142 | 777 | 919 | 65 | 129 | 194 |
| % App. Total | 81.1 | 18.9 | | 15.5 | 84.5 | | 33.5 | 66.5 | |
| PHF | .938 | .847 | .935 | .845 | .925 | .957 | .625 | .896 | .866 |

# Accurate Counts

978-664-2565

N/S Street : Route 106
E/W Street : Walmart Driveway
City/State : Concord, NH
Weather : Clear

File Name : 96620002
Site Code : 96620002
Start Date : 2/5/2025
Page No : 15



# Accurate Counts

978-664-2565

N/S Street : Route 106
E/W Street : Walmart Driveway
City/State : Concord, NH
Weather : Clear

File Name : 96620002
Site Code : 96620002
Start Date : 2/5/2025


Groups Printed- Trucks

| | Route 106 From North | | Route 106 From South | | Walmart Driveway From West | | |
|---|---|---|---|---|---|---|---|
| Start Time | Thru | Right | Left | Thru | Left | Right | Int. Total |
| 07:00 AM | 4 | 0 | 0 | 12 | 0 | 0 | 16 |
| 07:15 AM | 4 | 0 | 0 | 11 | 0 | 1 | 16 |
| 07:30 AM | 3 | 0 | 0 | 6 | 0 | 0 | 9 |
| 07:45 AM | 4 | 0 | 1 | 6 | 1 | 0 | 12 |
| Total | 15 | 0 | 1 | 35 | 1 | 1 | 53 |
| | | | | | | | |
| 08:00 AM | 6 | 0 | 0 | 4 | 0 | 0 | 10 |
| 08:15 AM | 4 | 0 | 0 | 9 | 0 | 0 | 13 |
| 08:30 AM | 1 | 1 | 0 | 2 | 0 | 0 | 4 |
| 08:45 AM | 8 | 0 | 0 | 6 | 0 | 0 | 14 |
| Total | 19 | 1 | 0 | 21 | 0 | 0 | 41 |
| | | | | | | | |
| 09:00 AM | 3 | 1 | 0 | 8 | 0 | 0 | 12 |
| 09:15 AM | 5 | 0 | 0 | 5 | 0 | 1 | 11 |
| 09:30 AM | 4 | 0 | 1 | 7 | 0 | 0 | 12 |
| 09:45 AM | 9 | 1 | 0 | 1 | 0 | 1 | 12 |
| Total | 21 | 2 | 1 | 21 | 0 | 2 | 47 |
| | | | | | | | |
| 10:00 AM | 4 | 0 | 0 | 11 | 0 | 1 | 16 |
| 10:15 AM | 6 | 0 | 0 | 4 | 0 | 0 | 10 |
| 10:30 AM | 7 | 0 | 0 | 9 | 0 | 0 | 16 |
| 10:45 AM | 4 | 0 | 0 | 7 | 0 | 0 | 11 |
| Total | 21 | 0 | 0 | 31 | 0 | 1 | 53 |
| | | | | | | | |
| 11:00 AM | 6 | 1 | 0 | 6 | 0 | 0 | 13 |
| 11:15 AM | 1 | 0 | 0 | 7 | 0 | 0 | 8 |
| 11:30 AM | 9 | 0 | 0 | 5 | 0 | 0 | 14 |
| 11:45 AM | 6 | 1 | 0 | 4 | 0 | 0 | 11 |
| Total | 22 | 2 | 0 | 22 | 0 | 0 | 46 |
| | | | | | | | |
| 12:00 PM | 4 | 0 | 0 | 6 | 0 | 0 | 10 |
| 12:15 PM | 7 | 0 | 0 | 8 | 0 | 1 | 16 |
| 12:30 PM | 7 | 0 | 0 | 6 | 0 | 1 | 14 |
| 12:45 PM | 9 | 0 | 0 | 4 | 0 | 0 | 13 |
| Total | 27 | 0 | 0 | 24 | 0 | 2 | 53 |
| | | | | | | | |
| 01:00 PM | 7 | 0 | 1 | 6 | 0 | 0 | 14 |
| 01:15 PM | 8 | 0 | 0 | 6 | 0 | 0 | 14 |
| 01:30 PM | 5 | 0 | 0 | 4 | 0 | 0 | 9 |
| 01:45 PM | 8 | 0 | 0 | 4 | 0 | 0 | 12 |
| Total | 28 | 0 | 1 | 20 | 0 | 0 | 49 |
| | | | | | | | |
| 02:00 PM | 8 | 0 | 0 | 5 | 0 | 0 | 13 |
| 02:15 PM | 10 | 0 | 0 | 6 | 0 | 0 | 16 |
| 02:30 PM | 6 | 0 | 0 | 6 | 0 | 0 | 12 |
| 02:45 PM | 4 | 0 | 0 | 6 | 0 | 1 | 11 |
| Total | 28 | 0 | 0 | 23 | 0 | 1 | 52 |
| | | | | | | | |
| 03:00 PM | 4 | 0 | 0 | 1 | 0 | 0 | 5 |
| 03:15 PM | 5 | 0 | 0 | 7 | 0 | 0 | 12 |
| 03:30 PM | 7 | 0 | 0 | 3 | 0 | 0 | 10 |
| 03:45 PM | 1 | 0 | 1 | 3 | 0 | 0 | 5 |
| Total | 17 | 0 | 1 | 14 | 0 | 0 | 32 |
| | | | | | | | |
| 04:00 PM | 4 | 0 | 0 | 2 | 0 | 1 | 7 |
| 04:15 PM | 4 | 0 | 0 | 3 | 0 | 0 | 7 |
| 04:30 PM | 5 | 0 | 0 | 1 | 0 | 0 | 6 |
| 04:45 PM | 0 | 0 | 0 | 3 | 0 | 0 | 3 |
| Total | 13 | 0 | 0 | 9 | 0 | 1 | 23 |
| | | | | | | | |
| 05:00 PM | 2 | 0 | 0 | 1 | 0 | 0 | 3 |
| 05:15 PM | 3 | 0 | 0 | 0 | 0 | 0 | 3 |
| 05:30 PM | 0 | 0 | 0 | 2 | 0 | 0 | 2 |
| 05:45 PM | 0 | 0 | 0 | 3 | 0 | 0 | 3 |
| Total | 5 | 0 | 0 | 6 | 0 | 0 | 11 |

# Accurate Counts

978-664-2565

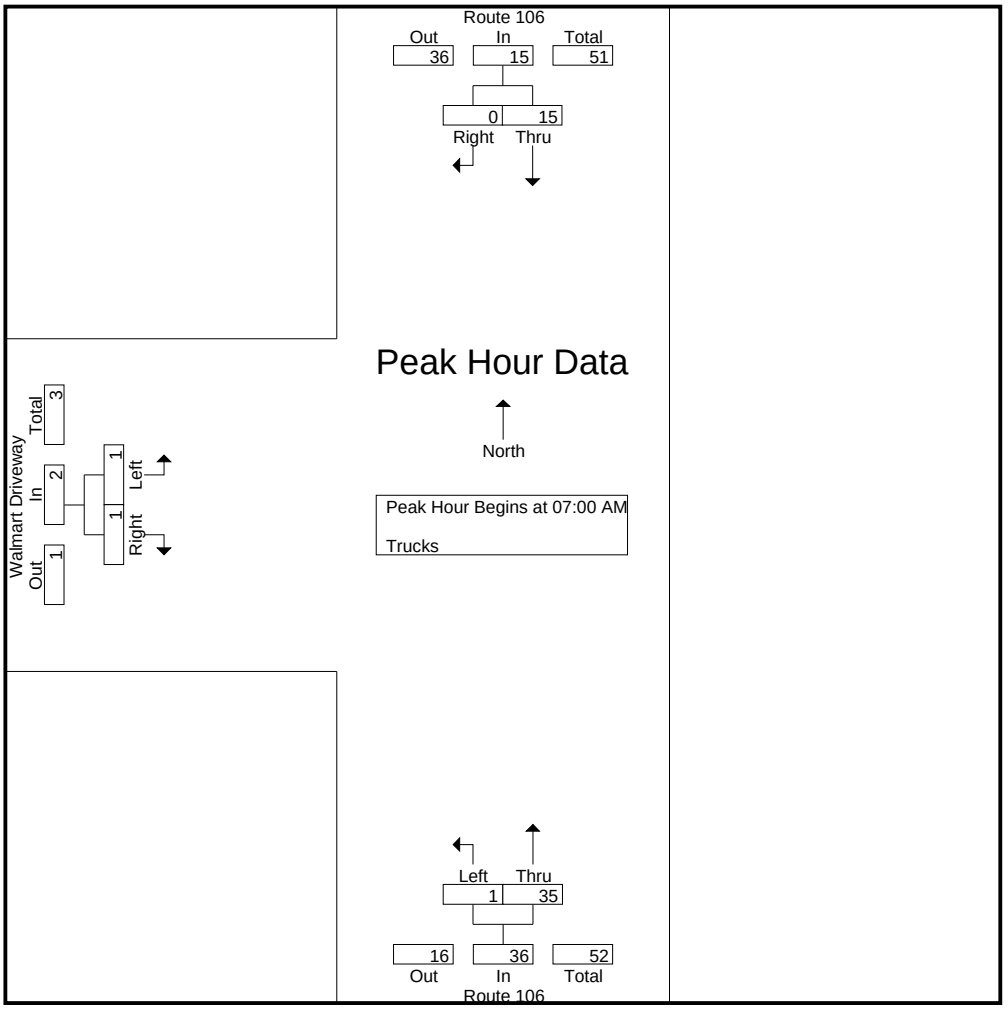
N/S Street : Route 106
E/W Street : Walmart Driveway
City/State : Concord, NH
Weather : Clear

File Name : 96620002
Site Code : 96620002
Start Date : 2/5/2025


Groups Printed- Trucks

| | Route 106 From North | | Route 106 From South | | Walmart Driveway From West | | |
|---|---|---|---|---|---|---|---|
| Start Time | Thru | Right | Left | Thru | Left | Right | Int. Total |
| 06:00 PM | 1 | 1 | 0 | 2 | 0 | 0 | 4 |
| 06:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 06:30 PM | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 06:45 PM | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Total | 3 | 1 | 0 | 2 | 0 | 0 | 6 |
| | | | | | | | |
| Grand Total | 219 | 6 | 4 | 228 | 1 | 8 | 466 |
| Apprch % | 97.3 | 2.7 | 1.7 | 98.3 | 11.1 | 88.9 | |
| Total % | 47 | 1.3 | 0.9 | 48.9 | 0.2 | 1.7 | |

| | Route 106 From North | | | Route 106 From South | | | Walmart Driveway From West | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Thru | Right | App. Total | Left | Thru | App. Total | Left | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:00 AM | | | | | | | | | | |
| 07:00 AM | **4** | 0 | **4** | 0 | **12** | **12** | 0 | 0 | 0 | **16** |
| 07:15 AM | 4 | 0 | 4 | 0 | 11 | 11 | 0 | **1** | **1** | 16 |
| 07:30 AM | 3 | 0 | 3 | 0 | 6 | 6 | 0 | 0 | 0 | 9 |
| 07:45 AM | 4 | 0 | 4 | **1** | 6 | 7 | **1** | 0 | 1 | 12 |
| Total Volume | 15 | 0 | 15 | 1 | 35 | 36 | 1 | 1 | 2 | 53 |
| % App. Total | 100 | 0 | | 2.8 | 97.2 | | 50 | 50 | | |
| PHF | .938 | .000 | .938 | .250 | .729 | .750 | .250 | .250 | .500 | .828 |



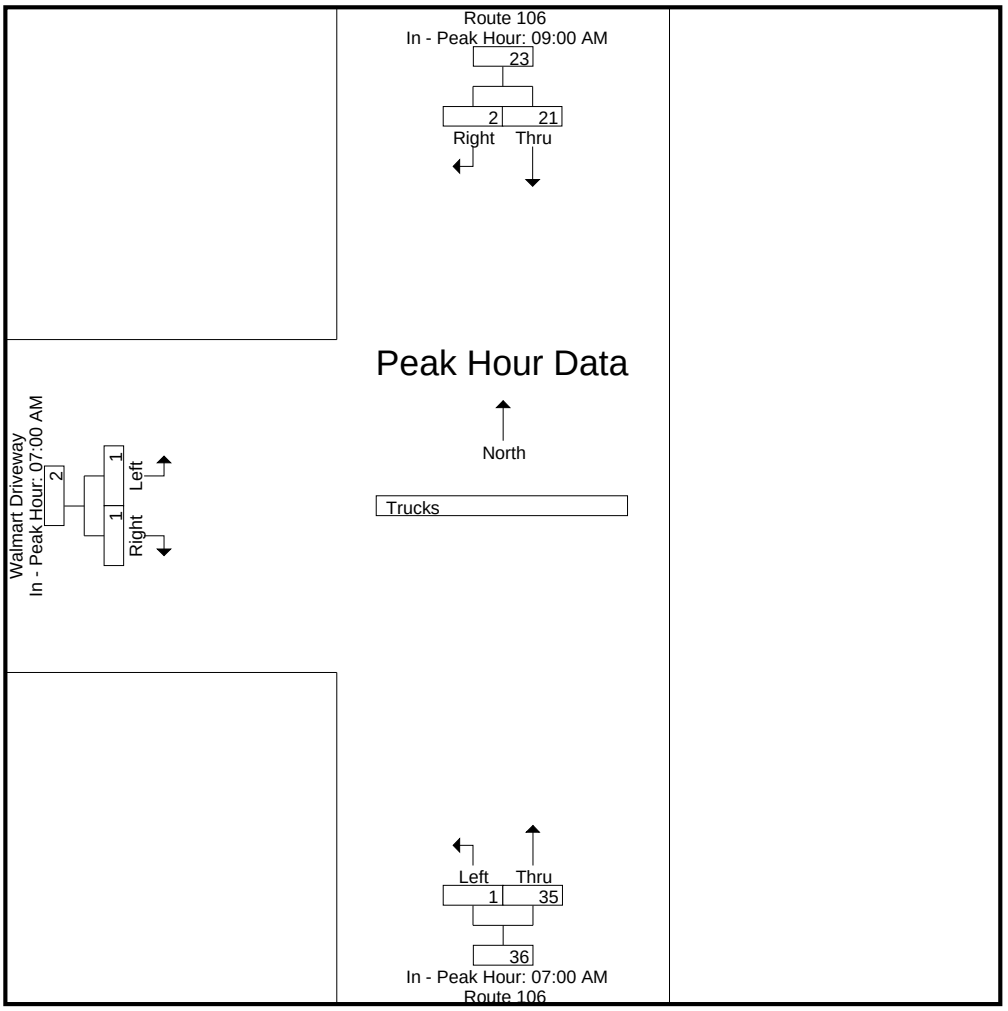
# Accurate Counts

978-664-2565

N/S Street : Route 106
E/W Street : Walmart Driveway
City/State : Concord, NH
Weather : Clear

File Name : 96620002
Site Code : 96620002
Start Date : 2/5/2025


| | Route 106 From North | | | Route 106 From South | | | Walmart Driveway From West | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Thru | Right | App. Total | Left | Thru | App. Total | Left | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Each Approach Begins at: | | | | | | | | | | |
| | 09:00 AM | | | 07:00 AM | | | 07:00 AM | | | |
| +0 mins. | 3 | **1** | 4 | 0 | **12** | **12** | 0 | 0 | 0 | |
| +15 mins. | 5 | 0 | 5 | 0 | 11 | 11 | 0 | **1** | **1** | |
| +30 mins. | 4 | 0 | 4 | 0 | 6 | 6 | 0 | 0 | 0 | |
| +45 mins. | **9** | 1 | **10** | **1** | 6 | 7 | **1** | 0 | 1 | |
| Total Volume | 21 | 2 | 23 | 1 | 35 | 36 | 1 | 1 | 2 | |
| % App. Total | 91.3 | 8.7 | | 2.8 | 97.2 | | 50 | 50 | | |
| PHF | .583 | .500 | .575 | .250 | .729 | .750 | .250 | .250 | .500 | |




Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 12:15 PM

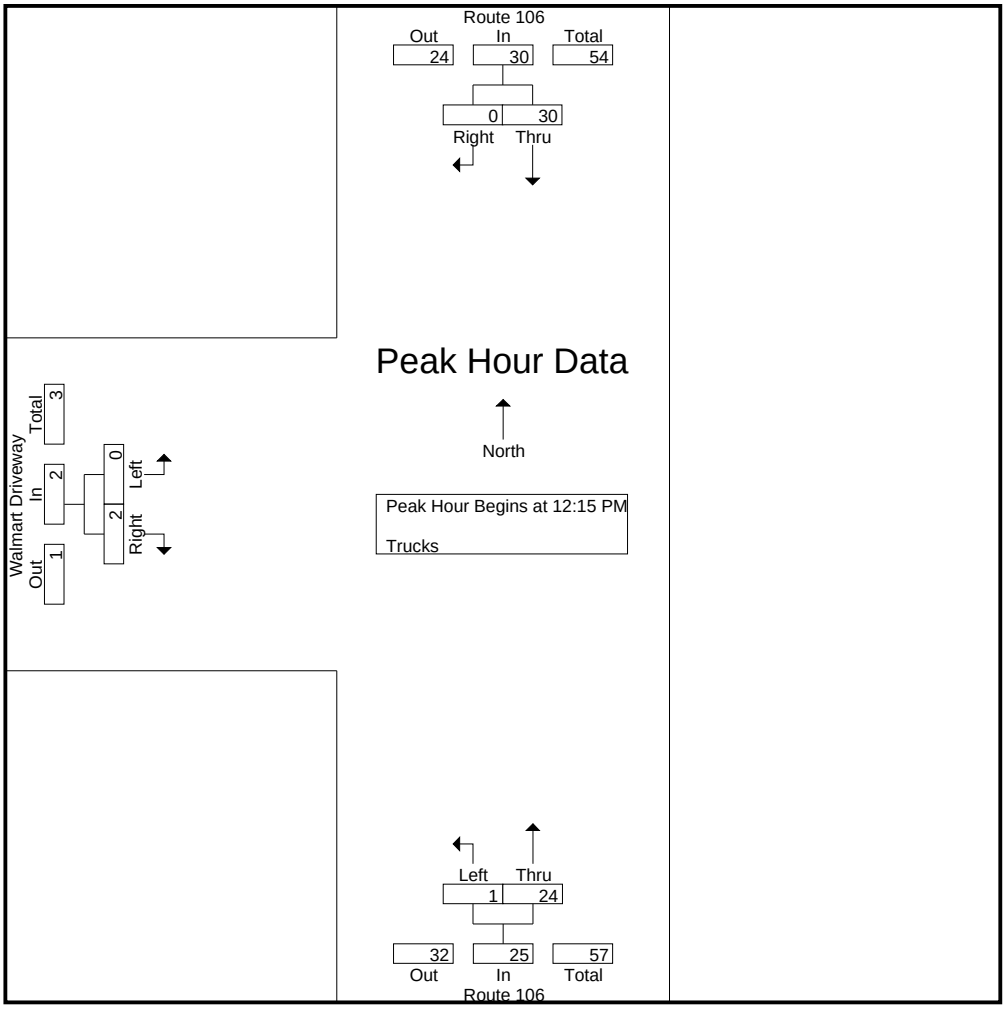
| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| 12:15 PM | 7 | 0 | 7 | 0 | **8** | **8** | 0 | **1** | **1** | **16** |
| 12:30 PM | 7 | 0 | 7 | 0 | 6 | 6 | 0 | 1 | 1 | 14 |
| 12:45 PM | **9** | 0 | **9** | 0 | 4 | 4 | 0 | 0 | 0 | 13 |
| 01:00 PM | 7 | 0 | 7 | **1** | 6 | 7 | 0 | 0 | 0 | 14 |
| Total Volume | 30 | 0 | 30 | 1 | 24 | 25 | 0 | 2 | 2 | 57 |
| % App. Total | 100 | 0 | | 4 | 96 | | 0 | 100 | | |
| PHF | .833 | .000 | .833 | .250 | .750 | .781 | .000 | .500 | .500 | .891 |

# Accurate Counts

978-664-2565

N/S Street : Route 106
E/W Street : Walmart Driveway
City/State : Concord, NH
Weather : Clear

File Name : 96620002
Site Code : 96620002
Start Date : 2/5/2025
Page No : 19




Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

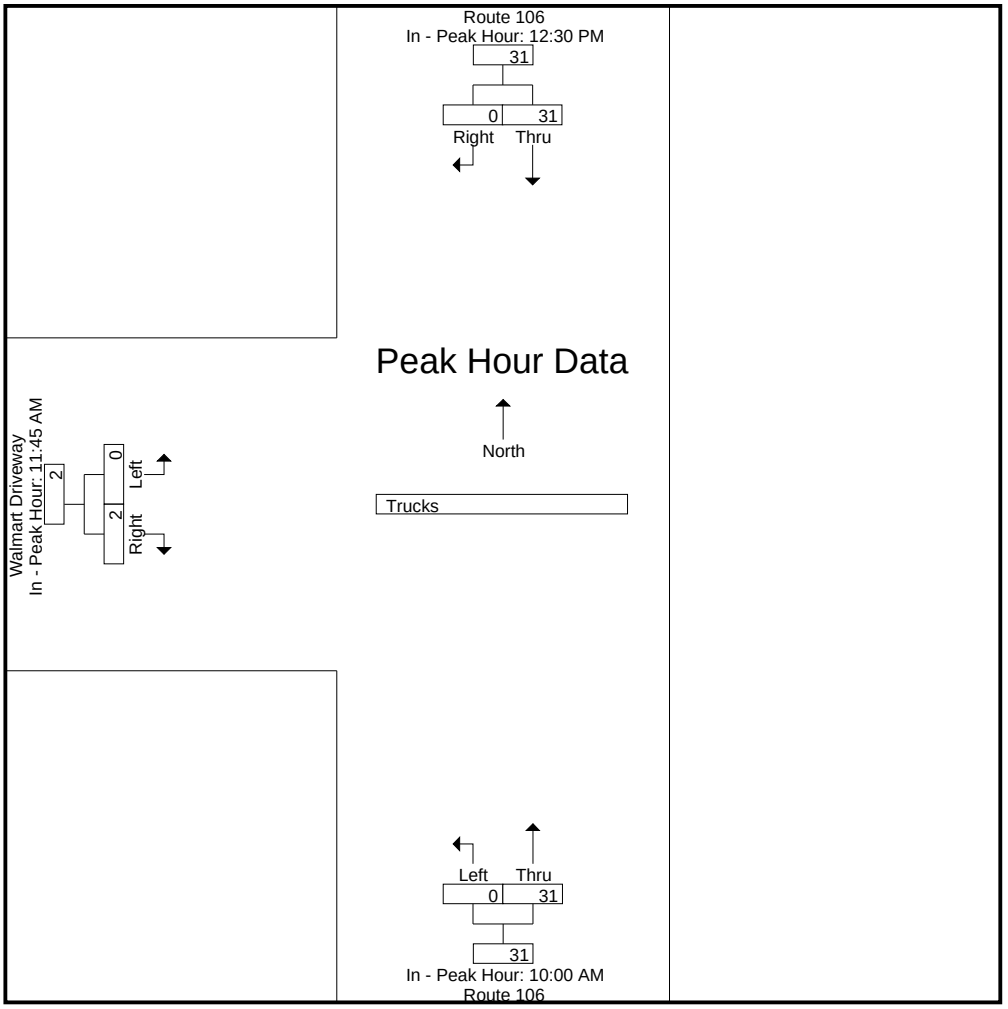
| | 12:30 PM | | | 10:00 AM | | | 11:45 AM | | |
|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 7 | 0 | 7 | 0 | **11** | **11** | 0 | 0 | 0 |
| +15 mins. | **9** | 0 | **9** | 0 | 4 | 4 | 0 | 0 | 0 |
| +30 mins. | 7 | 0 | 7 | 0 | 9 | 9 | 0 | **1** | **1** |
| +45 mins. | 8 | 0 | 8 | 0 | 7 | 7 | 0 | 1 | 1 |
| Total Volume | 31 | 0 | 31 | 0 | 31 | 31 | 0 | 2 | 2 |
| % App. Total | 100 | 0 | | 0 | 100 | | 0 | 100 | |
| PHF | .861 | .000 | .861 | .000 | .705 | .705 | .000 | .500 | .500 |

# Accurate Counts

978-664-2565

N/S Street : Route 106
E/W Street : Walmart Driveway
City/State : Concord, NH
Weather : Clear

File Name : 96620002
Site Code : 96620002
Start Date : 2/5/2025
Page No : 20




Peak Hour Analysis From 02:00 PM to 06:45 PM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 02:00 PM

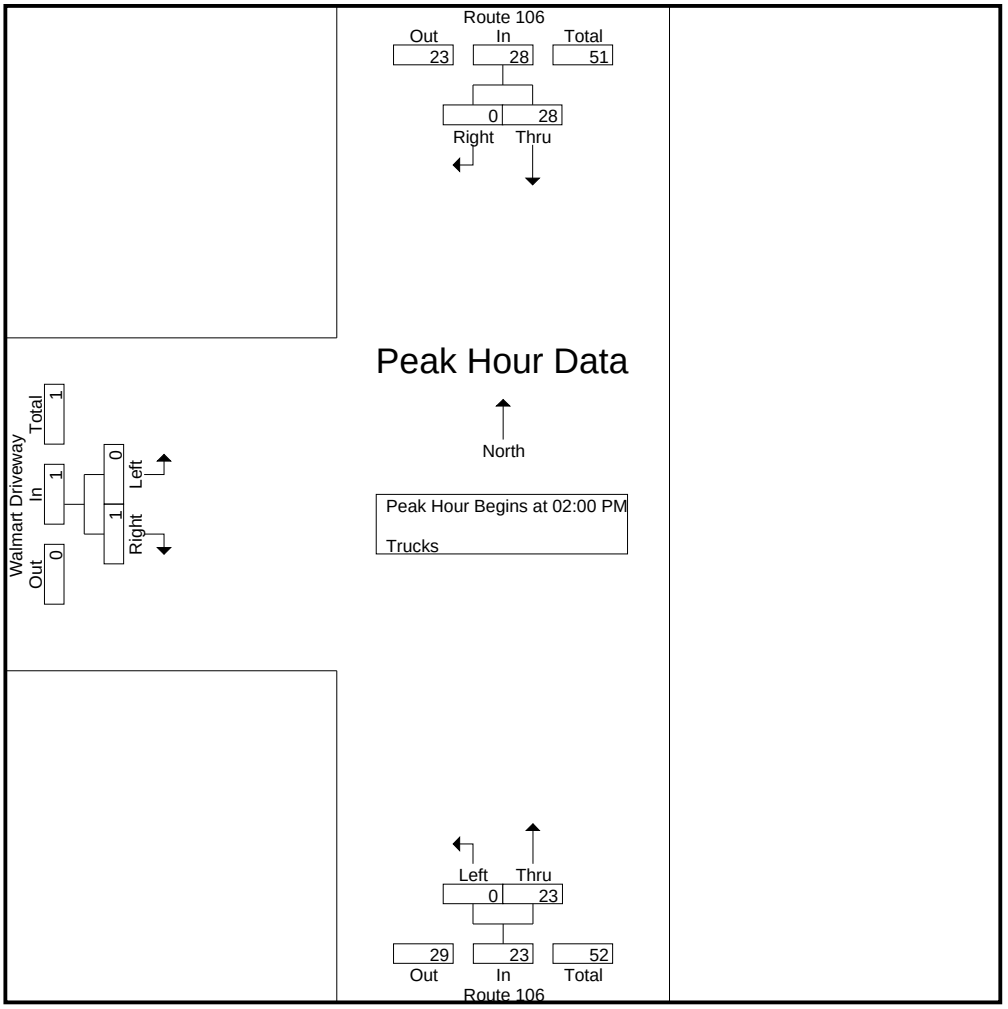
| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| 02:00 PM | 8 | 0 | 8 | 0 | 5 | 5 | 0 | 0 | 0 | 13 |
| 02:15 PM | **10** | 0 | **10** | 0 | **6** | **6** | 0 | 0 | 0 | **16** |
| 02:30 PM | 6 | 0 | 6 | 0 | 6 | 6 | 0 | 0 | 0 | 12 |
| 02:45 PM | 4 | 0 | 4 | 0 | 6 | 6 | 0 | **1** | **1** | 11 |
| Total Volume | 28 | 0 | 28 | 0 | 23 | 23 | 0 | 1 | 1 | 52 |
| % App. Total | 100 | 0 | | 0 | 100 | | 0 | 100 | | |
| PHF | .700 | .000 | .700 | .000 | .958 | .958 | .000 | .250 | .250 | .813 |

# Accurate Counts

978-664-2565

N/S Street : Route 106
E/W Street : Walmart Driveway
City/State : Concord, NH
Weather : Clear

File Name : 96620002
Site Code : 96620002
Start Date : 2/5/2025
Page No : 21




Peak Hour Analysis From 02:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

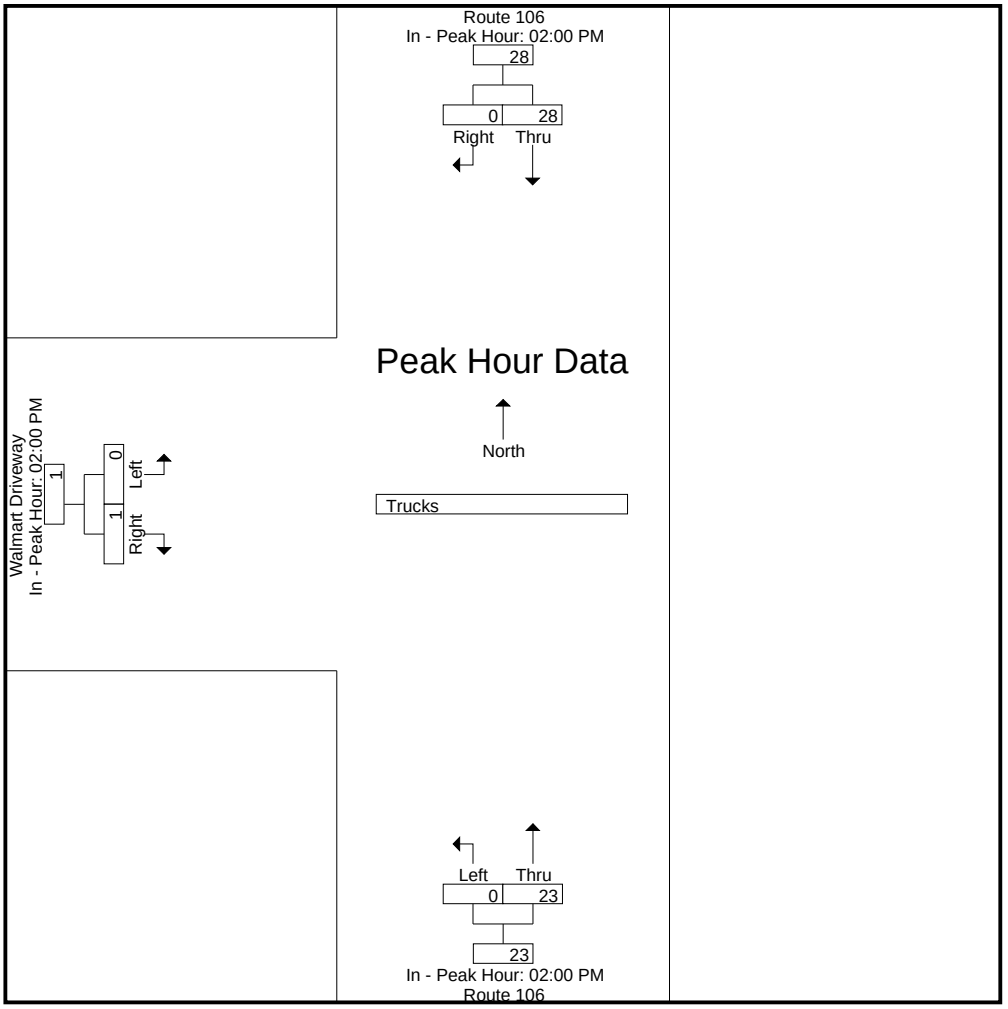
| | 02:00 PM | | | 02:00 PM | | | 02:00 PM | | |
|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 8 | 0 | 8 | 0 | 5 | 5 | 0 | 0 | 0 |
| +15 mins. | **10** | 0 | **10** | 0 | **6** | **6** | 0 | 0 | 0 |
| +30 mins. | 6 | 0 | 6 | 0 | 6 | 6 | 0 | 0 | 0 |
| +45 mins. | 4 | 0 | 4 | 0 | 6 | 6 | 0 | **1** | **1** |
| Total Volume | 28 | 0 | 28 | 0 | 23 | 23 | 0 | 1 | 1 |
| % App. Total | 100 | 0 | | 0 | 100 | | 0 | 100 | |
| PHF | .700 | .000 | .700 | .000 | .958 | .958 | .000 | .250 | .250 |

# Accurate Counts

978-664-2565

N/S Street : Route 106
E/W Street : Walmart Driveway
City/State : Concord, NH
Weather : Clear

File Name : 96620002
Site Code : 96620002
Start Date : 2/5/2025
Page No : 22



# Accurate Counts

978-664-2565

N/S Street : Route 106
E/W Street : Walmart Driveway
City/State : Concord, NH
Weather : Clear

File Name : 96620002
Site Code : 96620002
Start Date : 2/5/2025


Groups Printed- Bikes Peds

| | Route 106 From North | | | Route 106 From South | | | Walmart Driveway From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Thru | Right | Peds | Left | Thru | Peds | Left | Right | Peds | Exclu. Total | Inclu. Total | Int. Total |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:45 AM | 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 |
| 10:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:45 AM | 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 |
| 11:00 AM | 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 |
| 11:30 AM | 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 |
| Total | 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 |
| 12:15 PM | 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 |
| 12:45 PM | 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 |
| 01:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:45 PM | 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 |
| 02:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:45 PM | 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 |
| 03:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:45 PM | 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 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

# Accurate Counts

978-664-2565

N/S Street : Route 106
E/W Street : Walmart Driveway
City/State : Concord, NH
Weather : Clear

File Name : 96620002
Site Code : 96620002
Start Date : 2/5/2025


Groups Printed- Bikes Peds

| | Route 106 From North | | | Route 106 From South | | | Walmart Driveway From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Thru | Right | Peds | Left | Thru | Peds | Left | Right | Peds | Exclu. Total | Inclu. Total | Int. Total |
| 06:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 06:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 06:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 06:45 PM | 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 |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Apprch % | 0 | 0 | | 0 | 0 | | 0 | 0 | | | | |
| Total % | | | | | | | | | | 0 | 0 | |

| | Route 106 From North | | | Route 106 From South | | | Walmart Driveway From West | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Thru | Right | App. Total | Left | Thru | App. Total | Left | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:00 AM | | | | | | | | | | |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % App. Total | 0 | 0 | | 0 | 0 | | 0 | 0 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 |

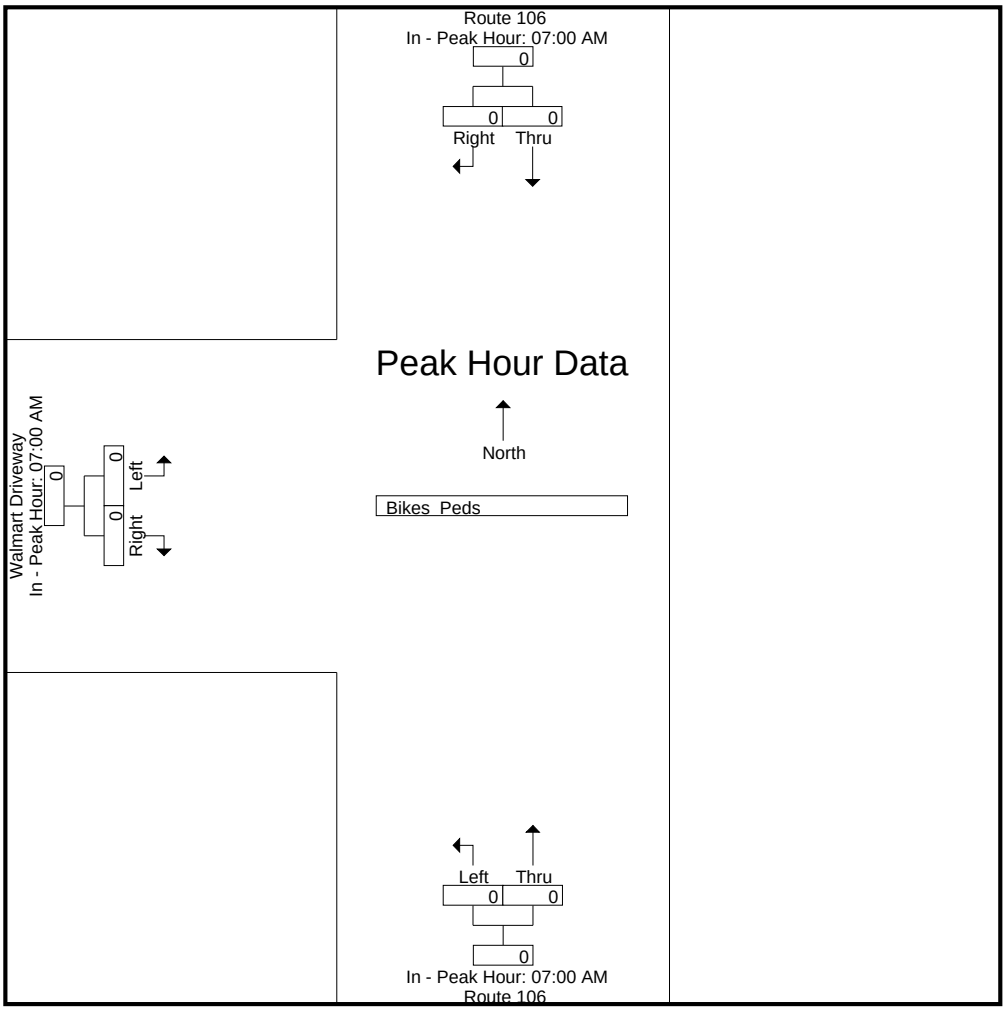
# Accurate Counts

978-664-2565

N/S Street : Route 106
E/W Street : Walmart Driveway
City/State : Concord, NH
Weather : Clear

File Name : 96620002
Site Code : 96620002
Start Date : 2/5/2025
Page No : 25

| | Route 106 From North | | | Route 106 From South | | | Walmart Driveway From West | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Thru | Right | App. Total | Left | Thru | App. Total | Left | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Each Approach Begins at: | | | | | | | | | | |
| | 07:00 AM | | | 07:00 AM | | | 07:00 AM | | | |
| +0 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| +15 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| +30 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| +45 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| % App. Total | 0 | 0 | | 0 | 0 | | 0 | 0 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | |




Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 10:00 AM

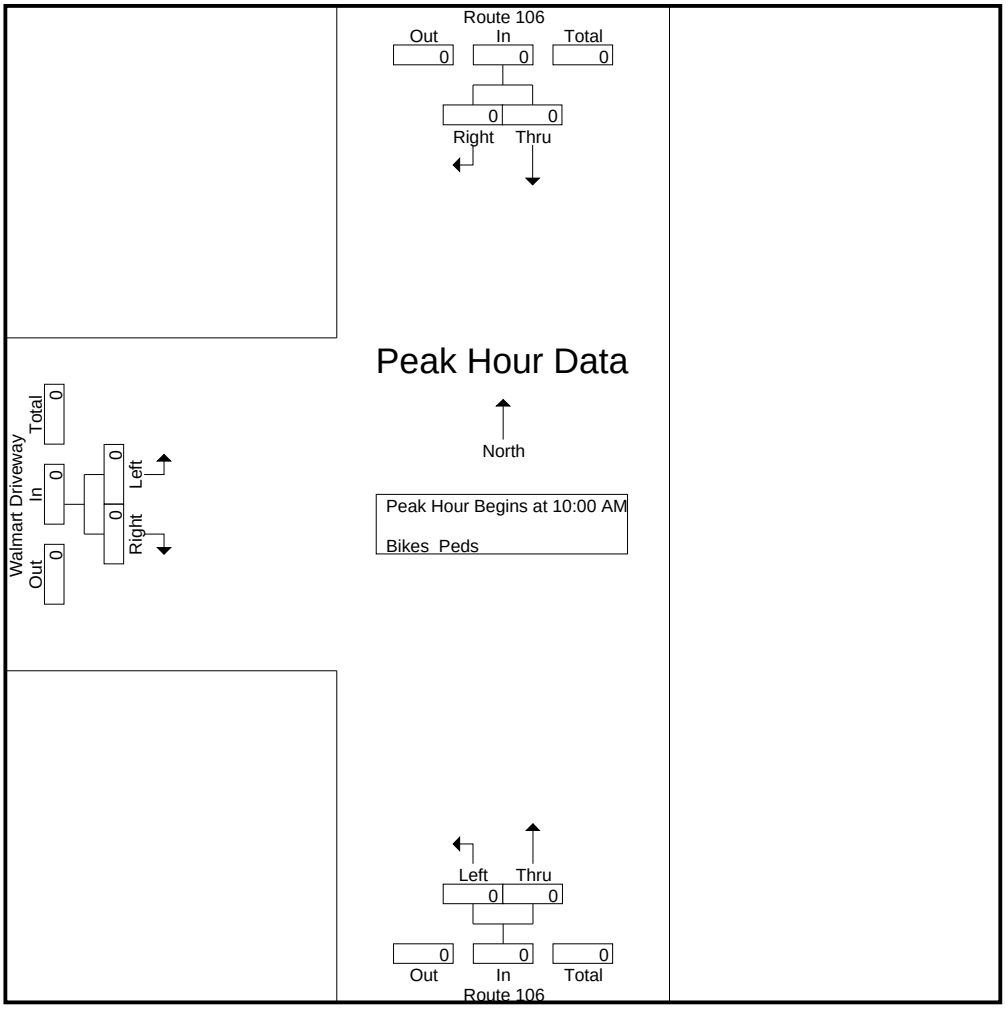
| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| 10:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % App. Total | 0 | 0 | | 0 | 0 | | 0 | 0 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 |

# Accurate Counts

978-664-2565

N/S Street : Route 106
E/W Street : Walmart Driveway
City/State : Concord, NH
Weather : Clear

File Name : 96620002
Site Code : 96620002
Start Date : 2/5/2025
Page No : 26




Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

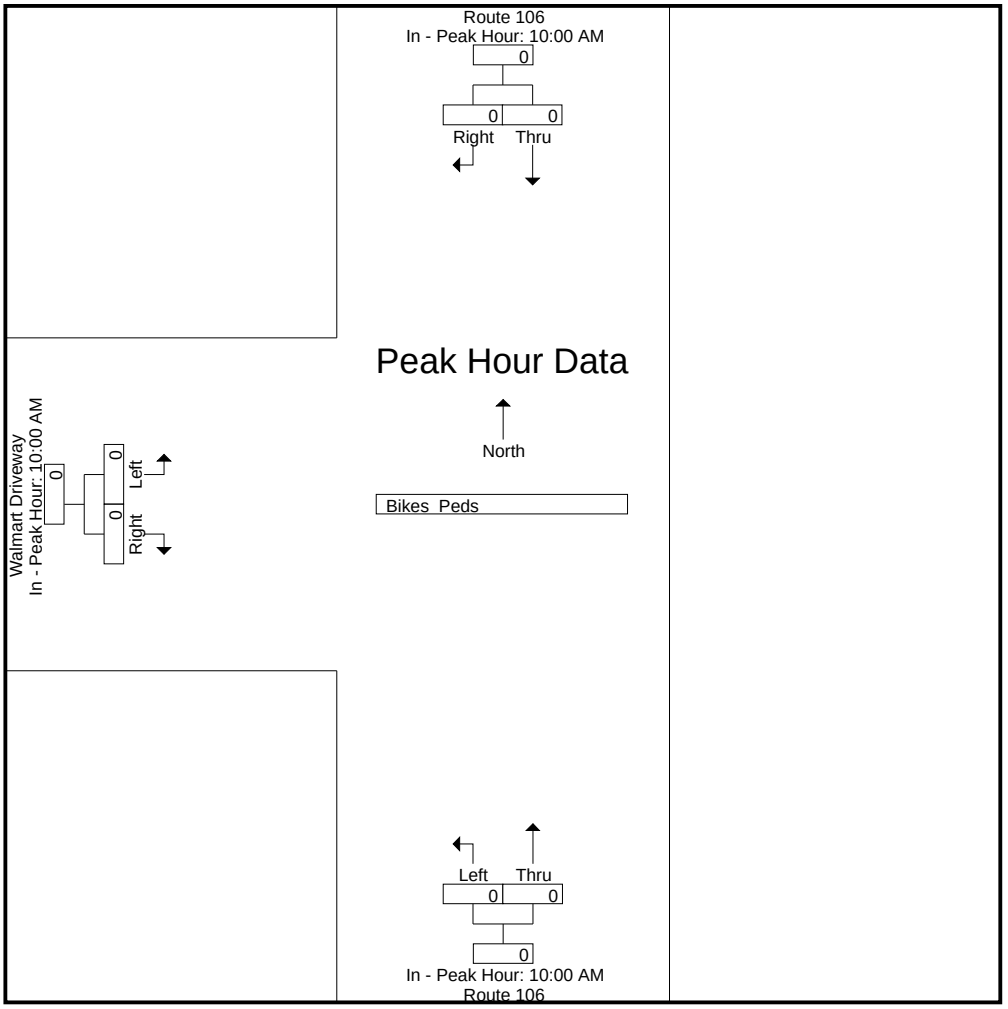
| | 10:00 AM | | | 10:00 AM | | | 10:00 AM | | |
|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +15 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +30 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +45 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % App. Total | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| PHF | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 |

# Accurate Counts

978-664-2565

N/S Street : Route 106
E/W Street : Walmart Driveway
City/State : Concord, NH
Weather : Clear

File Name : 96620002
Site Code : 96620002
Start Date : 2/5/2025
Page No : 27




Peak Hour Analysis From 02:00 PM to 06:45 PM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 02:00 PM

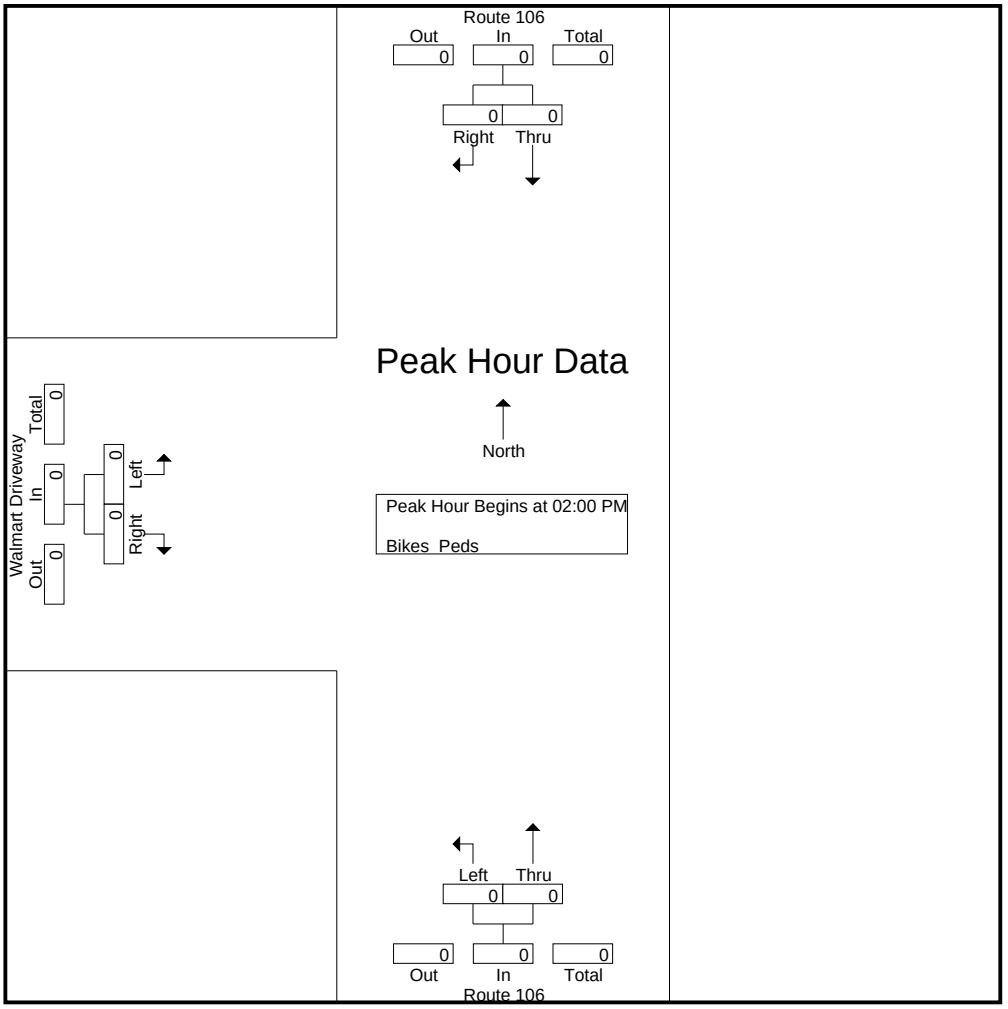
| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| 02:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % App. Total | 0 | 0 | | 0 | 0 | | 0 | 0 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 |

# Accurate Counts

978-664-2565

N/S Street : Route 106
E/W Street : Walmart Driveway
City/State : Concord, NH
Weather : Clear

File Name : 96620002
Site Code : 96620002
Start Date : 2/5/2025
Page No : 28




Peak Hour Analysis From 02:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

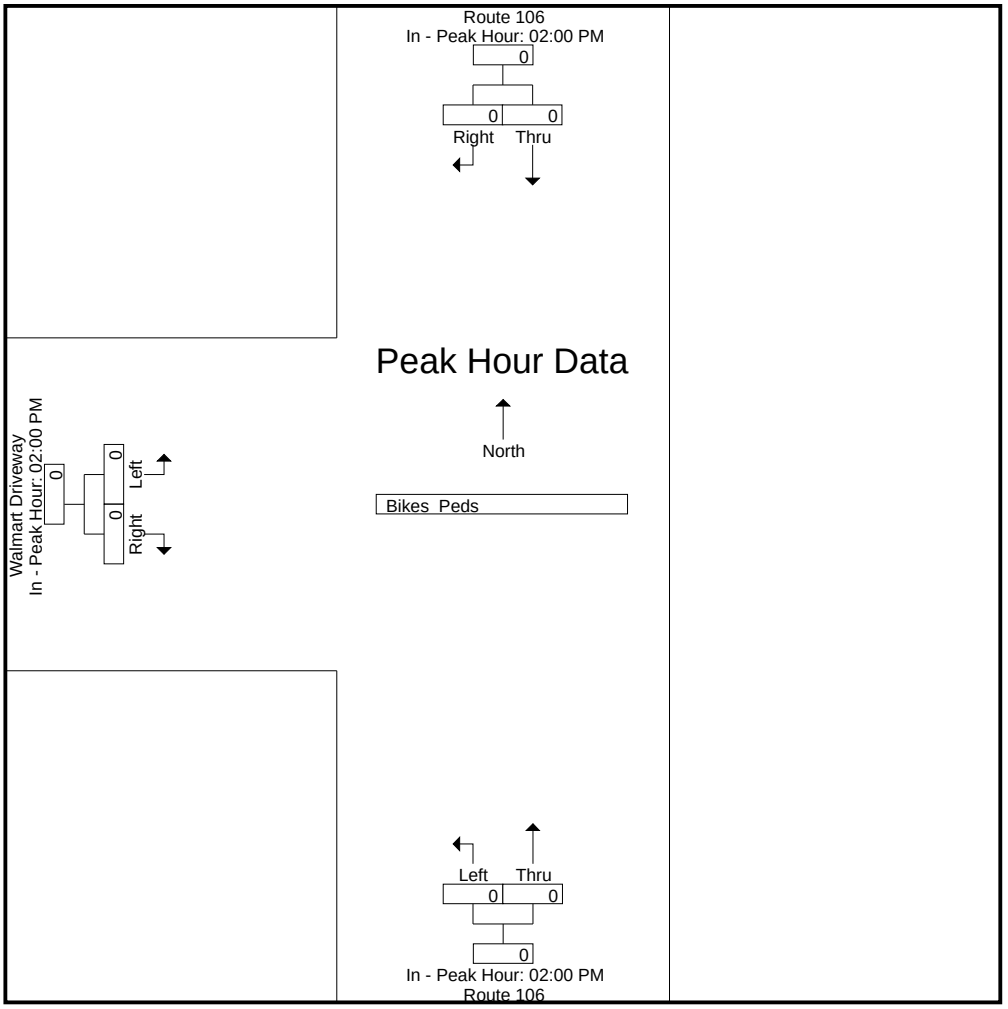
| | 02:00 PM | | | 02:00 PM | | | 02:00 PM | | |
|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +15 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +30 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +45 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % App. Total | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| PHF | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 |

# Accurate Counts

978-664-2565

N/S Street : Route 106
E/W Street : Walmart Driveway
City/State : Concord, NH
Weather : Clear

File Name : 96620002
Site Code : 96620002
Start Date : 2/5/2025
Page No : 29



NH Route 106 at the Sam’s Club driveway (Intersection 5)

# HCS Warrants Report

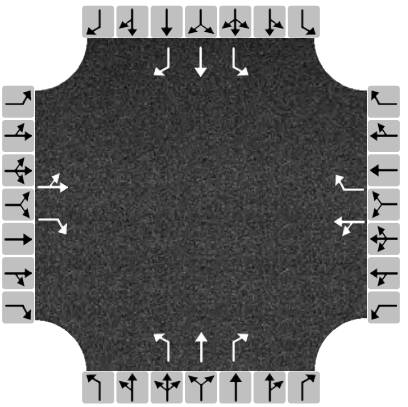
## Project Information

| | | | |
|---|---|---|---|
| Analyst | DCL | Date | 4/20/26 |
| Agency | VAI | Analysis Year | 202 |
| Jurisdiction | Concord, NH | Time Period Analyzed | 2027 Build w/ 75% RT Reduction |
| Units | U.S. Customary | MUTCD Method | MUTCD 11 (2023) |
| Project Description | Steeplegate Mall Redevelopment (9662) | | |

## General

| | | | |
|---|---|---|---|
| Major Street Direction | North-South | Population < 10,000 | No |
| Starting Time Interval | 7:00 | Coordinated Signal System | No |
| Major Street Speed (mi/h) | 40 | Nearest Signal (ft) | 0 |
| Adequate Trials of Crash Exp. Alt. | No | | |

## Geometry and Traffic



| Approach | Eastbound | | | Westbound | | | Northbound | | | Southbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Number of Lanes, N | 0 | 1 | 1 | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Lane Usage | | LT | R | | LT | R | L | T | R | L | T | R |
| Vehicle Volumes Averages (veh/h) | 2 | 0 | 0 | 81 | 0 | 35 | 1 | 778 | 6 | 117 | 867 | 1 |
| Pedestrian median refuge available | No | | | No | | | No | | | No | | |
| Pedestrian Averages (peds/h) | 0 | | | 0 | | | 0 | | | 0 | | |
| Gap Averages (gaps/h) | 0 | | | 0 | | | 0 | | | 0 | | |
| Delay Averages (s/veh) | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | | |
| Delay Averages (veh-hrs) | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | | |

## School Crossing and Roadway Network

| | | | |
|---|---|---|---|
| Number of Students in Highest Hour | 0 | Two or More Major Routes | No |
| Number of Adequate Gaps in Period | 0 | Weekend Counts | No |
| Number of Minutes in Period | 0 | 5-year Growth Factor (%) | 0 |

## Railroad Crossing

| | | | |
|---|---|---|---|
| Grade Crossing Approach | None | Rail Traffic (trains/day) | 4 |
| Highest Volume Hour with Trains | Unknown | High Occupancy Buses (%) | 0 |
| Distance to Stop Line (ft) | - | Tractor-Trailer Trucks (%) | 10 |

## Volume Summary

| Hours | Major Volume (veh/h) | Minor Volume (veh/h) | Total Volume (veh/h) | Peds/h | Gaps/h | 1A ( 100% ) | 1A ( 80% ) | 1B ( 100% ) | 1B ( 80% ) | 2 ( 100% ) | 3A ( 100% ) | 3B ( 80% ) | 4A ** ( 70% ) | 4B ** ( 70% ) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 7:00 - 8:00 | 1342 | 20 | 1365 | 0 | 0 | No | No | No | No | No | No | No | No | No |
| 8:00 - 9:00 | 1281 | 30 | 1314 | 0 | 0 | No | No | No | No | No | No | No | No | No |
| 9:00 - 10:00 | 1331 | 73 | 1406 | 0 | 0 | No | No | No | No | No | No | No | No | No |
| 10:00 - 11:00 | 1579 | 118 | 1700 | 0 | 0 | No | No | Yes | Yes | Yes | No | No | No | No |
| 11:00 - 12:00 | 1766 | 159 | 1930 | 0 | 0 | No | No | Yes | Yes | Yes | No | Yes | No | No |
| 12:00 - 13:00 | 1977 | 172 | 2157 | 0 | 0 | No | Yes | Yes | Yes | Yes | No | Yes | No | No |
| 13:00 - 14:00 | 1908 | 142 | 2053 | 0 | 0 | No | No | Yes | Yes | Yes | No | No | No | No |
| 14:00 - 15:00 | 1926 | 161 | 2091 | 0 | 0 | No | Yes | Yes | Yes | Yes | No | Yes | No | No |
| 15:00 - 16:00 | 2182 | 125 | 2311 | 0 | 0 | No | No | Yes | Yes | Yes | No | No | No | No |
| 16:00 - 17:00 | 2369 | 166 | 2540 | 0 | 0 | No | Yes | Yes | Yes | Yes | No | Yes | No | No |
| 17:00 - 18:00 | 2134 | 142 | 2280 | 0 | 0 | No | No | Yes | Yes | Yes | No | No | No | No |
| 18:00 - 19:00 | 1475 | 104 | 1581 | 0 | 0 | No | No | Yes | Yes | No | No | No | No | No |
| Total | 21270 | 1412 | 22728 | 0 | 0 | 0 | 3 | 9 | 9 | 8 | 0 | 4 | 0 | 0 |

** Warrant 4 should not be applied where the nearest traffic signal or stop-sign control is < 300 ft, unless the proposed traffic control signal will not restrict the progressive movement of traffic.

## Pedestrian Volume

| 15th % pedestrian speed < 3.5 ft/s | | Pedestrian refuge present? | NB | | SB | |
|---|---|---|---|---|---|---|

| Hours | Major Street Vehicular Volume (veh/h) | | | Major Street Pedestrian Volume (ped/h) | | | 4A ** ( 70% ) | 4B ** ( 70% ) |
|---|---|---|---|---|---|---|---|---|
| | NB | SB | Total | NB | SB | Total | | |
| 7:00 - 8:00 | 415 | 927 | 1342 | 0 | 0 | 0 | No | No |
| 8:00 - 9:00 | 421 | 860 | 1281 | 0 | 0 | 0 | No | No |
| 9:00 - 10:00 | 482 | 849 | 1331 | 0 | 0 | 0 | No | No |
| 10:00 - 11:00 | 597 | 982 | 1579 | 0 | 0 | 0 | No | No |
| 11:00 - 12:00 | 754 | 1012 | 1766 | 0 | 0 | 0 | No | No |
| 12:00 - 13:00 | 889 | 1088 | 1977 | 0 | 0 | 0 | No | No |
| 13:00 - 14:00 | 858 | 1050 | 1908 | 0 | 0 | 0 | No | No |
| 14:00 - 15:00 | 932 | 994 | 1926 | 0 | 0 | 0 | No | No |
| 15:00 - 16:00 | 1049 | 1133 | 2182 | 0 | 0 | 0 | No | No |
| 16:00 - 17:00 | 1181 | 1188 | 2369 | 0 | 0 | 0 | No | No |
| 17:00 - 18:00 | 1088 | 1046 | 2134 | 0 | 0 | 0 | No | No |
| 18:00 - 19:00 | 774 | 701 | 1475 | 0 | 0 | 0 | No | No |
| Totals | 9440 | 11830 | 21270 | 0 | 0 | 0 | 0 | 0 |

** Warrant 4 should not be applied where the nearest traffic signal or stop-sign control is < 300 ft, unless the proposed traffic control signal will not restrict the progressive movement of traffic.

## Warrants

| | |
|---|---|
| ***Warrant 1: Eight-Hour Vehicular Volume*** | ✔ |
| A. Minimum Vehicular Volumes (Both major approaches --and-- more critical minor approach) --or-- | |
| B. Interruption of Continuous Traffic (Both major approaches --and-- more critical minor approach) --or-- | ✔ |
| 80% Vehicular --and-- Interruption Volumes (Both major approaches --and-- more critical minor approach) | |
| ***Warrant 2: Four-Hour Vehicular Volume*** | ✔ |

| | |
|---|---|
| Four-Hour Vehicular Volume (Both major approaches --and-- more critical minor approach) | ✓ |
| ***Warrant 3: Peak Hour*** | ✓ |
| A. Peak-Hour Conditions (Minor delay -- and-- minor volume --and-- total volume) --or-- | |
| B. Peak-Hour Vehicular Volumes (Both major approaches --and-- more critical minor approach) | ✓ |
| ***Warrant 4: Pedestrian Volume*** | |
| A. Four Hour Volumes --or-- | |
| B. Peak-Hour Volumes | |
| ***Warrant 5: School Crossing*** | |
| Gaps Same Period --and-- | |
| Student Volumes | |
| Nearest Traffic Control Signal (optional) | |
| ***Warrant 6: Coordinated Signal System*** | |
| Degree of Platooning (Predominant direction or both directions) | |
| ***Warrant 7: Crash Experience*** | |
| A. Adequate trials of alternatives, observance and enforcement failed --and-- | |
| B. Reported Crash History --and-- | |
| B1. Angle Crashes and Pedestrian Crashes within a 1-year Period (All Severities) | |
| B2. Angle Crashes and Pedestrian Crashes within a 1-year Period (Fatal-and-Injury) | |
| B3. Angle Crashes and Pedestrian Crashes within a 3-year Period (All Severities) | |
| B4. Angle Crashes and Pedestrian Crashes within a 3-year Period (Fatal-and-Injury) | |
| C. 80% Volumes for Warrants 1A, 1B, --or-- 4 are satisfied | ✓ |
| ***Warrant 8: Roadway Network*** | |
| A. Weekday Volume (Peak hour total --and-- projected warrants 1, 2, or 3) --or-- | |
| B. Weekend Volume (Five hours total) | |
| ***Warrant 9: Grade Crossing*** | |
| A. Grade Crossing within 140 ft --and-- | |
| B. Peak-Hour Vehicular Volumes | |

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| ***2/5/2025*** | Eastbound | | | Westbound | | | Northbound | | | Southbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| 7:00 | 2 | 0 | 5 | 13 | 0 | 21 | 2 | 239 | 5 | 35 | 680 | 9 |
| 8:00 | 2 | 0 | 5 | 20 | 0 | 29 | 4 | 230 | 6 | 48 | 572 | 0 |
| 9:00 | 1 | 1 | 1 | 52 | 0 | 59 | 3 | 243 | 16 | 97 | 431 | 2 |
| 10:00 | 1 | 1 | 3 | 75 | 0 | 127 | 0 | 268 | 32 | 138 | 421 | 6 |
| 11:00 | 4 | 0 | 5 | 104 | 1 | 159 | 1 | 339 | 29 | 119 | 409 | 7 |
| 12:00 | 6 | 0 | 7 | 111 | 0 | 181 | 4 | 395 | 23 | 134 | 443 | 8 |
| 1:00 | 1 | 1 | 3 | 88 | 0 | 163 | 2 | 368 | 18 | 129 | 423 | 0 |
| 2:00 | 2 | 1 | 5 | 102 | 1 | 173 | 2 | 440 | 31 | 109 | 422 | 5 |
| 3:00 | 4 | 0 | 1 | 78 | 1 | 139 | 0 | 573 | 28 | 131 | 524 | 2 |
| 4:00 | 4 | 0 | 3 | 101 | 0 | 200 | 0 | 683 | 36 | 149 | 554 | 3 |
| 5:00 | 2 | 1 | 4 | 84 | 2 | 170 | 3 | 593 | 27 | 126 | 429 | 6 |
| 6:00 | 0 | 1 | 4 | 65 | 2 | 113 | 0 | 329 | 13 | 64 | 204 | 1 |

| ***1.08*** | Eastbound | | | Westbound | | | Northbound | | | Southbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| 7:00 | 2 | 0 | 5 | 14 | 0 | 23 | 2 | 258 | 5 | 38 | 734 | 10 |
| 8:00 | 2 | 0 | 5 | 22 | 0 | 31 | 4 | 248 | 6 | 52 | 618 | 0 |
| 9:00 | 1 | 1 | 1 | 56 | 0 | 64 | 3 | 262 | 17 | 105 | 465 | 2 |
| 10:00 | 1 | 1 | 3 | 81 | 0 | 137 | 0 | 289 | 35 | 149 | 455 | 6 |
| 11:00 | 4 | 0 | 5 | 112 | 1 | 172 | 1 | 366 | 31 | 129 | 442 | 8 |
| 12:00 | 6 | 0 | 8 | 120 | 0 | 195 | 4 | 427 | 25 | 145 | 478 | 9 |
| 1:00 | 1 | 1 | 3 | 95 | 0 | 176 | 2 | 397 | 19 | 139 | 457 | 0 |
| 2:00 | 2 | 1 | 5 | 110 | 1 | 187 | 2 | 475 | 33 | 118 | 456 | 5 |
| 3:00 | 4 | 0 | 1 | 84 | 1 | 150 | 0 | 619 | 30 | 141 | 566 | 2 |
| 4:00 | 4 | 0 | 3 | 109 | 0 | 216 | 0 | 738 | 39 | 161 | 598 | 3 |
| 5:00 | 2 | 1 | 4 | 91 | 2 | 184 | 3 | 640 | 29 | 136 | 463 | 6 |
| 6:00 | 0 | 1 | 4 | 70 | 2 | 122 | 0 | 355 | 14 | 69 | 220 | 1 |

| 1.0201 | Eastbound | | | Westbound | | | Northbound | | | Southbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| 7:00 | 2 | 0 | 5 | 14 | 0 | 23 | 2 | 263 | 5 | 39 | 749 | 10 |
| 8:00 | 2 | 0 | 5 | 22 | 0 | 32 | 4 | 253 | 6 | 53 | 630 | 0 |
| 9:00 | 1 | 1 | 1 | 57 | 0 | 65 | 3 | 267 | 17 | 107 | 474 | 2 |
| 10:00 | 1 | 1 | 3 | 83 | 0 | 140 | 0 | 295 | 36 | 152 | 464 | 6 |
| 11:00 | 4 | 0 | 5 | 114 | 1 | 175 | 1 | 373 | 32 | 132 | 451 | 8 |
| 12:00 | 6 | 0 | 8 | 122 | 0 | 199 | 4 | 436 | 26 | 148 | 488 | 9 |
| 1:00 | 1 | 1 | 3 | 97 | 0 | 180 | 2 | 405 | 19 | 142 | 466 | 0 |
| 2:00 | 2 | 1 | 5 | 112 | 1 | 191 | 2 | 485 | 34 | 120 | 465 | 5 |
| 3:00 | 4 | 0 | 1 | 86 | 1 | 153 | 0 | 631 | 31 | 144 | 577 | 2 |
| 4:00 | 4 | 0 | 3 | 111 | 0 | 220 | 0 | 753 | 40 | 164 | 610 | 3 |
| 5:00 | 2 | 1 | 4 | 93 | 2 | 188 | 3 | 653 | 30 | 139 | 472 | 6 |
| 6:00 | 0 | 1 | 4 | 71 | 2 | 124 | 0 | 362 | 14 | 70 | 224 | 1 |

| 1.126825 | Eastbound | | | Westbound | | | Northbound | | | Southbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| 7:00 | 2 | 0 | 6 | 16 | 0 | 26 | 2 | 291 | 6 | 43 | 827 | 11 |
| 8:00 | 2 | 0 | 6 | 25 | 0 | 35 | 5 | 279 | 7 | 59 | 696 | 0 |
| 9:00 | 1 | 1 | 1 | 63 | 0 | 72 | 3 | 295 | 19 | 118 | 524 | 2 |
| 10:00 | 1 | 1 | 3 | 91 | 0 | 154 | 0 | 326 | 39 | 168 | 513 | 7 |
| 11:00 | 5 | 0 | 6 | 126 | 1 | 194 | 1 | 412 | 35 | 145 | 498 | 9 |
| 12:00 | 7 | 0 | 9 | 135 | 0 | 220 | 5 | 481 | 28 | 163 | 539 | 10 |
| 1:00 | 1 | 1 | 3 | 107 | 0 | 198 | 2 | 447 | 21 | 157 | 515 | 0 |
| 2:00 | 2 | 1 | 6 | 124 | 1 | 211 | 2 | 535 | 37 | 133 | 514 | 6 |
| 3:00 | 5 | 0 | 1 | 95 | 1 | 169 | 0 | 698 | 34 | 159 | 638 | 2 |
| 4:00 | 5 | 0 | 3 | 123 | 0 | 243 | 0 | 832 | 44 | 181 | 674 | 3 |
| 5:00 | 2 | 1 | 5 | 103 | 2 | 207 | 3 | 721 | 33 | 153 | 522 | 7 |
| 6:00 | 0 | 1 | 5 | 79 | 2 | 137 | 0 | 400 | 16 | 78 | 248 | 1 |

| | Eastbound | | | Westbound | | | Northbound | | | Southbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| 7:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 64 | 0 | 0 | 20 | 0 |
| 8:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 | 0 | 0 | 19 | 0 |
| 9:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 | 0 | 0 | 17 | 0 |
| 10:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 14 | 0 |
| 11:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 14 | 0 |
| 12:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 0 | 16 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 19 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 19 | 0 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 19 | 0 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 20 | 0 |
| 5:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 20 | 0 |
| 6:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 20 | 0 |

| | Unadjusted from 'Appx. A' | | Adjusted to match TIS | |
|---|---|---|---|---|
| | Entering | 872 | | |
| 7:00 | 2.5% | 22 | 6.1% | 53 |
| 8:00 | 3.0% | 26 | 5.9% | 51 |
| 9:00 | 2.2% | 19 | 5.4% | 47 |
| 10:00 | 2.7% | 24 | 4.3% | 37 |
| 11:00 | 3.4% | 29 | 4.2% | 37 |
| 12:00 | 4.3% | 38 | 5.0% | 44 |
| 1:00 | 4.4% | 38 | 5.7% | 50 |
| 2:00 | 4.1% | 36 | 5.8% | 51 |
| 3:00 | 5.9% | 52 | 6.0% | 52 |
| 4:00 | 9.2% | 81 | 6.1% | 53 |
| 5:00 | 13.1% | 114 | 6.2% | 54 |
| 6:00 | 12.1% | 105 | 6.1% | 53 |
| | 66.8% | | 66.8% | 0.0% |

| | Unadjusted from 'Appx. A' | | Adjusted to match TIS | |
|---|---|---|---|---|
| | Exiting | 872 | | |
| 7:00 | 14.7% | 128 | 19.7% | 172 |
| 8:00 | 12.5% | 109 | 13.7% | 119 |
| 9:00 | 6.9% | 60 | 10.6% | 92 |
| 10:00 | 4.6% | 40 | 4.6% | 40 |
| 11:00 | 4.0% | 35 | 4.0% | 35 |
| 12:00 | 4.8% | 42 | 4.8% | 42 |
| 1:00 | 4.4% | 38 | 3.1% | 27 |
| 2:00 | 3.7% | 32 | 3.0% | 26 |
| 3:00 | 3.8% | 33 | 3.0% | 26 |
| 4:00 | 5.1% | 45 | 3.2% | 28 |
| 5:00 | 5.8% | 50 | 3.3% | 29 |
| 6:00 | 6.0% | 52 | 3.2% | 28 |
| | 76.2% | | 76.2% | 0.0% |

| | Eastbound | | | Westbound | | | Northbound | | | Southbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| 7:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 | 0 | 0 | 59 | 0 |
| 8:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 56 | 0 | 0 | 90 | 0 |
| 9:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 96 | 0 | 0 | 151 | 0 |
| 10:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 161 | 0 | 0 | 213 | 0 |
| 11:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 222 | 0 | 0 | 258 | 0 |
| 12:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 270 | 0 | 0 | 293 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 274 | 0 | 0 | 265 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 263 | 0 | 0 | 238 | 0 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 258 | 0 | 0 | 246 | 0 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 266 | 0 | 0 | 261 | 0 |
| 5:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 271 | 0 | 0 | 267 | 0 |
| 6:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 238 | 0 | 0 | 234 | 0 |

| | Unadjusted from 'Appx. A' | |
|---|---|---|
| | Entering | 10503 |
| 7:00 | 1.9% | 205 |
| 8:00 | 2.9% | 310 |
| 9:00 | 4.9% | 520 |
| 10:00 | 7.0% | 735 |
| 11:00 | 8.5% | 889 |
| 12:00 | 9.6% | 1012 |
| 1:00 | 8.7% | 913 |
| 2:00 | 7.8% | 822 |
| 3:00 | 8.1% | 847 |
| 4:00 | 8.6% | 900 |
| 5:00 | 8.7% | 919 |
| 6:00 | 7.7% | 807 |
| | 84.5% | |

| | Unadjusted from 'Appx. A' | |
|---|---|---|
| | Exiting | 10503 |
| 7:00 | 1.2% | 131 |
| 8:00 | 1.8% | 193 |
| 9:00 | 3.2% | 332 |
| 10:00 | 5.3% | 554 |
| 11:00 | 7.3% | 766 |
| 12:00 | 8.9% | 930 |
| 1:00 | 9.0% | 944 |
| 2:00 | 8.6% | 906 |
| 3:00 | 8.5% | 888 |
| 4:00 | 8.7% | 918 |
| 5:00 | 8.9% | 933 |
| 6:00 | 7.8% | 821 |
| | 79.2% | |

| | Eastbound | | | Westbound | | | Northbound | | | Southbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| 7:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 47 | 0 | 0 | 57 | 0 |
| 8:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 62 | 0 | 0 | 68 | 0 |
| 9:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 78 | 0 | 0 | 99 | 0 |
| 10:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 117 | 0 | 0 | 137 | 0 |
| 11:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 137 | 0 | 0 | 155 | 0 |
| 12:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 156 | 0 | 0 | 141 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 162 | 0 | 0 | 158 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 163 | 0 | 0 | 151 | 0 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 142 | 0 | 0 | 146 | 0 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 142 | 0 | 0 | 132 | 0 |
| 5:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 142 | 0 | 0 | 146 | 0 |
| 6:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 160 | 0 | 0 | 153 | 0 |

| | Unadjusted from 'Appx. A' | |
|---|---|---|
| | Entering | 6172 |
| 7:00 | 3.2% | 195 |
| 8:00 | 3.8% | 235 |
| 9:00 | 5.5% | 341 |
| 10:00 | 7.7% | 473 |
| 11:00 | 8.7% | 534 |
| 12:00 | 7.9% | 485 |
| 1:00 | 8.8% | 544 |
| 2:00 | 8.5% | 522 |
| 3:00 | 8.1% | 502 |
| 4:00 | 7.4% | 456 |
| 5:00 | 8.2% | 503 |
| 6:00 | 8.5% | 527 |
| | 86.1% | |

| | Unadjusted from 'Appx. A' | |
|---|---|---|
| | Exiting | 6172 |
| 7:00 | 2.6% | 162 |
| 8:00 | 3.5% | 215 |
| 9:00 | 4.4% | 269 |
| 10:00 | 6.5% | 403 |
| 11:00 | 7.6% | 471 |
| 12:00 | 8.7% | 539 |
| 1:00 | 9.1% | 560 |
| 2:00 | 9.1% | 562 |
| 3:00 | 7.9% | 490 |
| 4:00 | 7.9% | 490 |
| 5:00 | 7.9% | 489 |
| 6:00 | 8.9% | 551 |
| | 84.3% | |

| | Eastbound | | | Westbound | | | Northbound | | | Southbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| 7:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 149 | 0 | 0 | 136 | 0 |
| 8:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 162 | 0 | 0 | 177 | 0 |
| 9:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 208 | 0 | 0 | 267 | 0 |
| 10:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 293 | 0 | 0 | 364 | 0 |
| 11:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 372 | 0 | 0 | 427 | 0 |
| 12:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 442 | 0 | 0 | 450 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 446 | 0 | 0 | 442 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 436 | 0 | 0 | 408 | 0 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 410 | 0 | 0 | 411 | 0 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 418 | 0 | 0 | 413 | 0 |
| 5:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 424 | 0 | 0 | 433 | 0 |
| 6:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 408 | 0 | 0 | 407 | 0 |

| | Eastbound | | | Westbound | | | Northbound | | | Southbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| 7:00 | 2 | 0 | 5 | 14 | 0 | 23 | 2 | 412 | 5 | 39 | 885 | 10 |
| 8:00 | 2 | 0 | 5 | 22 | 0 | 32 | 4 | 415 | 6 | 53 | 807 | 0 |
| 9:00 | 1 | 1 | 1 | 57 | 0 | 65 | 3 | 475 | 17 | 107 | 741 | 2 |
| 10:00 | 1 | 1 | 3 | 83 | 0 | 140 | 0 | 588 | 36 | 152 | 828 | 6 |
| 11:00 | 4 | 0 | 5 | 114 | 1 | 175 | 1 | 745 | 32 | 132 | 878 | 8 |
| 12:00 | 6 | 0 | 8 | 122 | 0 | 199 | 4 | 878 | 26 | 148 | 938 | 9 |
| 1:00 | 1 | 1 | 3 | 97 | 0 | 180 | 2 | 851 | 19 | 142 | 908 | 0 |
| 2:00 | 2 | 1 | 5 | 112 | 1 | 191 | 2 | 921 | 34 | 120 | 873 | 5 |
| 3:00 | 4 | 0 | 1 | 86 | 1 | 153 | 0 | 1041 | 31 | 144 | 988 | 2 |
| 4:00 | 4 | 0 | 3 | 111 | 0 | 220 | 0 | 1171 | 40 | 164 | 1023 | 3 |
| 5:00 | 2 | 1 | 4 | 93 | 2 | 188 | 3 | 1077 | 30 | 139 | 905 | 6 |
| 6:00 | 0 | 1 | 4 | 71 | 2 | 124 | 0 | 770 | 14 | 70 | 631 | 1 |

w/ 25% RT reduction

| | Eastbound | | | Westbound | | | Northbound | | | Southbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| 7:00 | 2 | 0 | 4 | 14 | 0 | 17 | 2 | 412 | 4 | 39 | 885 | 8 |
| 8:00 | 2 | 0 | 4 | 22 | 0 | 24 | 4 | 415 | 5 | 53 | 807 | 0 |
| 9:00 | 1 | 1 | 1 | 57 | 0 | 49 | 3 | 475 | 13 | 107 | 741 | 2 |
| 10:00 | 1 | 1 | 2 | 83 | 0 | 105 | 0 | 588 | 27 | 152 | 828 | 5 |
| 11:00 | 4 | 0 | 4 | 114 | 1 | 131 | 1 | 745 | 24 | 132 | 878 | 6 |
| 12:00 | 6 | 0 | 6 | 122 | 0 | 149 | 4 | 878 | 20 | 148 | 938 | 7 |
| 1:00 | 1 | 1 | 2 | 97 | 0 | 135 | 2 | 851 | 14 | 142 | 908 | 0 |
| 2:00 | 2 | 1 | 4 | 112 | 1 | 143 | 2 | 921 | 26 | 120 | 873 | 4 |
| 3:00 | 4 | 0 | 1 | 86 | 1 | 115 | 0 | 1041 | 23 | 144 | 988 | 2 |
| 4:00 | 4 | 0 | 2 | 111 | 0 | 165 | 0 | 1171 | 30 | 164 | 1023 | 2 |
| 5:00 | 2 | 1 | 3 | 93 | 2 | 141 | 3 | 1077 | 23 | 139 | 905 | 5 |
| 6:00 | 0 | 1 | 3 | 71 | 2 | 93 | 0 | 770 | 11 | 70 | 631 | 1 |

w/ 50% RT Reduction

| | Eastbound | | | Westbound | | | Northbound | | | Southbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| 7:00 | 2 | 0 | 3 | 14 | 0 | 12 | 2 | 412 | 3 | 39 | 885 | 5 |
| 8:00 | 2 | 0 | 3 | 22 | 0 | 16 | 4 | 415 | 3 | 53 | 807 | 0 |
| 9:00 | 1 | 1 | 1 | 57 | 0 | 33 | 3 | 475 | 9 | 107 | 741 | 1 |
| 10:00 | 1 | 1 | 2 | 83 | 0 | 70 | 0 | 588 | 18 | 152 | 828 | 3 |
| 11:00 | 4 | 0 | 3 | 114 | 1 | 88 | 1 | 745 | 16 | 132 | 878 | 4 |
| 12:00 | 6 | 0 | 4 | 122 | 0 | 100 | 4 | 878 | 13 | 148 | 938 | 5 |
| 1:00 | 1 | 1 | 2 | 97 | 0 | 90 | 2 | 851 | 10 | 142 | 908 | 0 |
| 2:00 | 2 | 1 | 3 | 112 | 1 | 96 | 2 | 921 | 17 | 120 | 873 | 3 |
| 3:00 | 4 | 0 | 1 | 86 | 1 | 77 | 0 | 1041 | 16 | 144 | 988 | 1 |
| 4:00 | 4 | 0 | 2 | 111 | 0 | 110 | 0 | 1171 | 20 | 164 | 1023 | 2 |
| 5:00 | 2 | 1 | 2 | 93 | 2 | 94 | 3 | 1077 | 15 | 139 | 905 | 3 |
| 6:00 | 0 | 1 | 2 | 71 | 2 | 62 | 0 | 770 | 7 | 70 | 631 | 1 |

w/ 75% RT Reduction

| | Eastbound | | | Westbound | | | Northbound | | | Southbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| 7:00 | 2 | 0 | 1 | 14 | 0 | 6 | 2 | 412 | 1 | 39 | 885 | 3 |
| 8:00 | 2 | 0 | 1 | 22 | 0 | 8 | 4 | 415 | 2 | 53 | 807 | 0 |
| 9:00 | 1 | 1 | 0 | 57 | 0 | 16 | 3 | 475 | 4 | 107 | 741 | 1 |
| 10:00 | 1 | 1 | 1 | 83 | 0 | 35 | 0 | 588 | 9 | 152 | 828 | 2 |
| 11:00 | 4 | 0 | 1 | 114 | 1 | 44 | 1 | 745 | 8 | 132 | 878 | 2 |
| 12:00 | 6 | 0 | 2 | 122 | 0 | 50 | 4 | 878 | 7 | 148 | 938 | 2 |
| 1:00 | 1 | 1 | 1 | 97 | 0 | 45 | 2 | 851 | 5 | 142 | 908 | 0 |
| 2:00 | 2 | 1 | 1 | 112 | 1 | 48 | 2 | 921 | 9 | 120 | 873 | 1 |
| 3:00 | 4 | 0 | 0 | 86 | 1 | 38 | 0 | 1041 | 8 | 144 | 988 | 1 |
| 4:00 | 4 | 0 | 1 | 111 | 0 | 55 | 0 | 1171 | 10 | 164 | 1023 | 1 |
| 5:00 | 2 | 1 | 1 | 93 | 2 | 47 | 3 | 1077 | 8 | 139 | 905 | 2 |
| 6:00 | 0 | 1 | 1 | 71 | 2 | 31 | 0 | 770 | 4 | 70 | 631 | 0 |

# Accurate Counts

978-664-2565

N/S Street : Route 106
E/W Street : Sams Club Driveway / Driveway
City/State : Concord, NH
Weather : Clear

File Name : 96620001
Site Code : 96620001
Start Date : 2/5/2025
Page No : 1

Groups Printed- Cars - Trucks

| | Route 106 From North | | | Sams Club Driveway From East | | | Route 106 From South | | | Driveway From West | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Int. Total |
| 07:00 AM | 4 | 168 | 0 | 4 | 0 | 3 | 0 | 47 | 0 | 0 | 0 | 1 | 227 |
| 07:15 AM | 12 | 144 | 2 | 3 | 0 | 7 | 1 | 59 | 1 | 0 | 0 | 2 | 231 |
| 07:30 AM | 7 | 163 | 3 | 5 | 0 | 1 | 0 | 63 | 0 | 1 | 0 | 0 | 243 |
| 07:45 AM | 12 | 205 | 4 | 1 | 0 | 10 | 1 | 70 | 4 | 1 | 0 | 2 | 310 |
| Total | 35 | 680 | 9 | 13 | 0 | 21 | 2 | 239 | 5 | 2 | 0 | 5 | 1011 |
| 08:00 AM | 4 | 145 | 0 | 3 | 0 | 7 | 2 | 62 | 1 | 1 | 0 | 1 | 226 |
| 08:15 AM | 12 | 155 | 0 | 3 | 0 | 7 | 0 | 71 | 2 | 0 | 0 | 4 | 254 |
| 08:30 AM | 13 | 145 | 0 | 9 | 0 | 6 | 1 | 50 | 1 | 0 | 0 | 0 | 225 |
| 08:45 AM | 19 | 127 | 0 | 5 | 0 | 9 | 1 | 47 | 2 | 1 | 0 | 0 | 211 |
| Total | 48 | 572 | 0 | 20 | 0 | 29 | 4 | 230 | 6 | 2 | 0 | 5 | 916 |
| 09:00 AM | 12 | 108 | 1 | 9 | 0 | 16 | 1 | 56 | 0 | 0 | 0 | 1 | 204 |
| 09:15 AM | 23 | 95 | 0 | 14 | 0 | 8 | 0 | 64 | 3 | 1 | 0 | 0 | 208 |
| 09:30 AM | 27 | 108 | 0 | 14 | 0 | 14 | 2 | 69 | 8 | 0 | 0 | 0 | 242 |
| 09:45 AM | 35 | 120 | 1 | 15 | 0 | 21 | 0 | 54 | 5 | 0 | 1 | 0 | 252 |
| Total | 97 | 431 | 2 | 52 | 0 | 59 | 3 | 243 | 16 | 1 | 1 | 1 | 906 |
| 10:00 AM | 36 | 95 | 2 | 9 | 0 | 25 | 0 | 69 | 9 | 0 | 0 | 1 | 246 |
| 10:15 AM | 22 | 103 | 2 | 22 | 0 | 34 | 0 | 63 | 7 | 0 | 0 | 0 | 253 |
| 10:30 AM | 45 | 119 | 0 | 18 | 0 | 33 | 0 | 69 | 8 | 1 | 1 | 1 | 295 |
| 10:45 AM | 35 | 104 | 2 | 26 | 0 | 35 | 0 | 67 | 8 | 0 | 0 | 1 | 278 |
| Total | 138 | 421 | 6 | 75 | 0 | 127 | 0 | 268 | 32 | 1 | 1 | 3 | 1072 |
| 11:00 AM | 26 | 105 | 2 | 29 | 0 | 35 | 0 | 79 | 7 | 0 | 0 | 0 | 283 |
| 11:15 AM | 30 | 94 | 2 | 31 | 0 | 36 | 1 | 85 | 11 | 3 | 0 | 1 | 294 |
| 11:30 AM | 28 | 119 | 2 | 21 | 1 | 47 | 0 | 97 | 6 | 1 | 0 | 0 | 322 |
| 11:45 AM | 35 | 91 | 1 | 23 | 0 | 41 | 0 | 78 | 5 | 0 | 0 | 4 | 278 |
| Total | 119 | 409 | 7 | 104 | 1 | 159 | 1 | 339 | 29 | 4 | 0 | 5 | 1177 |
| 12:00 PM | 38 | 102 | 1 | 28 | 0 | 44 | 0 | 102 | 10 | 2 | 0 | 4 | 331 |
| 12:15 PM | 31 | 116 | 3 | 31 | 0 | 50 | 2 | 99 | 3 | 0 | 0 | 1 | 336 |
| 12:30 PM | 33 | 113 | 1 | 26 | 0 | 45 | 0 | 97 | 4 | 4 | 0 | 2 | 325 |
| 12:45 PM | 32 | 112 | 3 | 26 | 0 | 42 | 2 | 97 | 6 | 0 | 0 | 0 | 320 |
| Total | 134 | 443 | 8 | 111 | 0 | 181 | 4 | 395 | 23 | 6 | 0 | 7 | 1312 |
| 01:00 PM | 28 | 104 | 0 | 31 | 0 | 48 | 1 | 93 | 4 | 0 | 0 | 0 | 309 |
| 01:15 PM | 36 | 105 | 0 | 24 | 0 | 33 | 0 | 102 | 6 | 1 | 0 | 0 | 307 |
| 01:30 PM | 35 | 102 | 0 | 17 | 0 | 45 | 0 | 79 | 6 | 0 | 1 | 2 | 287 |
| 01:45 PM | 30 | 112 | 0 | 16 | 0 | 37 | 1 | 94 | 2 | 0 | 0 | 1 | 293 |
| Total | 129 | 423 | 0 | 88 | 0 | 163 | 2 | 368 | 18 | 1 | 1 | 3 | 1196 |
| 02:00 PM | 17 | 110 | 1 | 21 | 1 | 38 | 0 | 117 | 6 | 0 | 0 | 2 | 313 |
| 02:15 PM | 33 | 98 | 1 | 27 | 0 | 46 | 0 | 100 | 5 | 1 | 0 | 1 | 312 |
| 02:30 PM | 33 | 110 | 0 | 23 | 0 | 52 | 0 | 110 | 15 | 1 | 0 | 0 | 344 |
| 02:45 PM | 26 | 104 | 3 | 31 | 0 | 37 | 2 | 113 | 5 | 0 | 1 | 2 | 324 |
| Total | 109 | 422 | 5 | 102 | 1 | 173 | 2 | 440 | 31 | 2 | 1 | 5 | 1293 |
| 03:00 PM | 30 | 137 | 0 | 18 | 1 | 40 | 0 | 142 | 6 | 2 | 0 | 0 | 376 |
| 03:15 PM | 25 | 133 | 1 | 23 | 0 | 35 | 0 | 144 | 11 | 1 | 0 | 0 | 373 |
| 03:30 PM | 42 | 133 | 0 | 15 | 0 | 15 | 0 | 152 | 5 | 1 | 0 | 1 | 364 |
| 03:45 PM | 34 | 121 | 1 | 22 | 0 | 49 | 0 | 135 | 6 | 0 | 0 | 0 | 368 |
| Total | 131 | 524 | 2 | 78 | 1 | 139 | 0 | 573 | 28 | 4 | 0 | 1 | 1481 |
| 04:00 PM | 40 | 148 | 0 | 21 | 0 | 45 | 0 | 182 | 7 | 0 | 0 | 0 | 443 |
| 04:15 PM | 46 | 131 | 1 | 24 | 0 | 48 | 0 | 179 | 10 | 0 | 0 | 0 | 439 |
| 04:30 PM | 28 | 138 | 1 | 22 | 0 | 63 | 0 | 165 | 12 | 3 | 0 | 2 | 434 |
| 04:45 PM | 35 | 137 | 1 | 34 | 0 | 44 | 0 | 157 | 7 | 1 | 0 | 1 | 417 |
| Total | 149 | 554 | 3 | 101 | 0 | 200 | 0 | 683 | 36 | 4 | 0 | 3 | 1733 |
| 05:00 PM | 32 | 117 | 1 | 20 | 1 | 56 | 1 | 174 | 8 | 1 | 0 | 3 | 414 |
| 05:15 PM | 33 | 120 | 0 | 23 | 0 | 42 | 1 | 176 | 6 | 0 | 0 | 0 | 401 |
| 05:30 PM | 30 | 85 | 1 | 23 | 1 | 40 | 1 | 143 | 7 | 1 | 0 | 1 | 333 |

# Accurate Counts

978-664-2565

N/S Street : Route 106
E/W Street : Sams Club Driveway / Driveway
City/State : Concord, NH
Weather : Clear

File Name : 96620001
Site Code : 96620001
Start Date : 2/5/2025


Groups Printed- Cars - Trucks

| | Route 106 From North | | | Sams Club Driveway From East | | | Route 106 From South | | | Driveway From West | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Int. Total |
| 05:45 PM | 31 | 107 | 4 | 18 | 0 | 32 | 0 | 100 | 6 | 0 | 1 | 0 | 299 |
| Total | 126 | 429 | 6 | 84 | 2 | 170 | 3 | 593 | 27 | 2 | 1 | 4 | 1447 |
| | | | | | | | | | | | | | |
| 06:00 PM | 12 | 52 | 0 | 26 | 0 | 24 | 0 | 110 | 4 | 0 | 0 | 1 | 229 |
| 06:15 PM | 17 | 50 | 1 | 13 | 0 | 34 | 0 | 93 | 2 | 0 | 0 | 0 | 210 |
| 06:30 PM | 22 | 51 | 0 | 10 | 2 | 29 | 0 | 60 | 3 | 0 | 1 | 2 | 180 |
| 06:45 PM | 13 | 51 | 0 | 16 | 0 | 26 | 0 | 66 | 4 | 0 | 0 | 1 | 177 |
| Total | 64 | 204 | 1 | 65 | 2 | 113 | 0 | 329 | 13 | 0 | 1 | 4 | 796 |
| | | | | | | | | | | | | | |
| Grand Total | 1279 | 5512 | 49 | 893 | 7 | 1534 | 21 | 4700 | 264 | 29 | 6 | 46 | 14340 |
| Apprch % | 18.7 | 80.6 | 0.7 | 36.7 | 0.3 | 63 | 0.4 | 94.3 | 5.3 | 35.8 | 7.4 | 56.8 | |
| Total % | 8.9 | 38.4 | 0.3 | 6.2 | 0 | 10.7 | 0.1 | 32.8 | 1.8 | 0.2 | 0 | 0.3 | |
| Cars | 1273 | 5301 | 47 | 892 | 7 | 1518 | 21 | 4477 | 263 | 27 | 6 | 46 | 13878 |
| % Cars | 99.5 | 96.2 | 95.9 | 99.9 | 100 | 99 | 100 | 95.3 | 99.6 | 93.1 | 100 | 100 | 96.8 |
| Trucks | 6 | 211 | 2 | 1 | 0 | 16 | 0 | 223 | 1 | 2 | 0 | 0 | 462 |
| % Trucks | 0.5 | 3.8 | 4.1 | 0.1 | 0 | 1 | 0 | 4.7 | 0.4 | 6.9 | 0 | 0 | 3.2 |

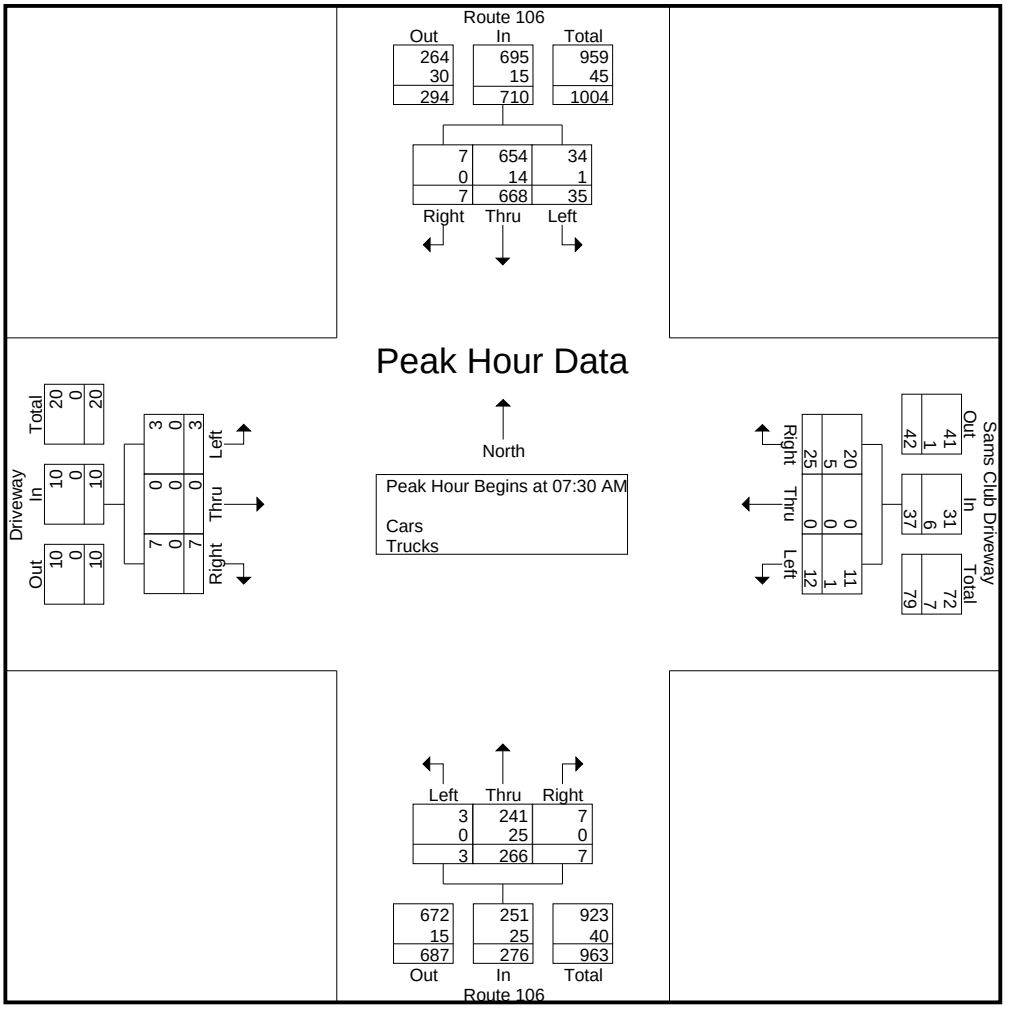
| | Route 106 From North | | | | Sams Club Driveway From East | | | | Route 106 From South | | | | Driveway From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | | | | | |
| 07:30 AM | 7 | 163 | 3 | 173 | **5** | 0 | 1 | 6 | 0 | 63 | 0 | 63 | **1** | 0 | 0 | 1 | 243 |
| 07:45 AM | **12** | **205** | **4** | **221** | 1 | 0 | **10** | **11** | 1 | 70 | **4** | **75** | 1 | 0 | 2 | 3 | **310** |
| 08:00 AM | 4 | 145 | 0 | 149 | 3 | 0 | 7 | 10 | **2** | 62 | 1 | 65 | 1 | 0 | 1 | 2 | 226 |
| 08:15 AM | 12 | 155 | 0 | 167 | 3 | 0 | 7 | 10 | 0 | **71** | 2 | 73 | 0 | 0 | **4** | **4** | 254 |
| Total Volume | 35 | 668 | 7 | 710 | 12 | 0 | 25 | 37 | 3 | 266 | 7 | 276 | 3 | 0 | 7 | 10 | 1033 |
| % App. Total | 4.9 | 94.1 | 1 | | 32.4 | 0 | 67.6 | | 1.1 | 96.4 | 2.5 | | 30 | 0 | 70 | | |
| PHF | .729 | .815 | .438 | .803 | .600 | .000 | .625 | .841 | .375 | .937 | .438 | .920 | .750 | .000 | .438 | .625 | .833 |
| Cars | 34 | 654 | 7 | 695 | 11 | 0 | 20 | 31 | 3 | 241 | 7 | 251 | 3 | 0 | 7 | 10 | 987 |
| % Cars | 97.1 | 97.9 | 100 | 97.9 | 91.7 | 0 | 80.0 | 83.8 | 100 | 90.6 | 100 | 90.9 | 100 | 0 | 100 | 100 | 95.5 |
| Trucks | 1 | 14 | 0 | 15 | 1 | 0 | 5 | 6 | 0 | 25 | 0 | 25 | 0 | 0 | 0 | 0 | 46 |
| % Trucks | 2.9 | 2.1 | 0 | 2.1 | 8.3 | 0 | 20.0 | 16.2 | 0 | 9.4 | 0 | 9.1 | 0 | 0 | 0 | 0 | 4.5 |

# Accurate Counts

978-664-2565

N/S Street : Route 106
E/W Street : Sams Club Driveway / Driveway
City/State : Concord, NH
Weather : Clear

File Name : 96620001
Site Code : 96620001
Start Date : 2/5/2025
Page No : 3




Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

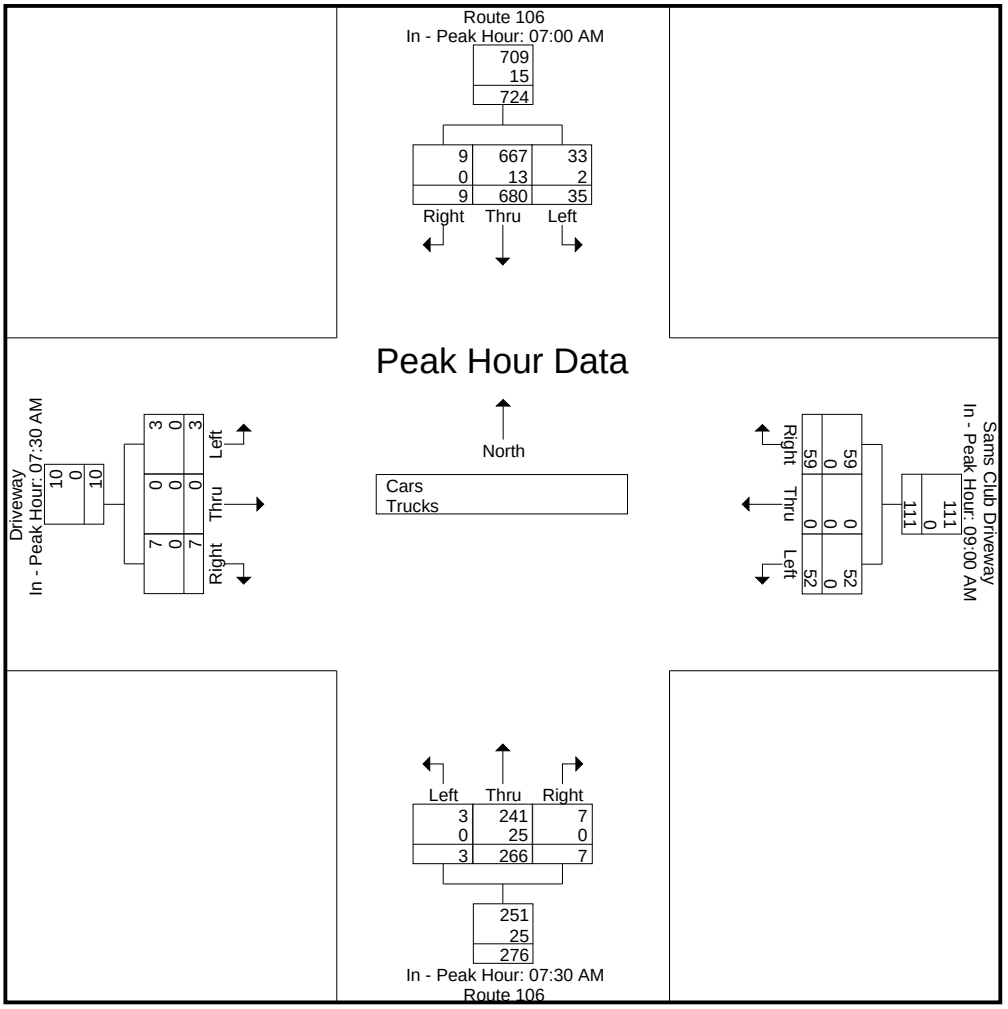
| | 07:00 AM | | | | 09:00 AM | | | | 07:30 AM | | | | 07:30 AM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 4 | 168 | 0 | 172 | 9 | 0 | 16 | 25 | 0 | 63 | 0 | 63 | **1** | 0 | 0 | 1 |
| +15 mins. | **12** | 144 | 2 | 158 | 14 | 0 | 8 | 22 | 1 | 70 | **4** | **75** | 1 | 0 | 2 | 3 |
| +30 mins. | 7 | 163 | 3 | 173 | 14 | 0 | 14 | 28 | **2** | 62 | 1 | 65 | 1 | 0 | 1 | 2 |
| +45 mins. | 12 | **205** | **4** | **221** | **15** | 0 | **21** | **36** | 0 | **71** | 2 | 73 | 0 | 0 | **4** | **4** |
| Total Volume | 35 | 680 | 9 | 724 | 52 | 0 | 59 | 111 | 3 | 266 | 7 | 276 | 3 | 0 | 7 | 10 |
| % App. Total | 4.8 | 93.9 | 1.2 | | 46.8 | 0 | 53.2 | | 1.1 | 96.4 | 2.5 | | 30 | 0 | 70 | |
| PHF | .729 | .829 | .563 | .819 | .867 | .000 | .702 | .771 | .375 | .937 | .438 | .920 | .750 | .000 | .438 | .625 |
| Cars | 33 | 667 | 9 | 709 | 52 | 0 | 59 | 111 | 3 | 241 | 7 | 251 | 3 | 0 | 7 | 10 |
| % Cars | 94.3 | 98.1 | 100 | 97.9 | 100 | 0 | 100 | 100 | 100 | 90.6 | 100 | 90.9 | 100 | 0 | 100 | 100 |
| Trucks | 2 | 13 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 25 | 0 | 25 | 0 | 0 | 0 | 0 |
| % Trucks | 5.7 | 1.9 | 0 | 2.1 | 0 | 0 | 0 | 0 | 0 | 9.4 | 0 | 9.1 | 0 | 0 | 0 | 0 |

# Accurate Counts

978-664-2565

N/S Street : Route 106
E/W Street : Sams Club Driveway / Driveway
City/State : Concord, NH
Weather : Clear

File Name : 96620001
Site Code : 96620001
Start Date : 2/5/2025
Page No : 4




Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 12:00 PM

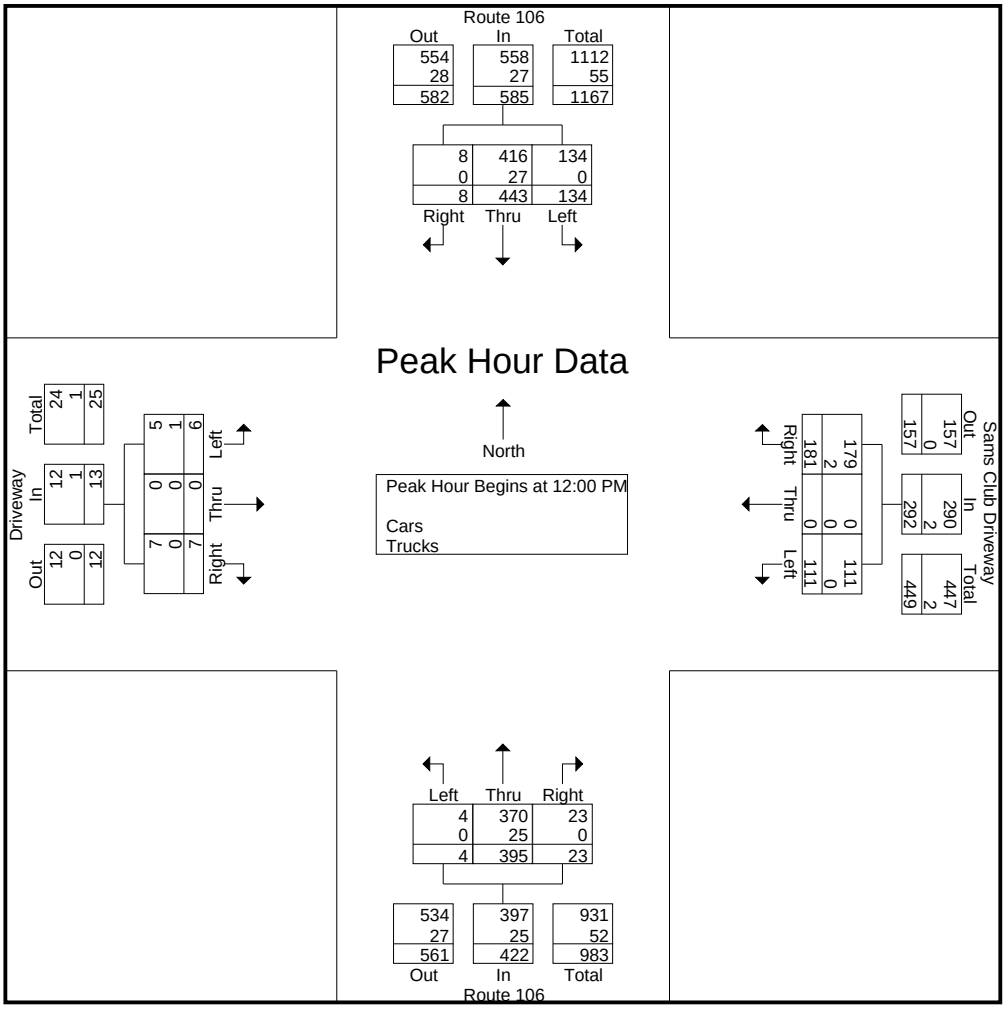
| | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12:00 PM | **38** | 102 | 1 | 141 | 28 | 0 | 44 | 72 | 0 | **102** | **10** | **112** | 2 | 0 | **4** | **6** | 331 |
| 12:15 PM | 31 | **116** | **3** | **150** | **31** | 0 | **50** | **81** | **2** | 99 | 3 | 104 | 0 | 0 | 1 | 1 | **336** |
| 12:30 PM | 33 | 113 | 1 | 147 | 26 | 0 | 45 | 71 | 0 | 97 | 4 | 101 | **4** | 0 | 2 | 6 | 325 |
| 12:45 PM | 32 | 112 | 3 | 147 | 26 | 0 | 42 | 68 | 2 | 97 | 6 | 105 | 0 | 0 | 0 | 0 | 320 |
| Total Volume | 134 | 443 | 8 | 585 | 111 | 0 | 181 | 292 | 4 | 395 | 23 | 422 | 6 | 0 | 7 | 13 | 1312 |
| % App. Total | 22.9 | 75.7 | 1.4 | | 38 | 0 | 62 | | 0.9 | 93.6 | 5.5 | | 46.2 | 0 | 53.8 | | |
| PHF | .882 | .955 | .667 | .975 | .895 | .000 | .905 | .901 | .500 | .968 | .575 | .942 | .375 | .000 | .438 | .542 | .976 |
| Cars | 134 | 416 | 8 | 558 | 111 | 0 | 179 | 290 | 4 | 370 | 23 | 397 | 5 | 0 | 7 | 12 | 1257 |
| % Cars | 100 | 93.9 | 100 | 95.4 | 100 | 0 | 98.9 | 99.3 | 100 | 93.7 | 100 | 94.1 | 83.3 | 0 | 100 | 92.3 | 95.8 |
| Trucks | 0 | 27 | 0 | 27 | 0 | 0 | 2 | 2 | 0 | 25 | 0 | 25 | 1 | 0 | 0 | 1 | 55 |
| % Trucks | 0 | 6.1 | 0 | 4.6 | 0 | 0 | 1.1 | 0.7 | 0 | 6.3 | 0 | 5.9 | 16.7 | 0 | 0 | 7.7 | 4.2 |

# Accurate Counts

978-664-2565

N/S Street : Route 106
E/W Street : Sams Club Driveway / Driveway
City/State : Concord, NH
Weather : Clear

File Name : 96620001
Site Code : 96620001
Start Date : 2/5/2025
Page No : 5




Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

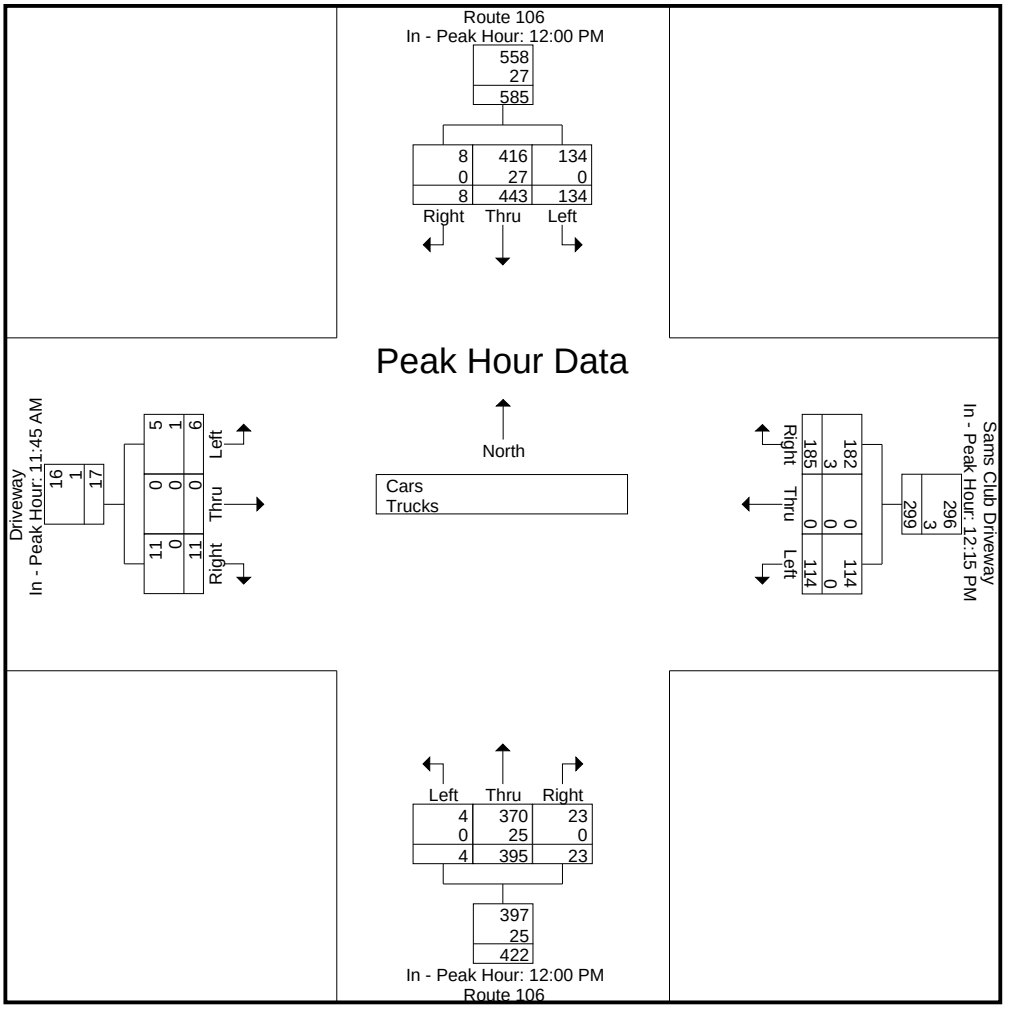
| | 12:00 PM | | | | 12:15 PM | | | | 12:00 PM | | | | 11:45 AM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | **38** | 102 | 1 | 141 | **31** | 0 | **50** | **81** | 0 | **102** | **10** | **112** | 0 | 0 | **4** | 4 |
| +15 mins. | 31 | **116** | **3** | **150** | 26 | 0 | 45 | 71 | **2** | 99 | 3 | 104 | 2 | 0 | 4 | **6** |
| +30 mins. | 33 | 113 | 1 | 147 | 26 | 0 | 42 | 68 | 0 | 97 | 4 | 101 | 0 | 0 | 1 | 1 |
| +45 mins. | 32 | 112 | 3 | 147 | 31 | 0 | 48 | 79 | 2 | 97 | 6 | 105 | **4** | 0 | 2 | 6 |
| Total Volume | 134 | 443 | 8 | 585 | 114 | 0 | 185 | 299 | 4 | 395 | 23 | 422 | 6 | 0 | 11 | 17 |
| % App. Total | 22.9 | 75.7 | 1.4 | | 38.1 | 0 | 61.9 | | 0.9 | 93.6 | 5.5 | | 35.3 | 0 | 64.7 | |
| PHF | .882 | .955 | .667 | .975 | .919 | .000 | .925 | .923 | .500 | .968 | .575 | .942 | .375 | .000 | .688 | .708 |
| Cars | 134 | 416 | 8 | 558 | 114 | 0 | 182 | 296 | 4 | 370 | 23 | 397 | 5 | 0 | 11 | 16 |
| % Cars | 100 | 93.9 | 100 | 95.4 | 100 | 0 | 98.4 | 99 | 100 | 93.7 | 100 | 94.1 | 83.3 | 0 | 100 | 94.1 |
| Trucks | 0 | 27 | 0 | 27 | 0 | 0 | 3 | 3 | 0 | 25 | 0 | 25 | 1 | 0 | 0 | 1 |
| % Trucks | 0 | 6.1 | 0 | 4.6 | 0 | 0 | 1.6 | 1 | 0 | 6.3 | 0 | 5.9 | 16.7 | 0 | 0 | 5.9 |

# Accurate Counts

978-664-2565

N/S Street : Route 106
E/W Street : Sams Club Driveway / Driveway
City/State : Concord, NH
Weather : Clear

File Name : 96620001
Site Code : 96620001
Start Date : 2/5/2025
Page No : 6




Peak Hour Analysis From 02:00 PM to 06:45 PM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 04:00 PM

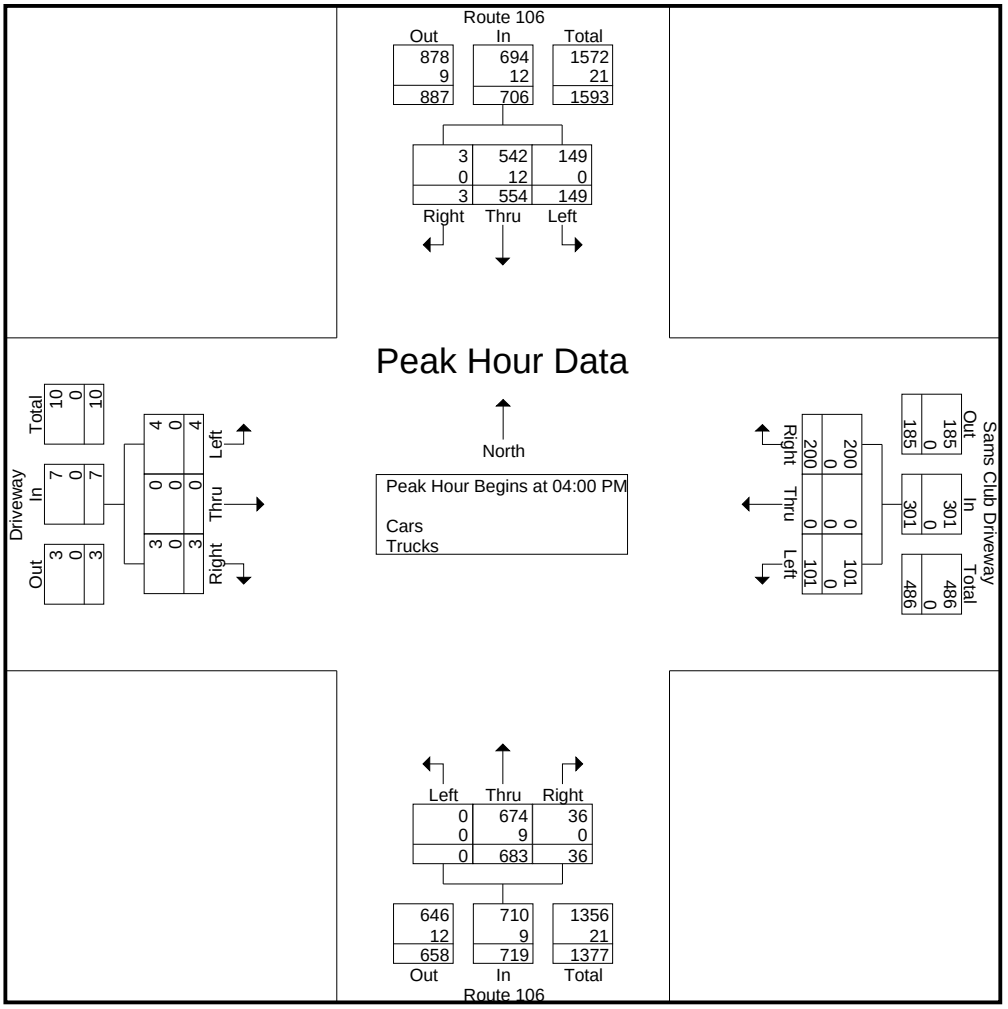
| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 04:00 PM | 40 | **148** | 0 | **188** | 21 | 0 | 45 | 66 | 0 | **182** | 7 | **189** | 0 | 0 | 0 | 0 | **443** |
| 04:15 PM | **46** | 131 | **1** | 178 | 24 | 0 | 48 | 72 | 0 | 179 | 10 | 189 | 0 | 0 | 0 | 0 | 439 |
| 04:30 PM | 28 | 138 | 1 | 167 | 22 | 0 | **63** | **85** | 0 | 165 | **12** | 177 | **3** | 0 | **2** | **5** | 434 |
| 04:45 PM | 35 | 137 | 1 | 173 | **34** | 0 | 44 | 78 | 0 | 157 | 7 | 164 | 1 | 0 | 1 | 2 | 417 |
| Total Volume | 149 | 554 | 3 | 706 | 101 | 0 | 200 | 301 | 0 | 683 | 36 | 719 | 4 | 0 | 3 | 7 | 1733 |
| % App. Total | 21.1 | 78.5 | 0.4 | | 33.6 | 0 | 66.4 | | 0 | 95 | 5 | | 57.1 | 0 | 42.9 | | |
| PHF | .810 | .936 | .750 | .939 | .743 | .000 | .794 | .885 | .000 | .938 | .750 | .951 | .333 | .000 | .375 | .350 | .978 |
| Cars | 149 | 542 | 3 | 694 | 101 | 0 | 200 | 301 | 0 | 674 | 36 | 710 | 4 | 0 | 3 | 7 | 1712 |
| % Cars | 100 | 97.8 | 100 | 98.3 | 100 | 0 | 100 | 100 | 0 | 98.7 | 100 | 98.7 | 100 | 0 | 100 | 100 | 98.8 |
| Trucks | 0 | 12 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 9 | 0 | 0 | 0 | 0 | 21 |
| % Trucks | 0 | 2.2 | 0 | 1.7 | 0 | 0 | 0 | 0 | 0 | 1.3 | 0 | 1.3 | 0 | 0 | 0 | 0 | 1.2 |

# Accurate Counts

978-664-2565

N/S Street : Route 106
E/W Street : Sams Club Driveway / Driveway
City/State : Concord, NH
Weather : Clear

File Name : 96620001
Site Code : 96620001
Start Date : 2/5/2025
Page No : 7




Peak Hour Analysis From 02:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

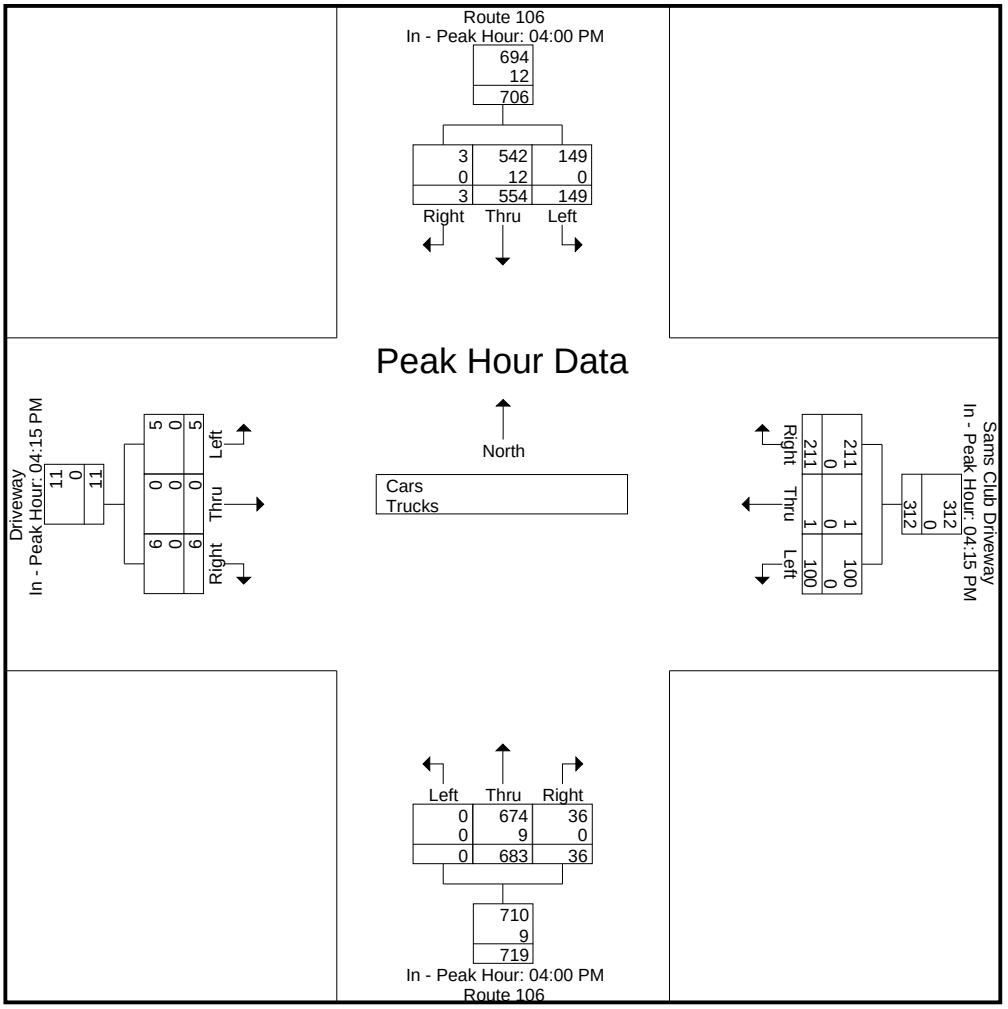
| | 04:00 PM | | | | 04:15 PM | | | | 04:00 PM | | | | 04:15 PM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 40 | **148** | 0 | **188** | 24 | 0 | 48 | 72 | 0 | **182** | 7 | **189** | 0 | 0 | 0 | 0 |
| +15 mins. | **46** | 131 | **1** | 178 | 22 | 0 | **63** | **85** | 0 | 179 | 10 | 189 | **3** | 0 | 2 | **5** |
| +30 mins. | 28 | 138 | 1 | 167 | **34** | 0 | 44 | 78 | 0 | 165 | **12** | 177 | 1 | 0 | 1 | 2 |
| +45 mins. | 35 | 137 | 1 | 173 | 20 | **1** | 56 | 77 | 0 | 157 | 7 | 164 | 1 | 0 | **3** | 4 |
| Total Volume | 149 | 554 | 3 | 706 | 100 | 1 | 211 | 312 | 0 | 683 | 36 | 719 | 5 | 0 | 6 | 11 |
| % App. Total | 21.1 | 78.5 | 0.4 | | 32.1 | 0.3 | 67.6 | | 0 | 95 | 5 | | 45.5 | 0 | 54.5 | |
| PHF | .810 | .936 | .750 | .939 | .735 | .250 | .837 | .918 | .000 | .938 | .750 | .951 | .417 | .000 | .500 | .550 |
| Cars | 149 | 542 | 3 | 694 | 100 | 1 | 211 | 312 | 0 | 674 | 36 | 710 | 5 | 0 | 6 | 11 |
| % Cars | 100 | 97.8 | 100 | 98.3 | 100 | 100 | 100 | 100 | 0 | 98.7 | 100 | 98.7 | 100 | 0 | 100 | 100 |
| Trucks | 0 | 12 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 9 | 0 | 0 | 0 | 0 |
| % Trucks | 0 | 2.2 | 0 | 1.7 | 0 | 0 | 0 | 0 | 0 | 1.3 | 0 | 1.3 | 0 | 0 | 0 | 0 |

# Accurate Counts

978-664-2565

N/S Street : Route 106
E/W Street : Sams Club Driveway / Driveway
City/State : Concord, NH
Weather : Clear

File Name : 96620001
Site Code : 96620001
Start Date : 2/5/2025
Page No : 8



# Accurate Counts

978-664-2565

N/S Street : Route 106
E/W Street : Sams Club Driveway / Driveway
City/State : Concord, NH
Weather : Clear

File Name : 96620001
Site Code : 96620001
Start Date : 2/5/2025


Groups Printed- Cars

| | Route 106 From North | | | Sams Club Driveway From East | | | Route 106 From South | | | Driveway From West | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Int. Total |
| 07:00 AM | 4 | 164 | 0 | 4 | 0 | 2 | 0 | 35 | 0 | 0 | 0 | 1 | 210 |
| 07:15 AM | 11 | 140 | 2 | 3 | 0 | 7 | 1 | 48 | 1 | 0 | 0 | 2 | 215 |
| 07:30 AM | 6 | 161 | 3 | 5 | 0 | 1 | 0 | 57 | 0 | 1 | 0 | 0 | 234 |
| 07:45 AM | 12 | 202 | 4 | 0 | 0 | 7 | 1 | 64 | 4 | 1 | 0 | 2 | 297 |
| Total | 33 | 667 | 9 | 12 | 0 | 17 | 2 | 204 | 5 | 2 | 0 | 5 | 956 |
| 08:00 AM | 4 | 140 | 0 | 3 | 0 | 6 | 2 | 58 | 1 | 1 | 0 | 1 | 216 |
| 08:15 AM | 12 | 151 | 0 | 3 | 0 | 6 | 0 | 62 | 2 | 0 | 0 | 4 | 240 |
| 08:30 AM | 13 | 143 | 0 | 9 | 0 | 6 | 1 | 49 | 1 | 0 | 0 | 0 | 222 |
| 08:45 AM | 19 | 120 | 0 | 5 | 0 | 9 | 1 | 40 | 2 | 1 | 0 | 0 | 197 |
| Total | 48 | 554 | 0 | 20 | 0 | 27 | 4 | 209 | 6 | 2 | 0 | 5 | 875 |
| 09:00 AM | 12 | 104 | 1 | 9 | 0 | 16 | 1 | 48 | 0 | 0 | 0 | 1 | 192 |
| 09:15 AM | 23 | 90 | 0 | 14 | 0 | 8 | 0 | 59 | 3 | 1 | 0 | 0 | 198 |
| 09:30 AM | 27 | 103 | 0 | 14 | 0 | 14 | 2 | 63 | 8 | 0 | 0 | 0 | 231 |
| 09:45 AM | 35 | 111 | 1 | 15 | 0 | 21 | 0 | 53 | 5 | 0 | 1 | 0 | 242 |
| Total | 97 | 408 | 2 | 52 | 0 | 59 | 3 | 223 | 16 | 1 | 1 | 1 | 863 |
| 10:00 AM | 35 | 91 | 2 | 9 | 0 | 24 | 0 | 60 | 8 | 0 | 0 | 1 | 230 |
| 10:15 AM | 22 | 97 | 1 | 22 | 0 | 34 | 0 | 59 | 7 | 0 | 0 | 0 | 242 |
| 10:30 AM | 45 | 112 | 0 | 18 | 0 | 32 | 0 | 60 | 8 | 1 | 1 | 1 | 278 |
| 10:45 AM | 34 | 101 | 2 | 26 | 0 | 33 | 0 | 60 | 8 | 0 | 0 | 1 | 265 |
| Total | 136 | 401 | 5 | 75 | 0 | 123 | 0 | 239 | 31 | 1 | 1 | 3 | 1015 |
| 11:00 AM | 26 | 98 | 1 | 29 | 0 | 34 | 0 | 73 | 7 | 0 | 0 | 0 | 268 |
| 11:15 AM | 30 | 93 | 2 | 31 | 0 | 36 | 1 | 78 | 11 | 2 | 0 | 1 | 285 |
| 11:30 AM | 28 | 112 | 2 | 21 | 1 | 47 | 0 | 93 | 6 | 1 | 0 | 0 | 311 |
| 11:45 AM | 35 | 85 | 1 | 23 | 0 | 41 | 0 | 75 | 5 | 0 | 0 | 4 | 269 |
| Total | 119 | 388 | 6 | 104 | 1 | 158 | 1 | 319 | 29 | 3 | 0 | 5 | 1133 |
| 12:00 PM | 38 | 98 | 1 | 28 | 0 | 44 | 0 | 94 | 10 | 1 | 0 | 4 | 318 |
| 12:15 PM | 31 | 109 | 3 | 31 | 0 | 49 | 2 | 93 | 3 | 0 | 0 | 1 | 322 |
| 12:30 PM | 33 | 106 | 1 | 26 | 0 | 44 | 0 | 90 | 4 | 4 | 0 | 2 | 310 |
| 12:45 PM | 32 | 103 | 3 | 26 | 0 | 42 | 2 | 93 | 6 | 0 | 0 | 0 | 307 |
| Total | 134 | 416 | 8 | 111 | 0 | 179 | 4 | 370 | 23 | 5 | 0 | 7 | 1257 |
| 01:00 PM | 28 | 96 | 0 | 31 | 0 | 47 | 1 | 88 | 4 | 0 | 0 | 0 | 295 |
| 01:15 PM | 36 | 98 | 0 | 24 | 0 | 33 | 0 | 95 | 6 | 1 | 0 | 0 | 293 |
| 01:30 PM | 35 | 97 | 0 | 17 | 0 | 45 | 0 | 75 | 6 | 0 | 1 | 2 | 278 |
| 01:45 PM | 30 | 104 | 0 | 16 | 0 | 37 | 1 | 90 | 2 | 0 | 0 | 1 | 281 |
| Total | 129 | 395 | 0 | 88 | 0 | 162 | 2 | 348 | 18 | 1 | 1 | 3 | 1147 |
| 02:00 PM | 17 | 103 | 1 | 21 | 1 | 38 | 0 | 112 | 6 | 0 | 0 | 2 | 301 |
| 02:15 PM | 33 | 89 | 1 | 27 | 0 | 46 | 0 | 94 | 5 | 1 | 0 | 1 | 297 |
| 02:30 PM | 33 | 103 | 0 | 23 | 0 | 52 | 0 | 104 | 15 | 1 | 0 | 0 | 331 |
| 02:45 PM | 26 | 102 | 3 | 31 | 0 | 37 | 2 | 107 | 5 | 0 | 1 | 2 | 316 |
| Total | 109 | 397 | 5 | 102 | 1 | 173 | 2 | 417 | 31 | 2 | 1 | 5 | 1245 |
| 03:00 PM | 30 | 134 | 0 | 18 | 1 | 40 | 0 | 141 | 6 | 2 | 0 | 0 | 372 |
| 03:15 PM | 25 | 128 | 1 | 23 | 0 | 35 | 0 | 137 | 11 | 1 | 0 | 0 | 361 |
| 03:30 PM | 42 | 127 | 0 | 15 | 0 | 15 | 0 | 148 | 5 | 1 | 0 | 1 | 354 |
| 03:45 PM | 34 | 120 | 1 | 22 | 0 | 49 | 0 | 133 | 6 | 0 | 0 | 0 | 365 |
| Total | 131 | 509 | 2 | 78 | 1 | 139 | 0 | 559 | 28 | 4 | 0 | 1 | 1452 |
| 04:00 PM | 40 | 144 | 0 | 21 | 0 | 45 | 0 | 180 | 7 | 0 | 0 | 0 | 437 |
| 04:15 PM | 46 | 126 | 1 | 24 | 0 | 48 | 0 | 176 | 10 | 0 | 0 | 0 | 431 |
| 04:30 PM | 28 | 135 | 1 | 22 | 0 | 63 | 0 | 164 | 12 | 3 | 0 | 2 | 430 |
| 04:45 PM | 35 | 137 | 1 | 34 | 0 | 44 | 0 | 154 | 7 | 1 | 0 | 1 | 414 |
| Total | 149 | 542 | 3 | 101 | 0 | 200 | 0 | 674 | 36 | 4 | 0 | 3 | 1712 |
| 05:00 PM | 32 | 115 | 1 | 20 | 1 | 56 | 1 | 173 | 8 | 1 | 0 | 3 | 411 |
| 05:15 PM | 32 | 117 | 0 | 23 | 0 | 42 | 1 | 176 | 6 | 0 | 0 | 0 | 397 |
| 05:30 PM | 30 | 84 | 1 | 23 | 1 | 39 | 1 | 141 | 7 | 1 | 0 | 1 | 329 |
| 05:45 PM | 30 | 106 | 4 | 18 | 0 | 32 | 0 | 97 | 6 | 0 | 1 | 0 | 294 |
| Total | 124 | 422 | 6 | 84 | 2 | 169 | 3 | 587 | 27 | 2 | 1 | 4 | 1431 |

# Accurate Counts

978-664-2565

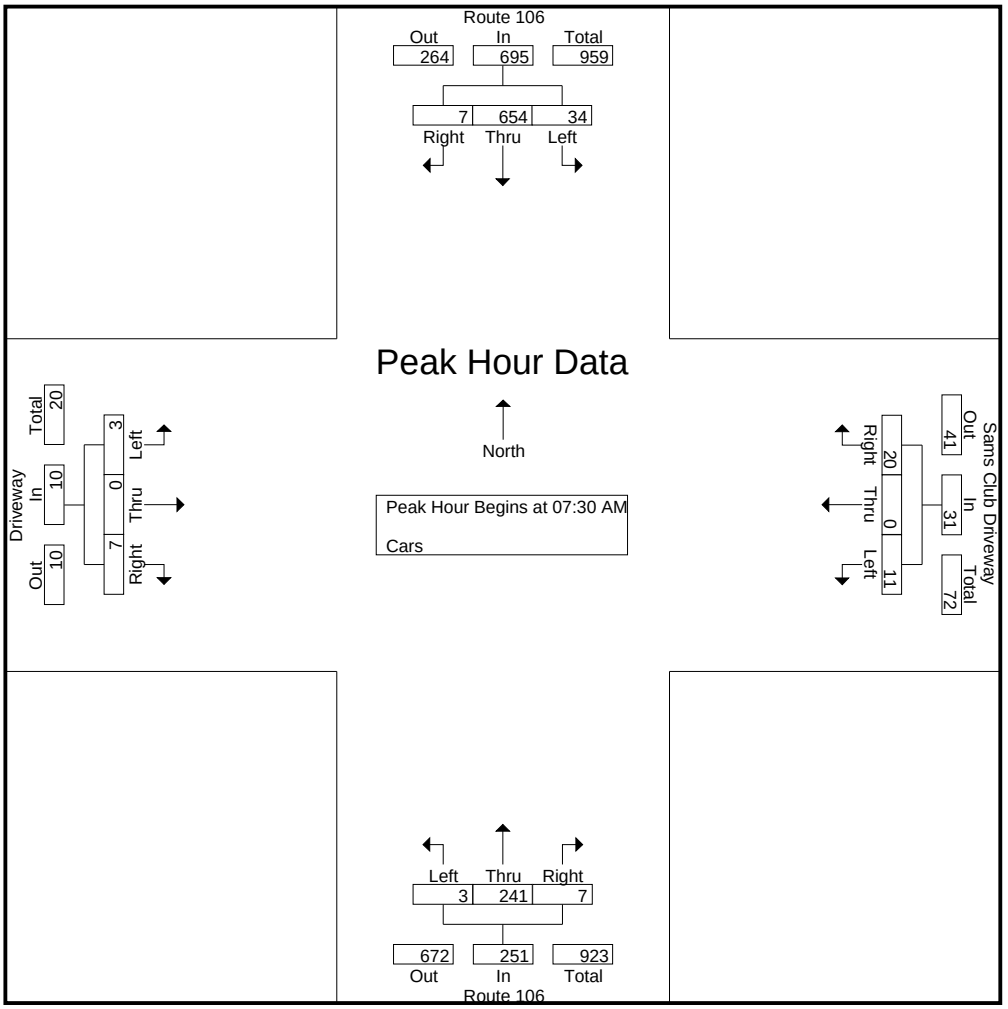
N/S Street : Route 106
E/W Street : Sams Club Driveway / Driveway
City/State : Concord, NH
Weather : Clear

File Name : 96620001
Site Code : 96620001
Start Date : 2/5/2025
Page No : 10

Groups Printed- Cars

| | Route 106 From North | | | Sams Club Driveway From East | | | Route 106 From South | | | Driveway From West | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Int. Total |
| 06:00 PM | 12 | 51 | 0 | 26 | 0 | 24 | 0 | 109 | 4 | 0 | 0 | 1 | 227 |
| 06:15 PM | 17 | 50 | 1 | 13 | 0 | 34 | 0 | 93 | 2 | 0 | 0 | 0 | 210 |
| 06:30 PM | 22 | 51 | 0 | 10 | 2 | 28 | 0 | 60 | 3 | 0 | 1 | 2 | 179 |
| 06:45 PM | 13 | 50 | 0 | 16 | 0 | 26 | 0 | 66 | 4 | 0 | 0 | 1 | 176 |
| Total | 64 | 202 | 1 | 65 | 2 | 112 | 0 | 328 | 13 | 0 | 1 | 4 | 792 |
| Grand Total | 1273 | 5301 | 47 | 892 | 7 | 1518 | 21 | 4477 | 263 | 27 | 6 | 46 | 13878 |
| Apprch % | 19.2 | 80.1 | 0.7 | 36.9 | 0.3 | 62.8 | 0.4 | 94 | 5.5 | 34.2 | 7.6 | 58.2 | |
| Total % | 9.2 | 38.2 | 0.3 | 6.4 | 0.1 | 10.9 | 0.2 | 32.3 | 1.9 | 0.2 | 0 | 0.3 | |

| | Route 106 From North | | | | Sams Club Driveway From East | | | | Route 106 From South | | | | Driveway From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | | | | | |
| 07:30 AM | 6 | 161 | 3 | 170 | **5** | 0 | 1 | 6 | 0 | 57 | 0 | 57 | **1** | 0 | 0 | 1 | 234 |
| 07:45 AM | **12** | **202** | **4** | **218** | 0 | 0 | **7** | 7 | 1 | **64** | **4** | **69** | 1 | 0 | 2 | 3 | **297** |
| 08:00 AM | 4 | 140 | 0 | 144 | 3 | 0 | 6 | **9** | **2** | 58 | 1 | 61 | 1 | 0 | 1 | 2 | 216 |
| 08:15 AM | 12 | 151 | 0 | 163 | 3 | 0 | 6 | 9 | 0 | 62 | 2 | 64 | 0 | 0 | **4** | **4** | 240 |
| Total Volume | 34 | 654 | 7 | 695 | 11 | 0 | 20 | 31 | 3 | 241 | 7 | 251 | 3 | 0 | 7 | 10 | 987 |
| % App. Total | 4.9 | 94.1 | 1 | | 35.5 | 0 | 64.5 | | 1.2 | 96 | 2.8 | | 30 | 0 | 70 | | |
| PHF | .708 | .809 | .438 | .797 | .550 | .000 | .714 | .861 | .375 | .941 | .438 | .909 | .750 | .000 | .438 | .625 | .831 |



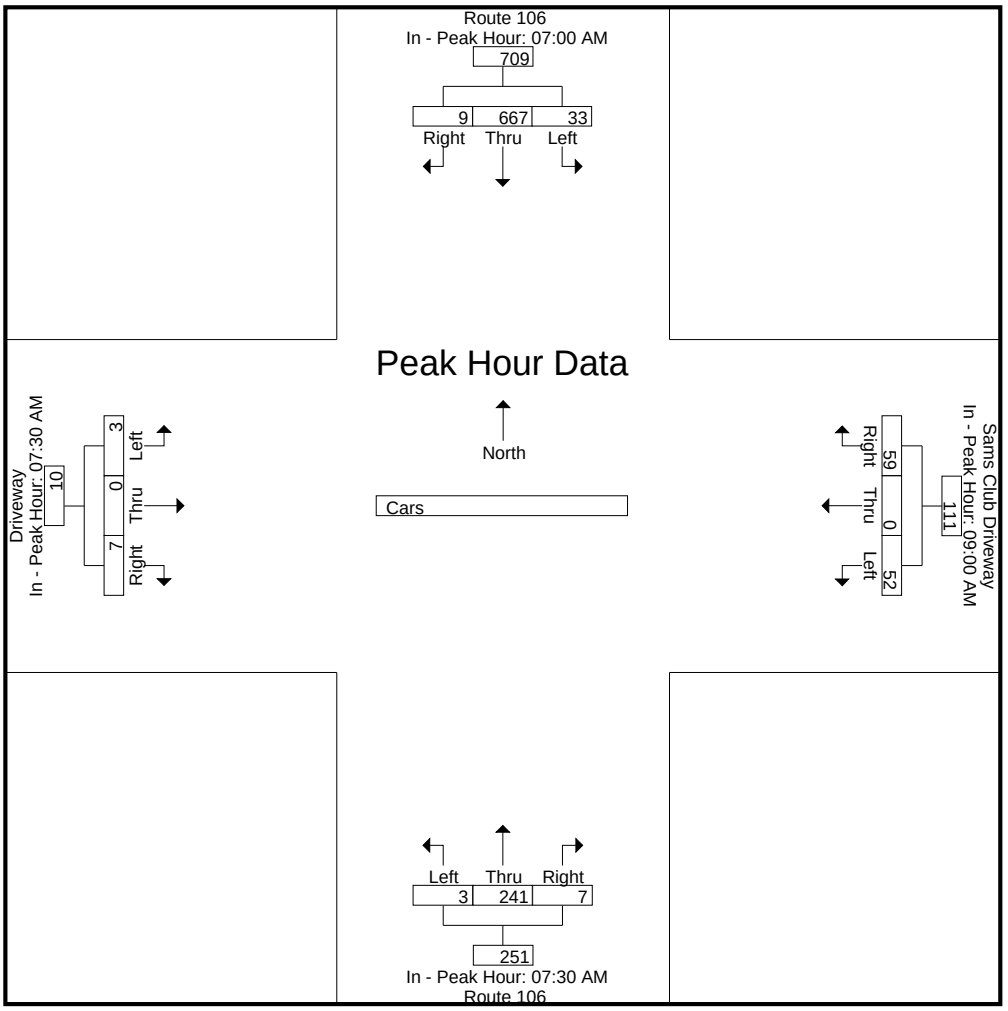
# Accurate Counts

978-664-2565

N/S Street : Route 106
E/W Street : Sams Club Driveway / Driveway
City/State : Concord, NH
Weather : Clear

File Name : 96620001
Site Code : 96620001
Start Date : 2/5/2025
Page No : 11

| | Route 106 From North | | | | Sams Club Driveway From East | | | | Route 106 From South | | | | Driveway From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Each Approach Begins at: | | | | | | | | | | | | | | | | | |
| | 07:00 AM | | | | 09:00 AM | | | | 07:30 AM | | | | 07:30 AM | | | | |
| +0 mins. | 4 | 164 | 0 | 168 | 9 | 0 | 16 | 25 | 0 | 57 | 0 | 57 | **1** | 0 | 0 | 1 | |
| +15 mins. | 11 | 140 | 2 | 153 | 14 | 0 | 8 | 22 | 1 | **64** | **4** | **69** | 1 | 0 | 2 | 3 | |
| +30 mins. | 6 | 161 | 3 | 170 | 14 | 0 | 14 | 28 | **2** | 58 | 1 | 61 | 1 | 0 | 1 | 2 | |
| +45 mins. | **12** | **202** | **4** | **218** | **15** | 0 | **21** | **36** | 0 | 62 | 2 | 64 | 0 | 0 | **4** | **4** | |
| Total Volume | 33 | 667 | 9 | 709 | 52 | 0 | 59 | 111 | 3 | 241 | 7 | 251 | 3 | 0 | 7 | 10 | |
| % App. Total | 4.7 | 94.1 | 1.3 | | 46.8 | 0 | 53.2 | | 1.2 | 96 | 2.8 | | 30 | 0 | 70 | | |
| PHF | .688 | .825 | .563 | .813 | .867 | .000 | .702 | .771 | .375 | .941 | .438 | .909 | .750 | .000 | .438 | .625 | |




Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 12:00 PM

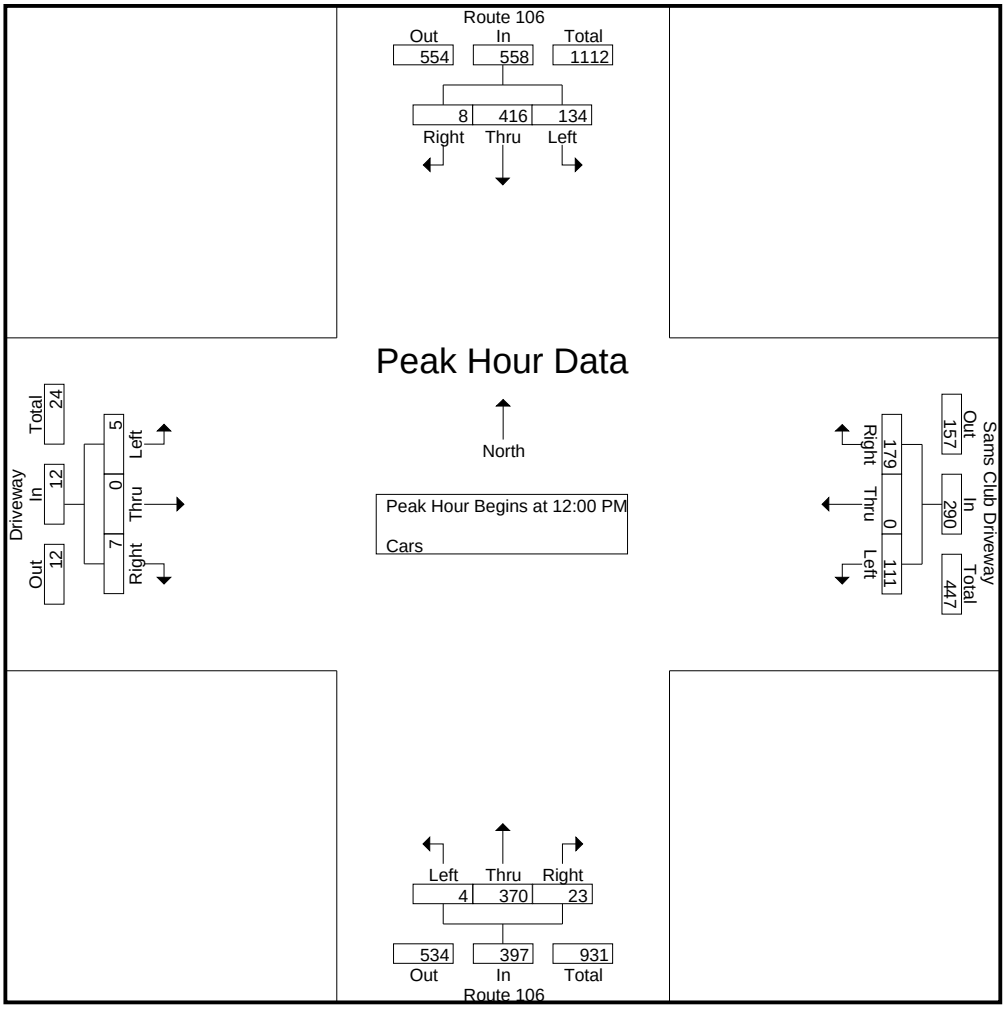
| | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12:00 PM | **38** | 98 | 1 | 137 | 28 | 0 | 44 | 72 | 0 | **94** | **10** | **104** | 1 | 0 | **4** | 5 | 318 |
| 12:15 PM | 31 | **109** | **3** | **143** | **31** | 0 | **49** | **80** | **2** | 93 | 3 | 98 | 0 | 0 | 1 | 1 | **322** |
| 12:30 PM | 33 | 106 | 1 | 140 | 26 | 0 | 44 | 70 | 0 | 90 | 4 | 94 | **4** | 0 | 2 | **6** | 310 |
| 12:45 PM | 32 | 103 | 3 | 138 | 26 | 0 | 42 | 68 | 2 | 93 | 6 | 101 | 0 | 0 | 0 | 0 | 307 |
| Total Volume | 134 | 416 | 8 | 558 | 111 | 0 | 179 | 290 | 4 | 370 | 23 | 397 | 5 | 0 | 7 | 12 | 1257 |
| % App. Total | 24 | 74.6 | 1.4 | | 38.3 | 0 | 61.7 | | 1 | 93.2 | 5.8 | | 41.7 | 0 | 58.3 | | |
| PHF | .882 | .954 | .667 | .976 | .895 | .000 | .913 | .906 | .500 | .984 | .575 | .954 | .313 | .000 | .438 | .500 | .976 |

# Accurate Counts

978-664-2565

N/S Street : Route 106
E/W Street : Sams Club Driveway / Driveway
City/State : Concord, NH
Weather : Clear

File Name : 96620001
Site Code : 96620001
Start Date : 2/5/2025
Page No : 12




Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

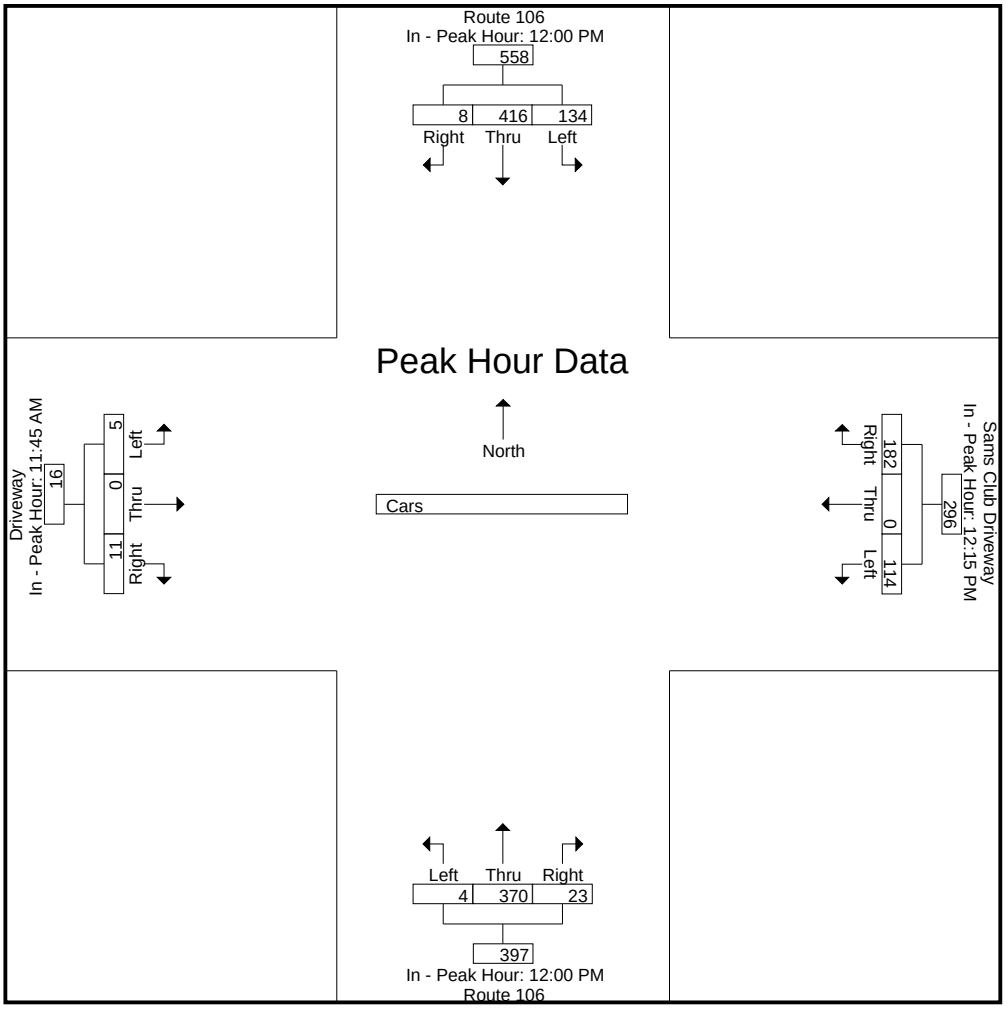
| | 12:00 PM | | | | 12:15 PM | | | | 12:00 PM | | | | 11:45 AM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | **38** | 98 | 1 | 137 | **31** | 0 | **49** | **80** | 0 | **94** | **10** | **104** | 0 | 0 | **4** | 4 |
| +15 mins. | 31 | **109** | **3** | **143** | 26 | 0 | 44 | 70 | **2** | 93 | 3 | 98 | 1 | 0 | 4 | 5 |
| +30 mins. | 33 | 106 | 1 | 140 | 26 | 0 | 42 | 68 | 0 | 90 | 4 | 94 | 0 | 0 | 1 | 1 |
| +45 mins. | 32 | 103 | 3 | 138 | 31 | 0 | 47 | 78 | 2 | 93 | 6 | 101 | **4** | 0 | 2 | **6** |
| Total Volume | 134 | 416 | 8 | 558 | 114 | 0 | 182 | 296 | 4 | 370 | 23 | 397 | 5 | 0 | 11 | 16 |
| % App. Total | 24 | 74.6 | 1.4 | | 38.5 | 0 | 61.5 | | 1 | 93.2 | 5.8 | | 31.2 | 0 | 68.8 | |
| PHF | .882 | .954 | .667 | .976 | .919 | .000 | .929 | .925 | .500 | .984 | .575 | .954 | .313 | .000 | .688 | .667 |

# Accurate Counts

978-664-2565

N/S Street : Route 106
E/W Street : Sams Club Driveway / Driveway
City/State : Concord, NH
Weather : Clear

File Name : 96620001
Site Code : 96620001
Start Date : 2/5/2025
Page No : 13




Peak Hour Analysis From 02:00 PM to 06:45 PM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 04:00 PM

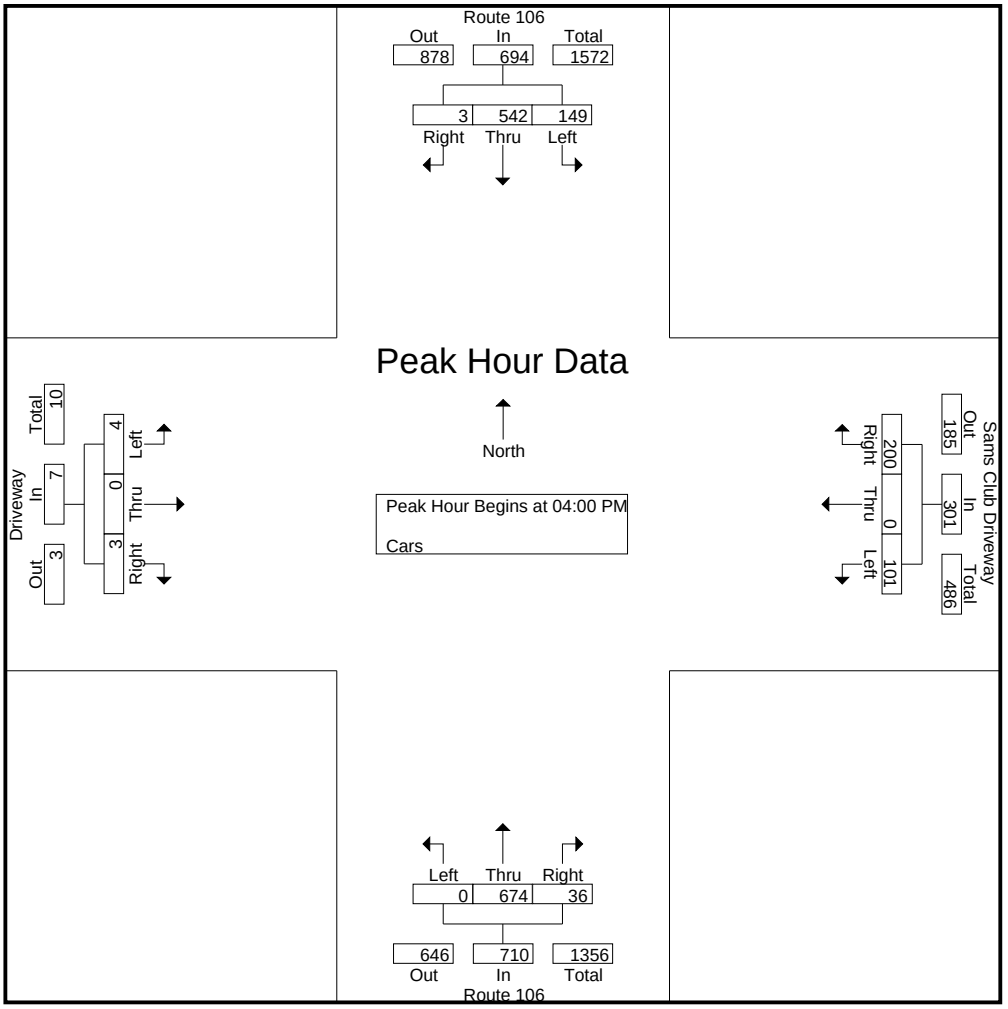
| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 04:00 PM | 40 | **144** | 0 | **184** | 21 | 0 | 45 | 66 | 0 | **180** | 7 | **187** | 0 | 0 | 0 | 0 | **437** |
| 04:15 PM | **46** | 126 | **1** | 173 | 24 | 0 | 48 | 72 | 0 | 176 | 10 | 186 | 0 | 0 | 0 | 0 | 431 |
| 04:30 PM | 28 | 135 | 1 | 164 | 22 | 0 | **63** | **85** | 0 | 164 | **12** | 176 | **3** | 0 | **2** | **5** | 430 |
| 04:45 PM | 35 | 137 | 1 | 173 | **34** | 0 | 44 | 78 | 0 | 154 | 7 | 161 | 1 | 0 | 1 | 2 | 414 |
| Total Volume | 149 | 542 | 3 | 694 | 101 | 0 | 200 | 301 | 0 | 674 | 36 | 710 | 4 | 0 | 3 | 7 | 1712 |
| % App. Total | 21.5 | 78.1 | 0.4 | | 33.6 | 0 | 66.4 | | 0 | 94.9 | 5.1 | | 57.1 | 0 | 42.9 | | |
| PHF | .810 | .941 | .750 | .943 | .743 | .000 | .794 | .885 | .000 | .936 | .750 | .949 | .333 | .000 | .375 | .350 | .979 |

# Accurate Counts

978-664-2565

N/S Street : Route 106
E/W Street : Sams Club Driveway / Driveway
City/State : Concord, NH
Weather : Clear

File Name : 96620001
Site Code : 96620001
Start Date : 2/5/2025
Page No : 14




Peak Hour Analysis From 02:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

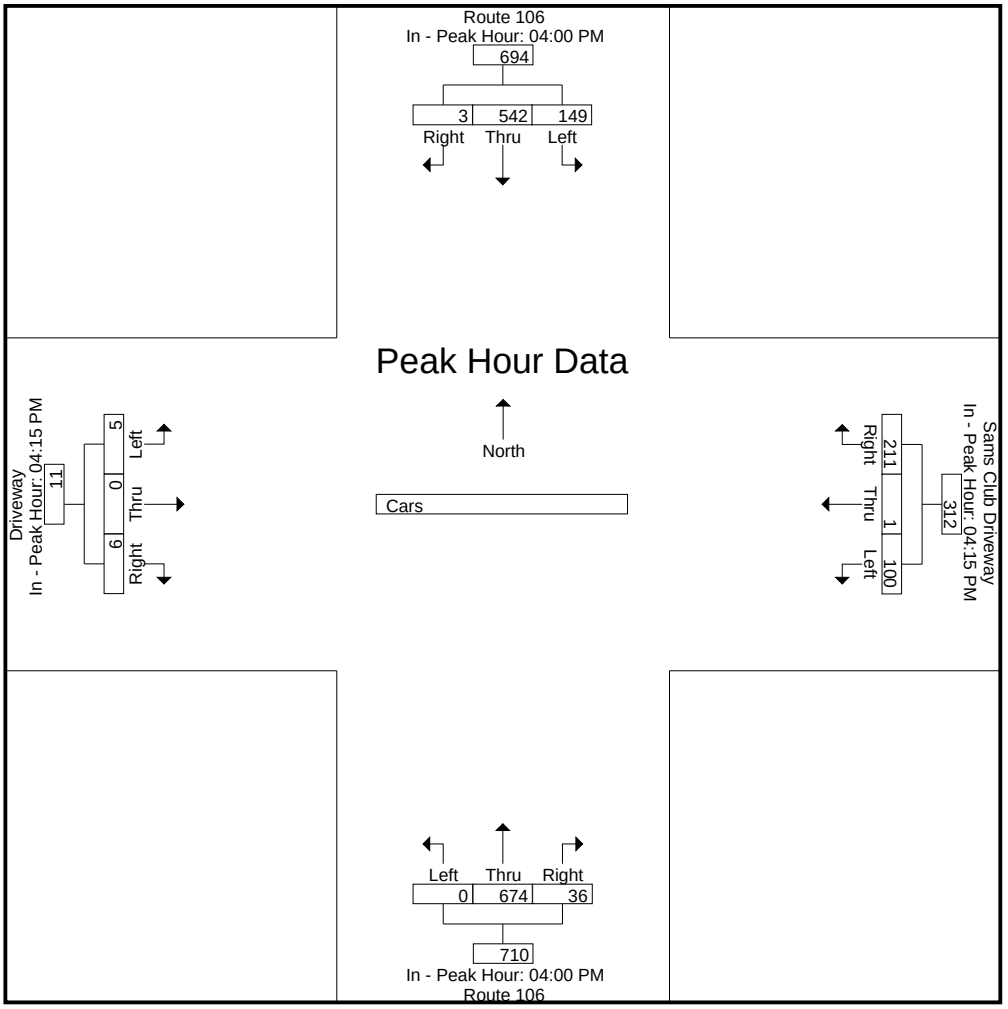
| | 04:00 PM | | | | 04:15 PM | | | | 04:00 PM | | | | 04:15 PM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 40 | **144** | 0 | **184** | 24 | 0 | 48 | 72 | 0 | **180** | 7 | **187** | 0 | 0 | 0 | 0 |
| +15 mins. | **46** | 126 | **1** | 173 | 22 | 0 | **63** | **85** | 0 | 176 | 10 | 186 | **3** | 0 | 2 | **5** |
| +30 mins. | 28 | 135 | 1 | 164 | **34** | 0 | 44 | 78 | 0 | 164 | **12** | 176 | 1 | 0 | 1 | 2 |
| +45 mins. | 35 | 137 | 1 | 173 | 20 | **1** | 56 | 77 | 0 | 154 | 7 | 161 | 1 | 0 | **3** | 4 |
| Total Volume | 149 | 542 | 3 | 694 | 100 | 1 | 211 | 312 | 0 | 674 | 36 | 710 | 5 | 0 | 6 | 11 |
| % App. Total | 21.5 | 78.1 | 0.4 | | 32.1 | 0.3 | 67.6 | | 0 | 94.9 | 5.1 | | 45.5 | 0 | 54.5 | |
| PHF | .810 | .941 | .750 | .943 | .735 | .250 | .837 | .918 | .000 | .936 | .750 | .949 | .417 | .000 | .500 | .550 |

# Accurate Counts

978-664-2565

N/S Street : Route 106
E/W Street : Sams Club Driveway / Driveway
City/State : Concord, NH
Weather : Clear

File Name : 96620001
Site Code : 96620001
Start Date : 2/5/2025
Page No : 15



# Accurate Counts

978-664-2565

N/S Street : Route 106
E/W Street : Sams Club Driveway / Driveway
City/State : Concord, NH
Weather : Clear

File Name : 96620001
Site Code : 96620001
Start Date : 2/5/2025


Groups Printed- Trucks

| | Route 106 From North | | | Sams Club Driveway From East | | | Route 106 From South | | | Driveway From West | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Int. Total |
| 07:00 AM | 0 | 4 | 0 | 0 | 0 | 1 | 0 | 12 | 0 | 0 | 0 | 0 | 17 |
| 07:15 AM | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 16 |
| 07:30 AM | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 9 |
| 07:45 AM | 0 | 3 | 0 | 1 | 0 | 3 | 0 | 6 | 0 | 0 | 0 | 0 | 13 |
| Total | 2 | 13 | 0 | 1 | 0 | 4 | 0 | 35 | 0 | 0 | 0 | 0 | 55 |
| 08:00 AM | 0 | 5 | 0 | 0 | 0 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 10 |
| 08:15 AM | 0 | 4 | 0 | 0 | 0 | 1 | 0 | 9 | 0 | 0 | 0 | 0 | 14 |
| 08:30 AM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 3 |
| 08:45 AM | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 14 |
| Total | 0 | 18 | 0 | 0 | 0 | 2 | 0 | 21 | 0 | 0 | 0 | 0 | 41 |
| 09:00 AM | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 12 |
| 09:15 AM | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 10 |
| 09:30 AM | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 11 |
| 09:45 AM | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 10 |
| Total | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 0 | 0 | 0 | 43 |
| 10:00 AM | 1 | 4 | 0 | 0 | 0 | 1 | 0 | 9 | 1 | 0 | 0 | 0 | 16 |
| 10:15 AM | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 11 |
| 10:30 AM | 0 | 7 | 0 | 0 | 0 | 1 | 0 | 9 | 0 | 0 | 0 | 0 | 17 |
| 10:45 AM | 1 | 3 | 0 | 0 | 0 | 2 | 0 | 7 | 0 | 0 | 0 | 0 | 13 |
| Total | 2 | 20 | 1 | 0 | 0 | 4 | 0 | 29 | 1 | 0 | 0 | 0 | 57 |
| 11:00 AM | 0 | 7 | 1 | 0 | 0 | 1 | 0 | 6 | 0 | 0 | 0 | 0 | 15 |
| 11:15 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 1 | 0 | 0 | 9 |
| 11:30 AM | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 11 |
| 11:45 AM | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 9 |
| Total | 0 | 21 | 1 | 0 | 0 | 1 | 0 | 20 | 0 | 1 | 0 | 0 | 44 |
| 12:00 PM | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 1 | 0 | 0 | 13 |
| 12:15 PM | 0 | 7 | 0 | 0 | 0 | 1 | 0 | 6 | 0 | 0 | 0 | 0 | 14 |
| 12:30 PM | 0 | 7 | 0 | 0 | 0 | 1 | 0 | 7 | 0 | 0 | 0 | 0 | 15 |
| 12:45 PM | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 13 |
| Total | 0 | 27 | 0 | 0 | 0 | 2 | 0 | 25 | 0 | 1 | 0 | 0 | 55 |
| 01:00 PM | 0 | 8 | 0 | 0 | 0 | 1 | 0 | 5 | 0 | 0 | 0 | 0 | 14 |
| 01:15 PM | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 14 |
| 01:30 PM | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 9 |
| 01:45 PM | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 12 |
| Total | 0 | 28 | 0 | 0 | 0 | 1 | 0 | 20 | 0 | 0 | 0 | 0 | 49 |
| 02:00 PM | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 12 |
| 02:15 PM | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 15 |
| 02:30 PM | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 13 |
| 02:45 PM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 8 |
| Total | 0 | 25 | 0 | 0 | 0 | 0 | 0 | 23 | 0 | 0 | 0 | 0 | 48 |
| 03:00 PM | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 4 |
| 03:15 PM | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 12 |
| 03:30 PM | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 10 |
| 03:45 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 3 |
| Total | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 29 |
| 04:00 PM | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 6 |
| 04:15 PM | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 8 |
| 04:30 PM | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 4 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 3 |
| Total | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 21 |
| 05:00 PM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 3 |
| 05:15 PM | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 05:30 PM | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 4 |
| 05:45 PM | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 5 |
| Total | 2 | 7 | 0 | 0 | 0 | 1 | 0 | 6 | 0 | 0 | 0 | 0 | 16 |

# Accurate Counts

978-664-2565

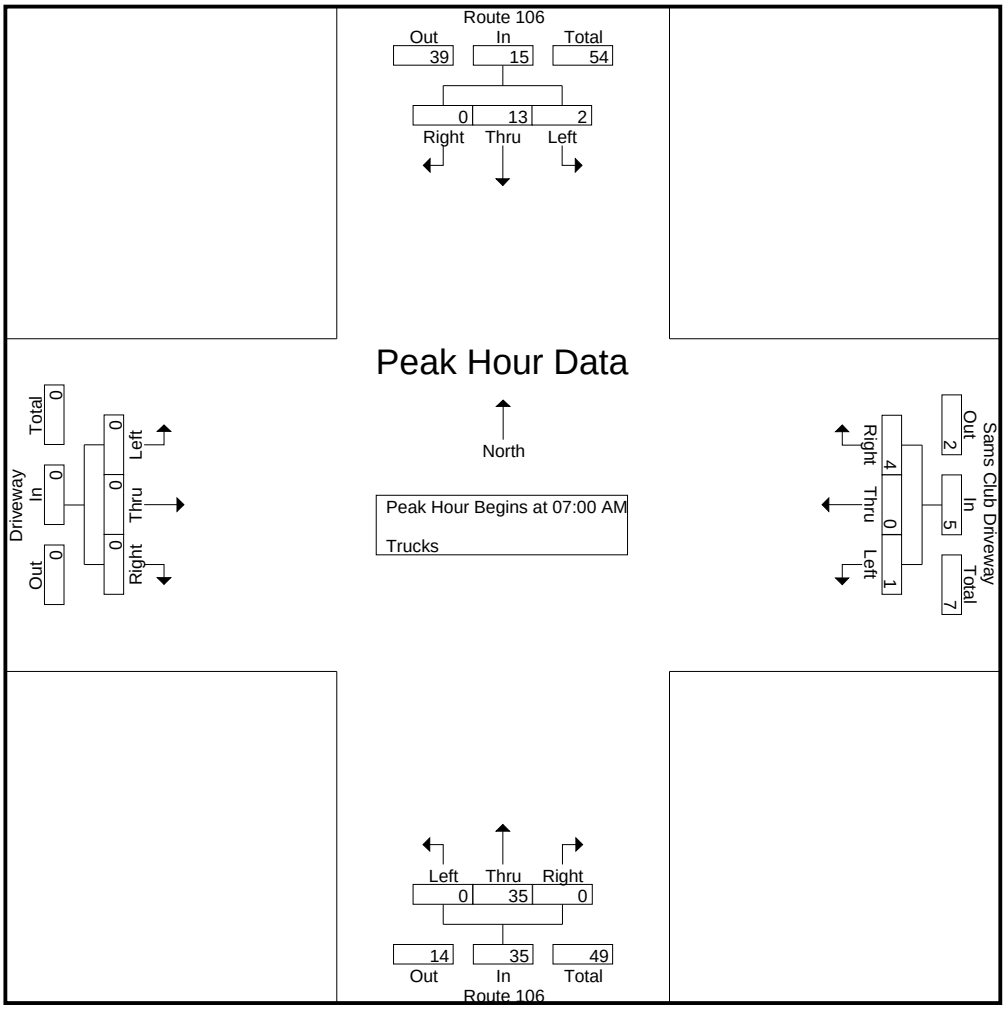
N/S Street : Route 106
E/W Street : Sams Club Driveway / Driveway
City/State : Concord, NH
Weather : Clear

File Name : 96620001
Site Code : 96620001
Start Date : 2/5/2025
Page No : 17

Groups Printed- Trucks

| | Route 106 From North | | | Sams Club Driveway From East | | | Route 106 From South | | | Driveway From West | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Int. Total |
| 06:00 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 |
| 06:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 06:30 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 06:45 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Total | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 4 |
| Grand Total | 6 | 211 | 2 | 1 | 0 | 16 | 0 | 223 | 1 | 2 | 0 | 0 | 462 |
| Apprch % | 2.7 | 96.3 | 0.9 | 5.9 | 0 | 94.1 | 0 | 99.6 | 0.4 | 100 | 0 | 0 | |
| Total % | 1.3 | 45.7 | 0.4 | 0.2 | 0 | 3.5 | 0 | 48.3 | 0.2 | 0.4 | 0 | 0 | |

| | Route 106 From North | | | | Sams Club Driveway From East | | | | Route 106 From South | | | | Driveway From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:00 AM | | | | | | | | | | | | | | | | | |
| 07:00 AM | 0 | **4** | 0 | 4 | 0 | 0 | 1 | 1 | 0 | **12** | 0 | **12** | 0 | 0 | 0 | 0 | **17** |
| 07:15 AM | **1** | 4 | 0 | **5** | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 11 | 0 | 0 | 0 | 0 | 16 |
| 07:30 AM | 1 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 6 | 0 | 0 | 0 | 0 | 9 |
| 07:45 AM | 0 | 3 | 0 | 3 | **1** | 0 | **3** | **4** | 0 | 6 | 0 | 6 | 0 | 0 | 0 | 0 | 13 |
| Total Volume | 2 | 13 | 0 | 15 | 1 | 0 | 4 | 5 | 0 | 35 | 0 | 35 | 0 | 0 | 0 | 0 | 55 |
| % App. Total | 13.3 | 86.7 | 0 | | 20 | 0 | 80 | | 0 | 100 | 0 | | 0 | 0 | 0 | | |
| PHF | .500 | .813 | .000 | .750 | .250 | .000 | .333 | .313 | .000 | .729 | .000 | .729 | .000 | .000 | .000 | .000 | .809 |



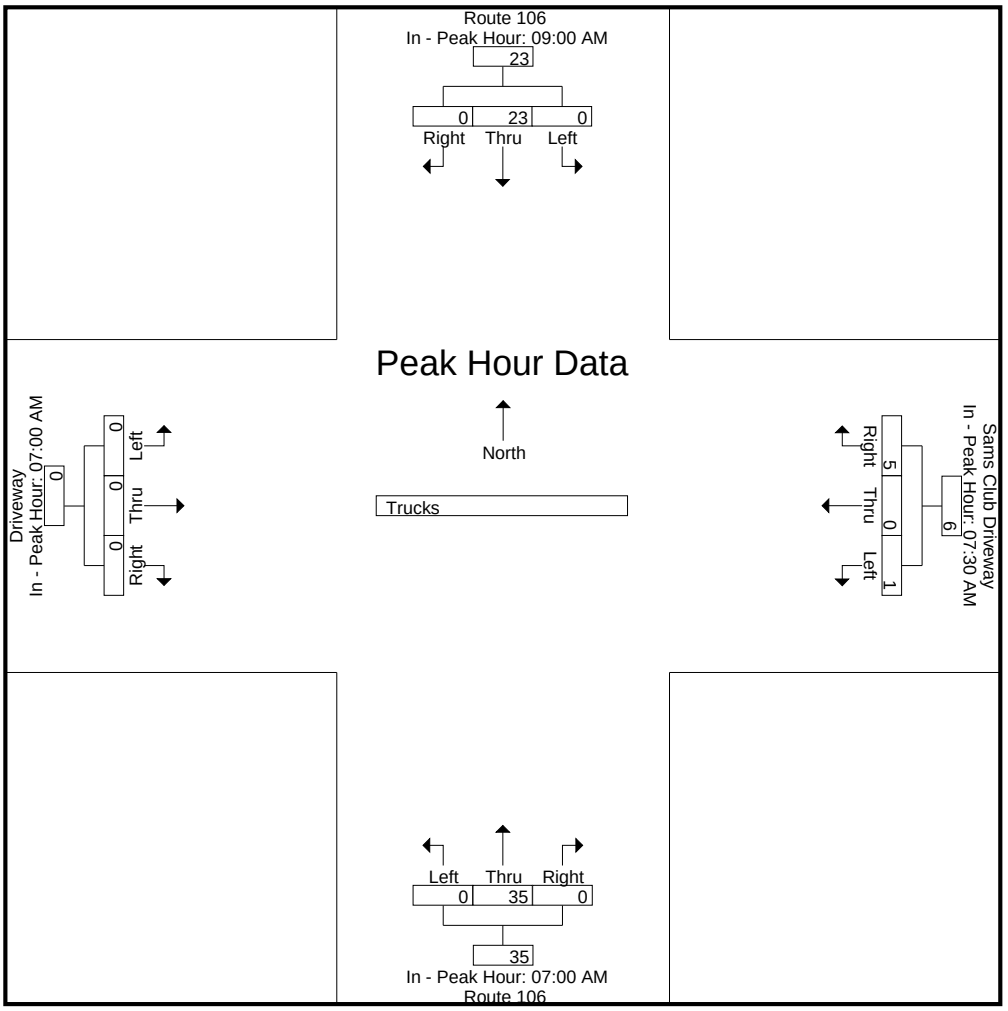
# Accurate Counts

978-664-2565

N/S Street : Route 106
E/W Street : Sams Club Driveway / Driveway
City/State : Concord, NH
Weather : Clear

File Name : 96620001
Site Code : 96620001
Start Date : 2/5/2025


| | Route 106 From North | | | | Sams Club Driveway From East | | | | Route 106 From South | | | | Driveway From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Each Approach Begins at: | | | | | | | | | | | | | | | | | |
| | 09:00 AM | | | | 07:30 AM | | | | 07:00 AM | | | | 07:00 AM | | | | |
| +0 mins. | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | **12** | 0 | **12** | 0 | 0 | 0 | 0 | |
| +15 mins. | 0 | 5 | 0 | 5 | **1** | 0 | **3** | **4** | 0 | 11 | 0 | 11 | 0 | 0 | 0 | 0 | |
| +30 mins. | 0 | 5 | 0 | 5 | 0 | 0 | 1 | 1 | 0 | 6 | 0 | 6 | 0 | 0 | 0 | 0 | |
| +45 mins. | 0 | **9** | 0 | **9** | 0 | 0 | 1 | 1 | 0 | 6 | 0 | 6 | 0 | 0 | 0 | 0 | |
| Total Volume | 0 | 23 | 0 | 23 | 1 | 0 | 5 | 6 | 0 | 35 | 0 | 35 | 0 | 0 | 0 | 0 | |
| % App. Total | 0 | 100 | 0 | | 16.7 | 0 | 83.3 | | 0 | 100 | 0 | | 0 | 0 | 0 | | |
| PHF | .000 | .639 | .000 | .639 | .250 | .000 | .417 | .375 | .000 | .729 | .000 | .729 | .000 | .000 | .000 | .000 | |




Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 10:00 AM

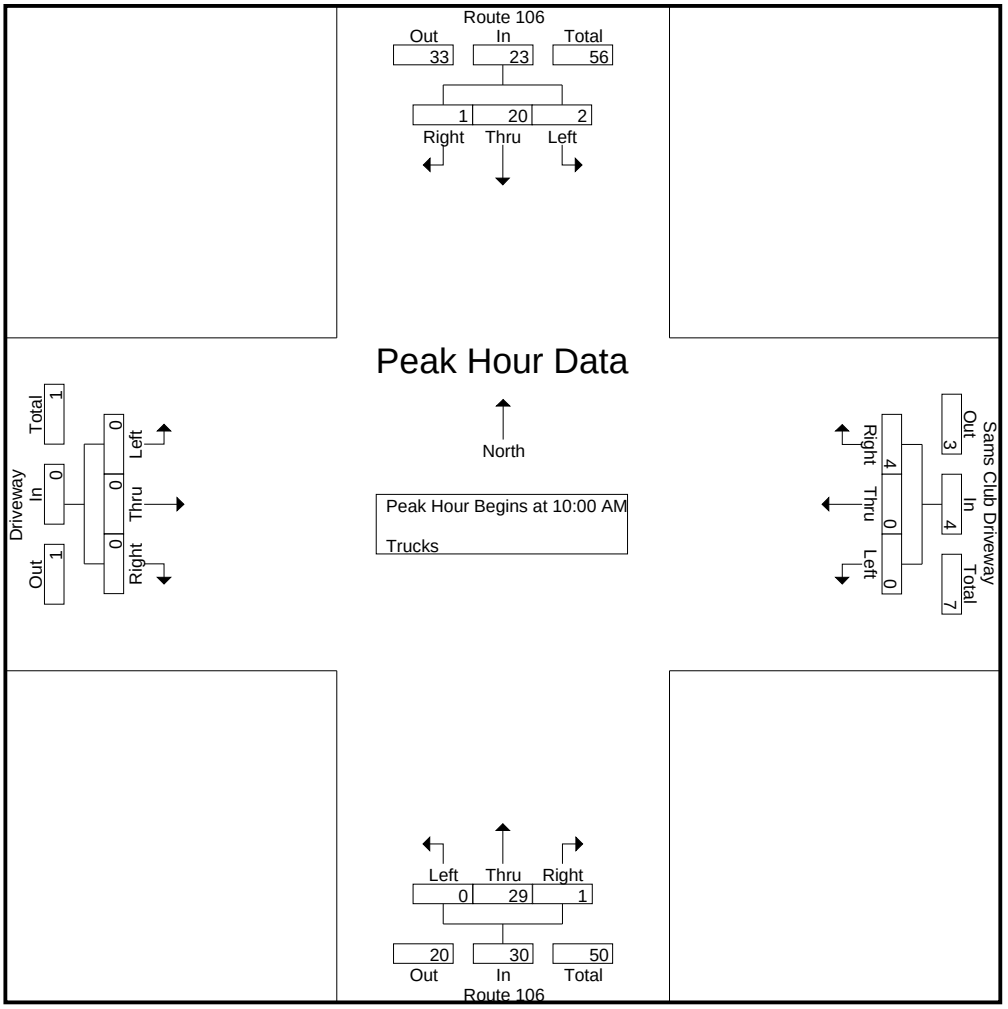
| | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 10:00 AM | **1** | 4 | 0 | 5 | 0 | 0 | 1 | 1 | 0 | **9** | **1** | **10** | 0 | 0 | 0 | 0 | 16 |
| 10:15 AM | 0 | 6 | **1** | **7** | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 11 |
| 10:30 AM | 0 | **7** | 0 | 7 | 0 | 0 | 1 | 1 | 0 | 9 | 0 | 9 | 0 | 0 | 0 | 0 | **17** |
| 10:45 AM | 1 | 3 | 0 | 4 | 0 | 0 | **2** | **2** | 0 | 7 | 0 | 7 | 0 | 0 | 0 | 0 | 13 |
| Total Volume | 2 | 20 | 1 | 23 | 0 | 0 | 4 | 4 | 0 | 29 | 1 | 30 | 0 | 0 | 0 | 0 | 57 |
| % App. Total | 8.7 | 87 | 4.3 | | 0 | 0 | 100 | | 0 | 96.7 | 3.3 | | 0 | 0 | 0 | | |
| PHF | .500 | .714 | .250 | .821 | .000 | .000 | .500 | .500 | .000 | .806 | .250 | .750 | .000 | .000 | .000 | .000 | .838 |

# Accurate Counts

978-664-2565

N/S Street : Route 106
E/W Street : Sams Club Driveway / Driveway
City/State : Concord, NH
Weather : Clear

File Name : 96620001
Site Code : 96620001
Start Date : 2/5/2025
Page No : 19




Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

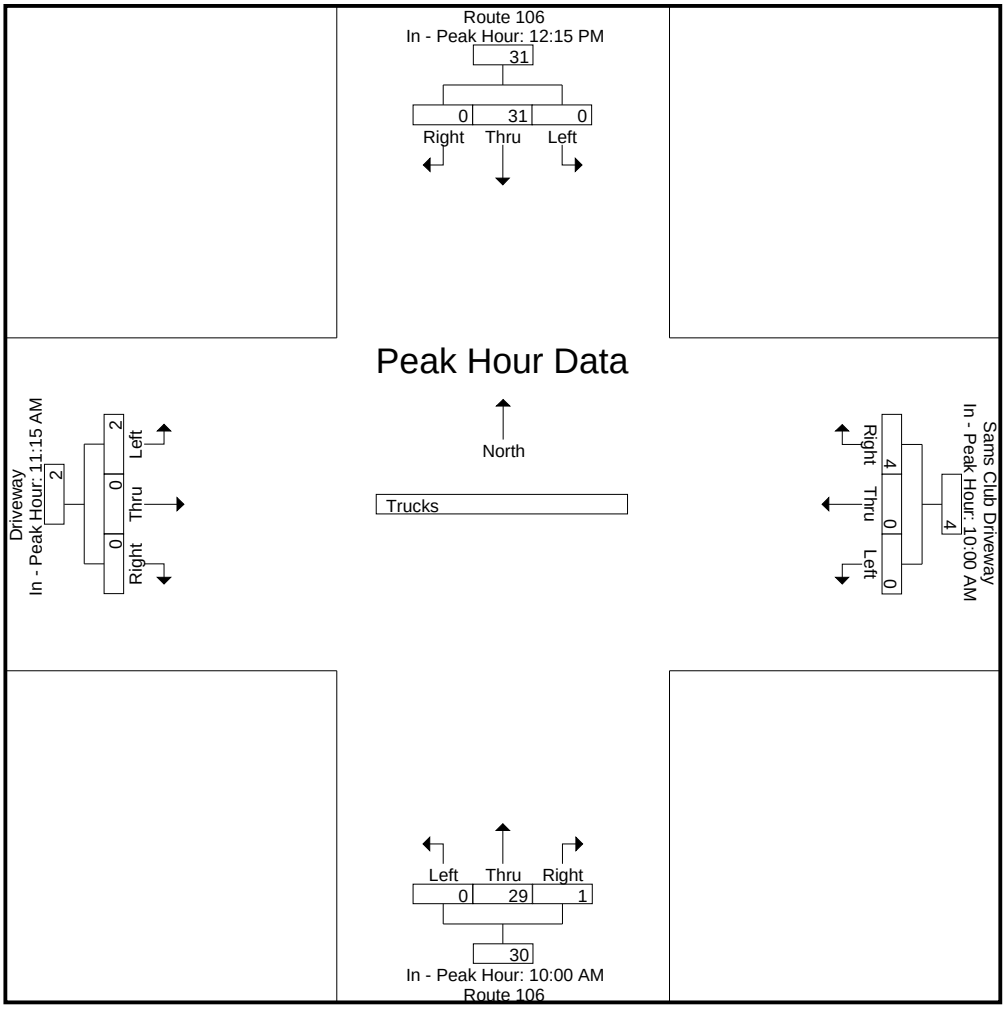
| | 12:15 PM | | | | 10:00 AM | | | | 10:00 AM | | | | 11:15 AM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 0 | 7 | 0 | 7 | 0 | 0 | 1 | 1 | 0 | **9** | **1** | **10** | **1** | 0 | 0 | **1** |
| +15 mins. | 0 | 7 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 |
| +30 mins. | 0 | **9** | 0 | **9** | 0 | 0 | 1 | 1 | 0 | 9 | 0 | 9 | 0 | 0 | 0 | 0 |
| +45 mins. | 0 | 8 | 0 | 8 | 0 | 0 | **2** | **2** | 0 | 7 | 0 | 7 | 1 | 0 | 0 | 1 |
| Total Volume | 0 | 31 | 0 | 31 | 0 | 0 | 4 | 4 | 0 | 29 | 1 | 30 | 2 | 0 | 0 | 2 |
| % App. Total | 0 | 100 | 0 | | 0 | 0 | 100 | | 0 | 96.7 | 3.3 | | 100 | 0 | 0 | |
| PHF | .000 | .861 | .000 | .861 | .000 | .000 | .500 | .500 | .000 | .806 | .250 | .750 | .500 | .000 | .000 | .500 |

# Accurate Counts

978-664-2565

N/S Street : Route 106
E/W Street : Sams Club Driveway / Driveway
City/State : Concord, NH
Weather : Clear

File Name : 96620001
Site Code : 96620001
Start Date : 2/5/2025
Page No : 20




Peak Hour Analysis From 02:00 PM to 06:45 PM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 02:00 PM

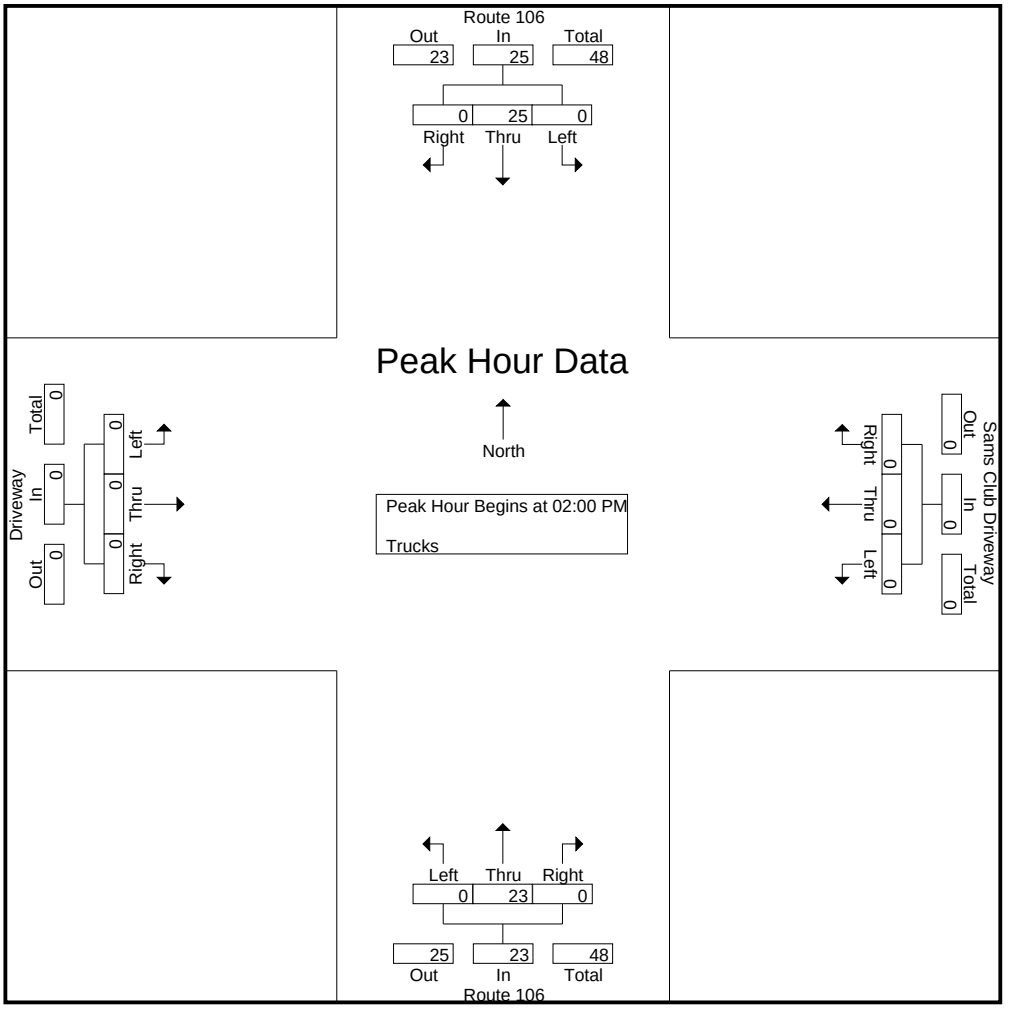
| | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 02:00 PM | 0 | 7 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 12 |
| 02:15 PM | 0 | **9** | 0 | **9** | 0 | 0 | 0 | 0 | 0 | **6** | 0 | **6** | 0 | 0 | 0 | 0 | **15** |
| 02:30 PM | 0 | 7 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 6 | 0 | 0 | 0 | 0 | 13 |
| 02:45 PM | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 6 | 0 | 0 | 0 | 0 | 8 |
| Total Volume | 0 | 25 | 0 | 25 | 0 | 0 | 0 | 0 | 0 | 23 | 0 | 23 | 0 | 0 | 0 | 0 | 48 |
| % App. Total | 0 | 100 | 0 | | 0 | 0 | 0 | | 0 | 100 | 0 | | 0 | 0 | 0 | | |
| PHF | .000 | .694 | .000 | .694 | .000 | .000 | .000 | .000 | .000 | .958 | .000 | .958 | .000 | .000 | .000 | .000 | .800 |

# Accurate Counts

978-664-2565

N/S Street : Route 106
E/W Street : Sams Club Driveway / Driveway
City/State : Concord, NH
Weather : Clear

File Name : 96620001
Site Code : 96620001
Start Date : 2/5/2025
Page No : 21




Peak Hour Analysis From 02:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

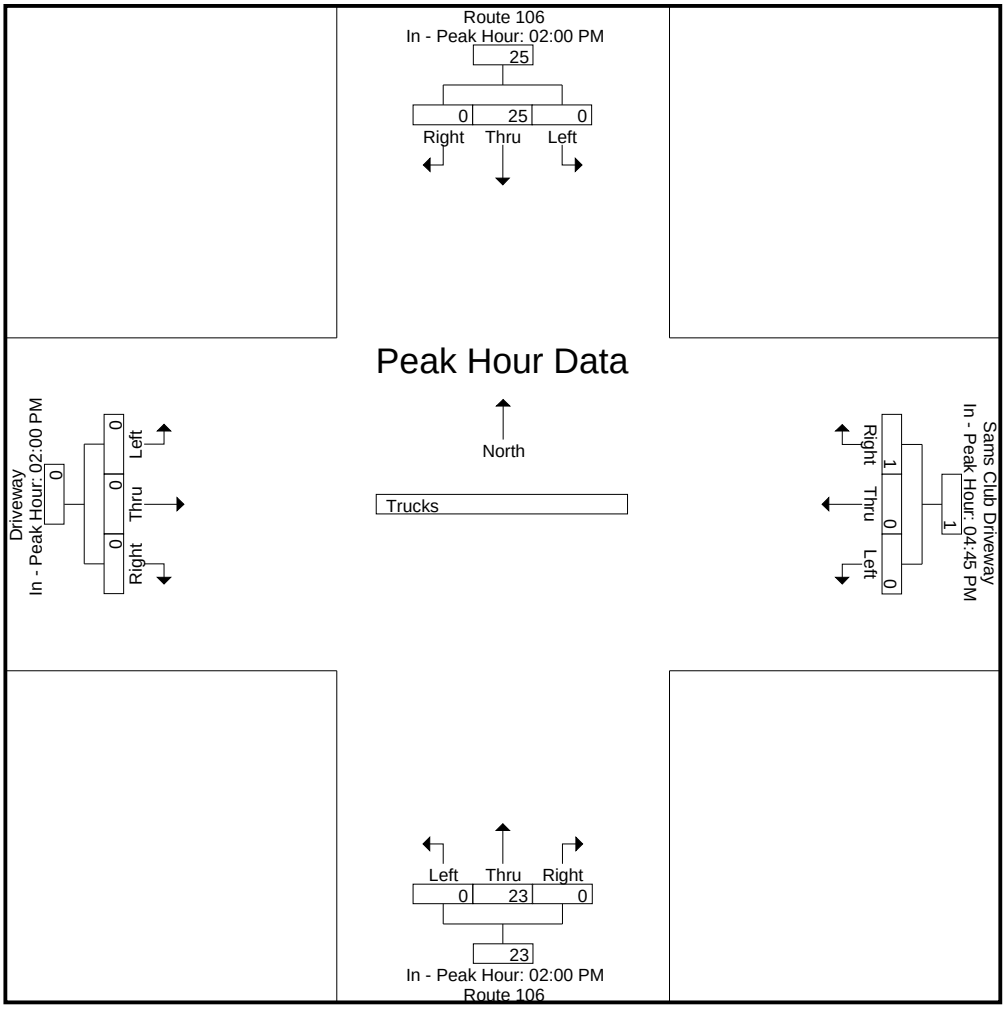
| | 02:00 PM | | | | 04:45 PM | | | | 02:00 PM | | | | 02:00 PM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 0 | 7 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 5 | 0 | 0 | 0 | 0 |
| +15 mins. | 0 | **9** | 0 | **9** | 0 | 0 | 0 | 0 | 0 | **6** | 0 | **6** | 0 | 0 | 0 | 0 |
| +30 mins. | 0 | 7 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 6 | 0 | 0 | 0 | 0 |
| +45 mins. | 0 | 2 | 0 | 2 | 0 | 0 | **1** | **1** | 0 | 6 | 0 | 6 | 0 | 0 | 0 | 0 |
| Total Volume | 0 | 25 | 0 | 25 | 0 | 0 | 1 | 1 | 0 | 23 | 0 | 23 | 0 | 0 | 0 | 0 |
| % App. Total | 0 | 100 | 0 | | 0 | 0 | 100 | | 0 | 100 | 0 | | 0 | 0 | 0 | |
| PHF | .000 | .694 | .000 | .694 | .000 | .000 | .250 | .250 | .000 | .958 | .000 | .958 | .000 | .000 | .000 | .000 |

# Accurate Counts

978-664-2565

N/S Street : Route 106
E/W Street : Sams Club Driveway / Driveway
City/State : Concord, NH
Weather : Clear

File Name : 96620001
Site Code : 96620001
Start Date : 2/5/2025
Page No : 22



# Accurate Counts

978-664-2565

N/S Street : Route 106
E/W Street : Sams Club Driveway / Driveway
City/State : Concord, NH
Weather : Clear

File Name : 96620001
Site Code : 96620001
Start Date : 2/5/2025


Groups Printed- Bikes Peds

| | Route 106 From North | | | | Sams Club Driveway From East | | | | Route 106 From South | | | | Driveway From West | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Exclu. Total | Inclu. Total | Int. Total |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 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 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 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 |
| 09:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:45 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 |
| 10:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:45 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 |
| 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 |
| 01:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:45 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 |
| 02:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:45 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 |
| 03:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 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 |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:45 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 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

# Accurate Counts

978-664-2565

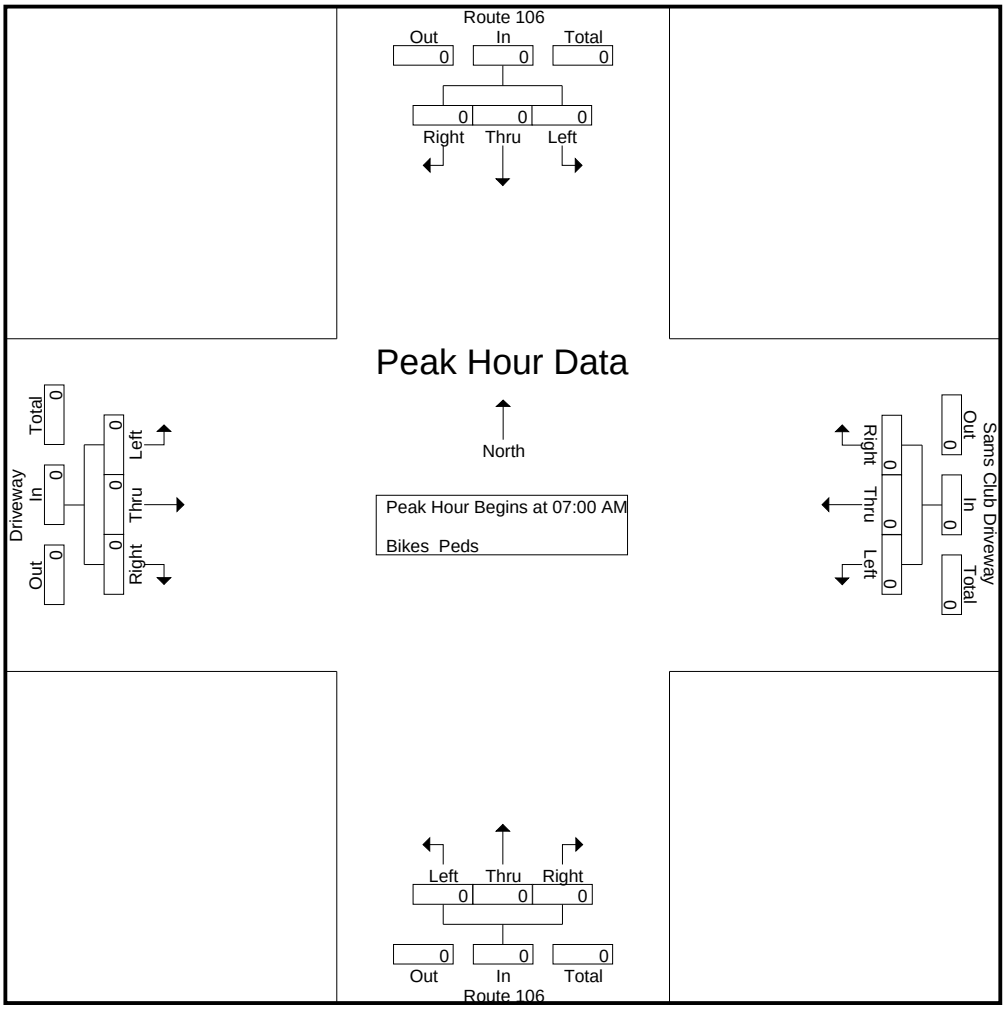
N/S Street : Route 106
E/W Street : Sams Club Driveway / Driveway
City/State : Concord, NH
Weather : Clear

File Name : 96620001
Site Code : 96620001
Start Date : 2/5/2025


Groups Printed- Bikes Peds

| | Route 106 From North | | | | Sams Club Driveway From East | | | | Route 106 From South | | | | Driveway From West | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Exclu. Total | Inclu. Total | Int. Total |
| 06:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 06:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 06:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 06:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Apprch % | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | | | |
| Total % | | | | | | | | | | | | | | | | | 0 | 0 | |

| | Route 106 From North | | | | Sams Club Driveway From East | | | | Route 106 From South | | | | Driveway From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:00 AM | | | | | | | | | | | | | | | | | |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 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 |
| % App. Total | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 |



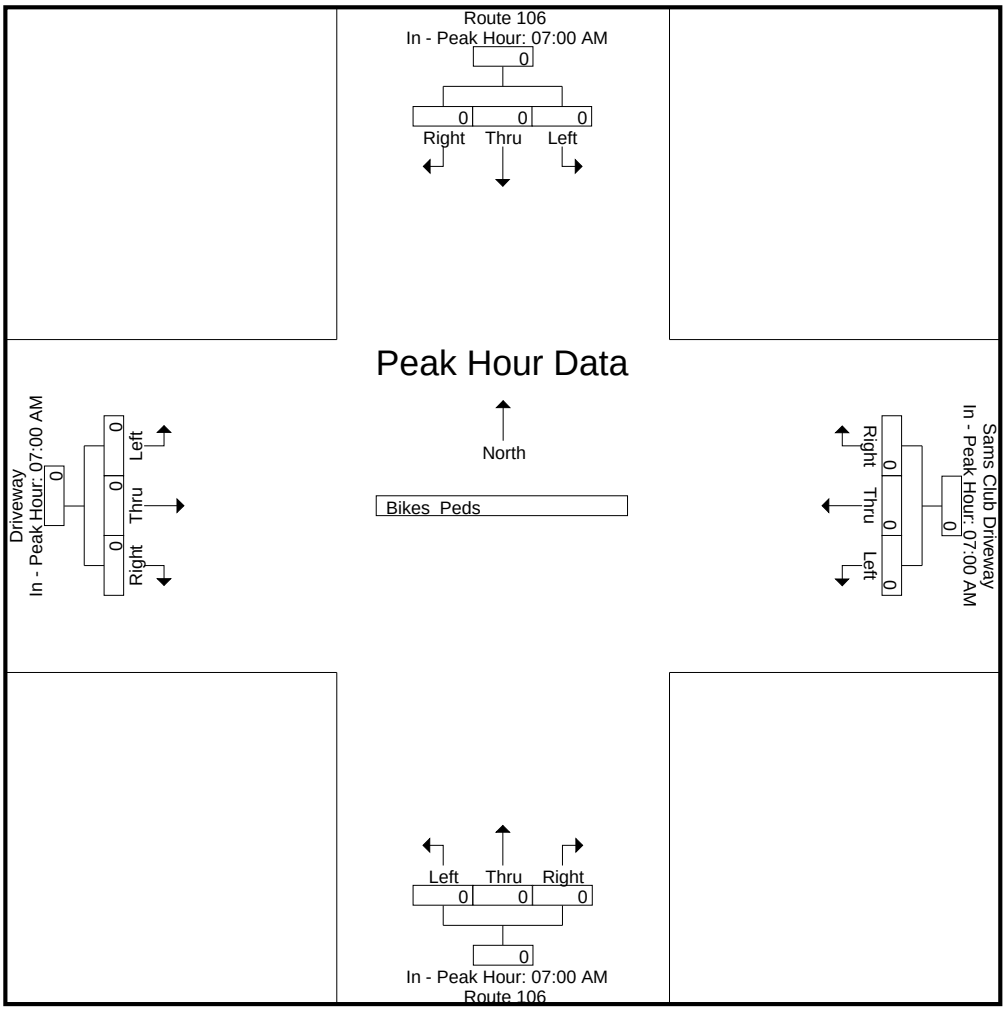
# Accurate Counts

978-664-2565

N/S Street : Route 106
E/W Street : Sams Club Driveway / Driveway
City/State : Concord, NH
Weather : Clear

File Name : 96620001
Site Code : 96620001
Start Date : 2/5/2025


| | Route 106 From North | | | | Sams Club Driveway From East | | | | Route 106 From South | | | | Driveway From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Each Approach Begins at: | | | | | | | | | | | | | | | | | |
| | 07:00 AM | | | | 07:00 AM | | | | 07:00 AM | | | | 07:00 AM | | | | |
| +0 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| +15 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| +30 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| +45 mins. | 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 | |
| % App. Total | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | |




Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 10:00 AM

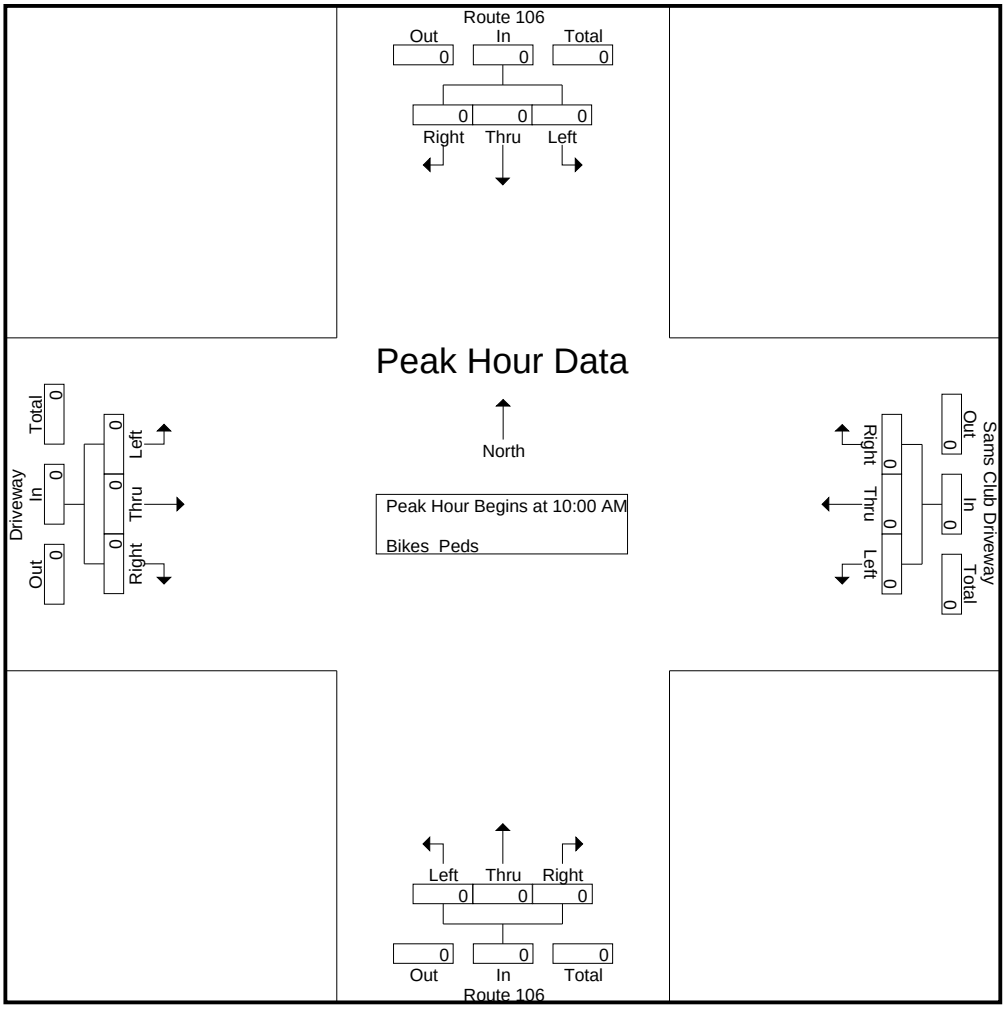
| | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 10:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:45 AM | 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 |
| % App. Total | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 |

# Accurate Counts

978-664-2565

N/S Street : Route 106
E/W Street : Sams Club Driveway / Driveway
City/State : Concord, NH
Weather : Clear

File Name : 96620001
Site Code : 96620001
Start Date : 2/5/2025
Page No : 26




Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

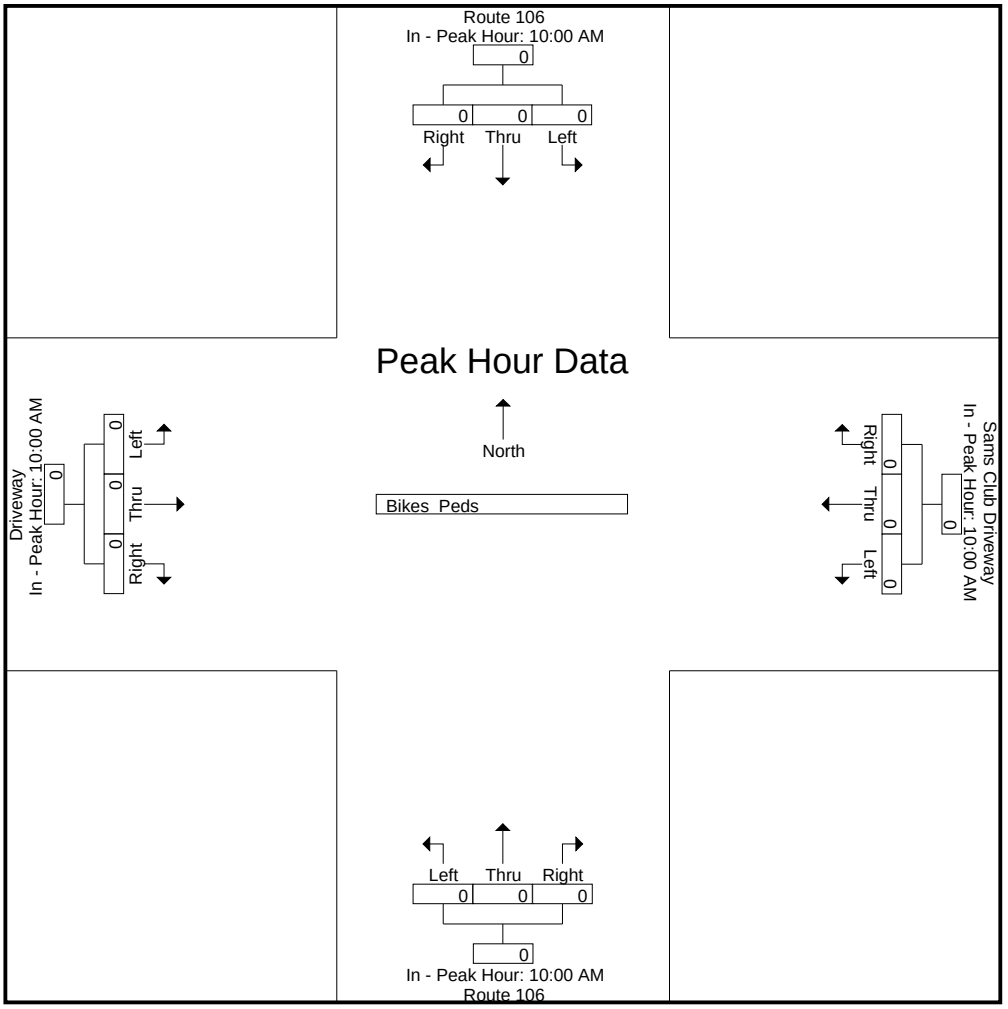
| | 10:00 AM | | | | 10:00 AM | | | | 10:00 AM | | | | 10:00 AM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +15 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +30 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +45 mins. | 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 |
| % App. Total | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| PHF | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 |

# Accurate Counts

978-664-2565

N/S Street : Route 106
E/W Street : Sams Club Driveway / Driveway
City/State : Concord, NH
Weather : Clear

File Name : 96620001
Site Code : 96620001
Start Date : 2/5/2025
Page No : 27




Peak Hour Analysis From 02:00 PM to 06:45 PM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 02:00 PM

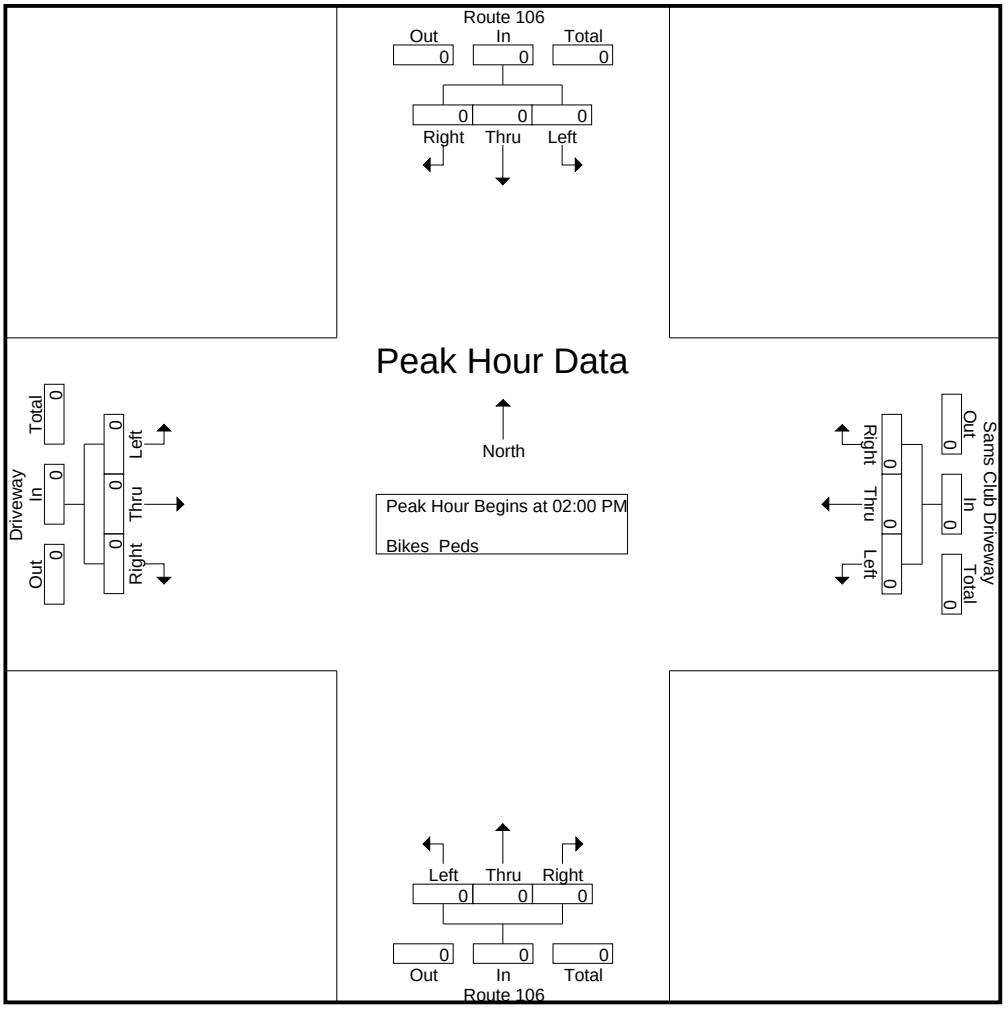
| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 02:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:45 PM | 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 |
| % App. Total | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 |

# Accurate Counts

978-664-2565

N/S Street : Route 106
E/W Street : Sams Club Driveway / Driveway
City/State : Concord, NH
Weather : Clear

File Name : 96620001
Site Code : 96620001
Start Date : 2/5/2025
Page No : 28




Peak Hour Analysis From 02:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

| | 02:00 PM | | | | 02:00 PM | | | | 02:00 PM | | | | 02:00 PM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +15 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +30 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +45 mins. | 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 |
| % App. Total | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| PHF | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 |

N/S Street : Route 106
E/W Street : Sams Club Driveway / Driveway
City/State : Concord, NH
Weather : Clear

File Name : 96620001
Site Code : 96620001
Start Date : 2/5/2025
Page No : 29