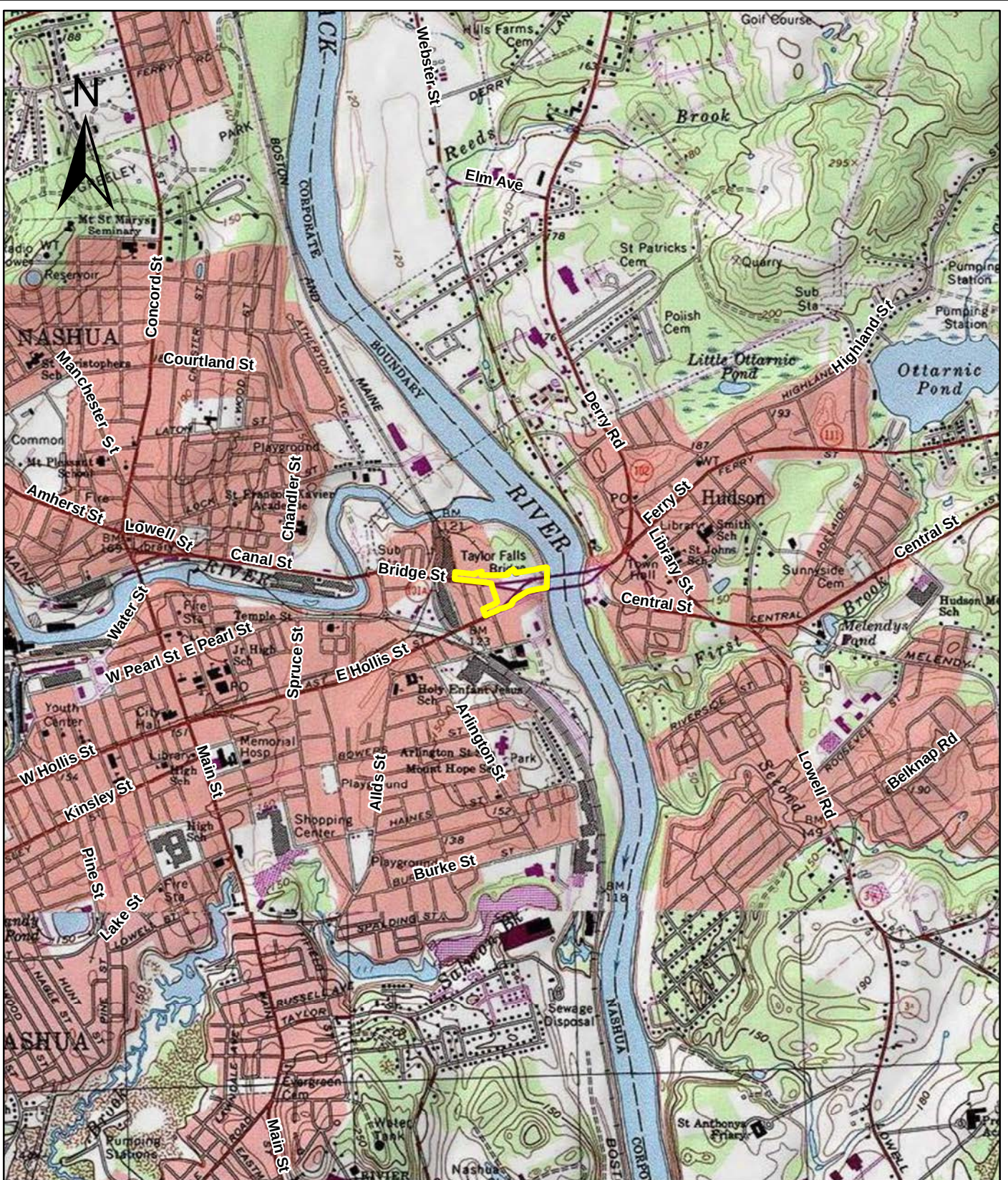


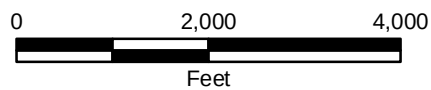
# **APPENDIX A**

## **Resource Figures**





 Approximate Project Area



EAST HOLLIS & BRIDGE STREET  
INTERSECTION IMPROVEMENT PROJECT  
NASHUA - 16314

## USGS LOCATION MAP

SCALE:  
1 inch = 2,000 feet

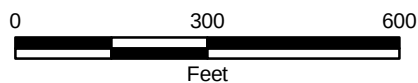
DATE:  
NOVEMBER 2018

FIGURE:  
01





 Approximate Project Area



EAST HOLLIS & BRIDGE STREET  
INTERSECTION IMPROVEMENT PROJECT  
NASHUA - 16314

PROJECT AREA

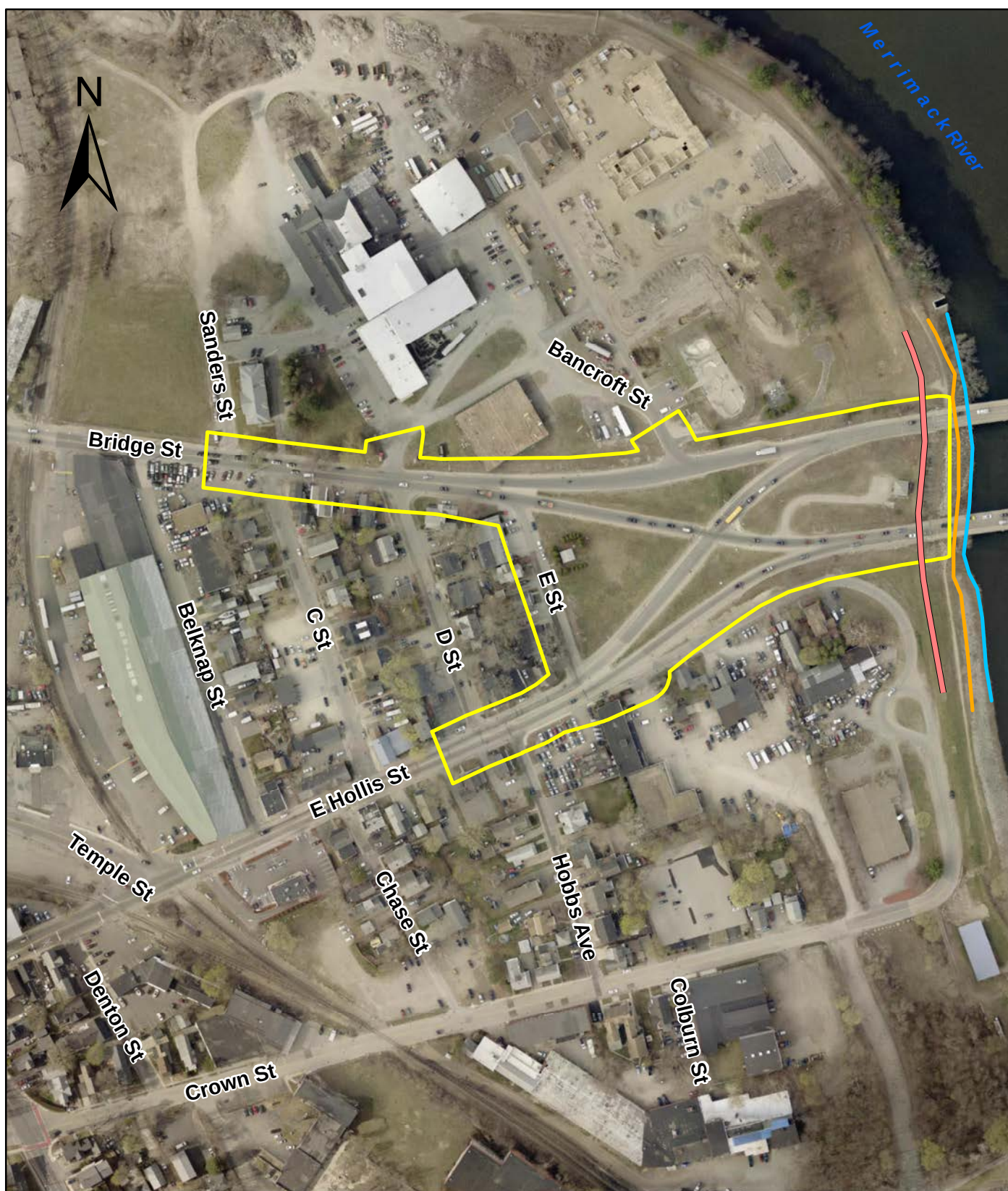
SCALE :  
1 inch = 300 feet

DATE :  
NOVEMBER 2018

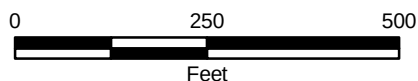
FIGURE :  
02







- Approximate Project Area
- Delineated Ordinary High Water (OHW)
- Delineated Top of Bank
- Top of Levee



**EAST HOLLIS & BRIDGE STREET  
INTERSECTION IMPROVEMENT PROJECT  
NASHUA - 16314**

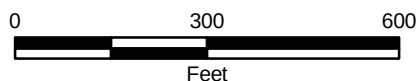
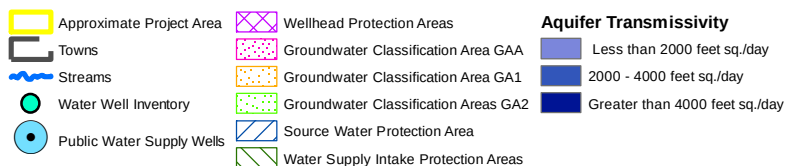
**WETLANDS AND  
WATERBODIES**

SCALE :  
1 inch = 250 feet

DATE :  
NOVEMBER 2018

FIGURE :  
03





EAST HOLLIS & BRIDGE STREET  
INTERSECTION IMPROVEMENT PROJECT  
NASHUA - 16314

WATER QUALITY

SCALE :  
1 inch = 300 feet

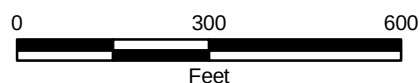
DATE :  
NOVEMBER 2018

FIGURE :  
04





- Approximate Project Area  
 Levee  
 Towns
- Flood Hazard Zones**  
 Regulatory Floodway  
 1% Annual Chance Flood Hazard  
 0.2% Annual Chance Flood Hazard  
 Area with Reduced Risk Due to Levee



EAST HOLLIS & BRIDGE STREET  
INTERSECTION IMPROVEMENT PROJECT  
NASHUA - 16314

FLOODPLAINS

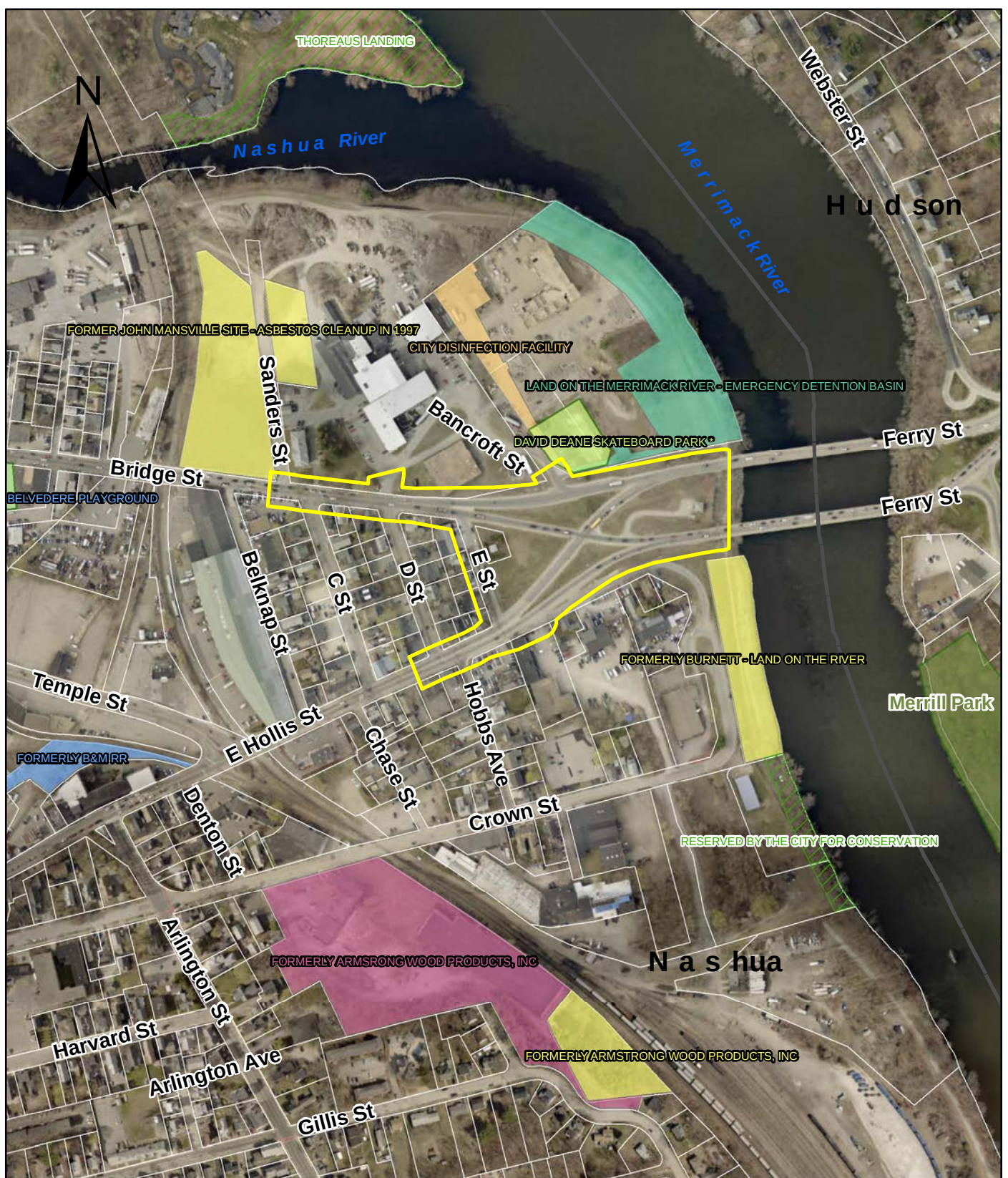
SCALE :  
1 inch = 300 feet

DATE :  
NOVEMBER 2018

FIGURE :  
05

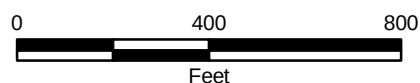






- |  |                          |                                  |                        |
|--|--------------------------|----------------------------------|------------------------|
|  | Approximate Project Area | <b>City of Nashua Owned Land</b> |                        |
|  | Towns                    |                                  | DEDICATED OPEN SPACE   |
|  | Conservation Lands       |                                  | MUNICIPAL BUILDINGS    |
|  | Conservation Easements   |                                  | NON MUNICIPAL BUILDING |
|  | City Parks               |                                  | PARK RECREATION LAND   |
|  |                          |                                  | VACANT LAND            |

\* DAVID DEANE SKATEBOARD PARK  
NO LONGER EXISTS



EAST HOLLIS & BRIDGE STREET  
INTERSECTION IMPROVEMENT PROJECT  
NASHUA - 16314

## CONSERVATION & PUBLIC LANDS

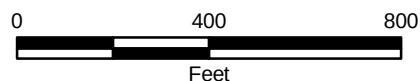
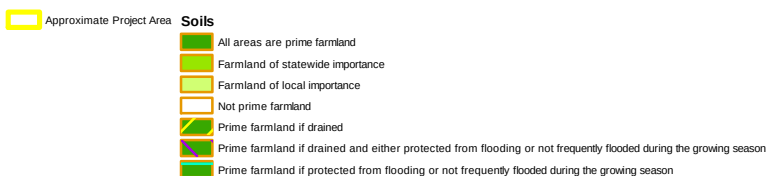
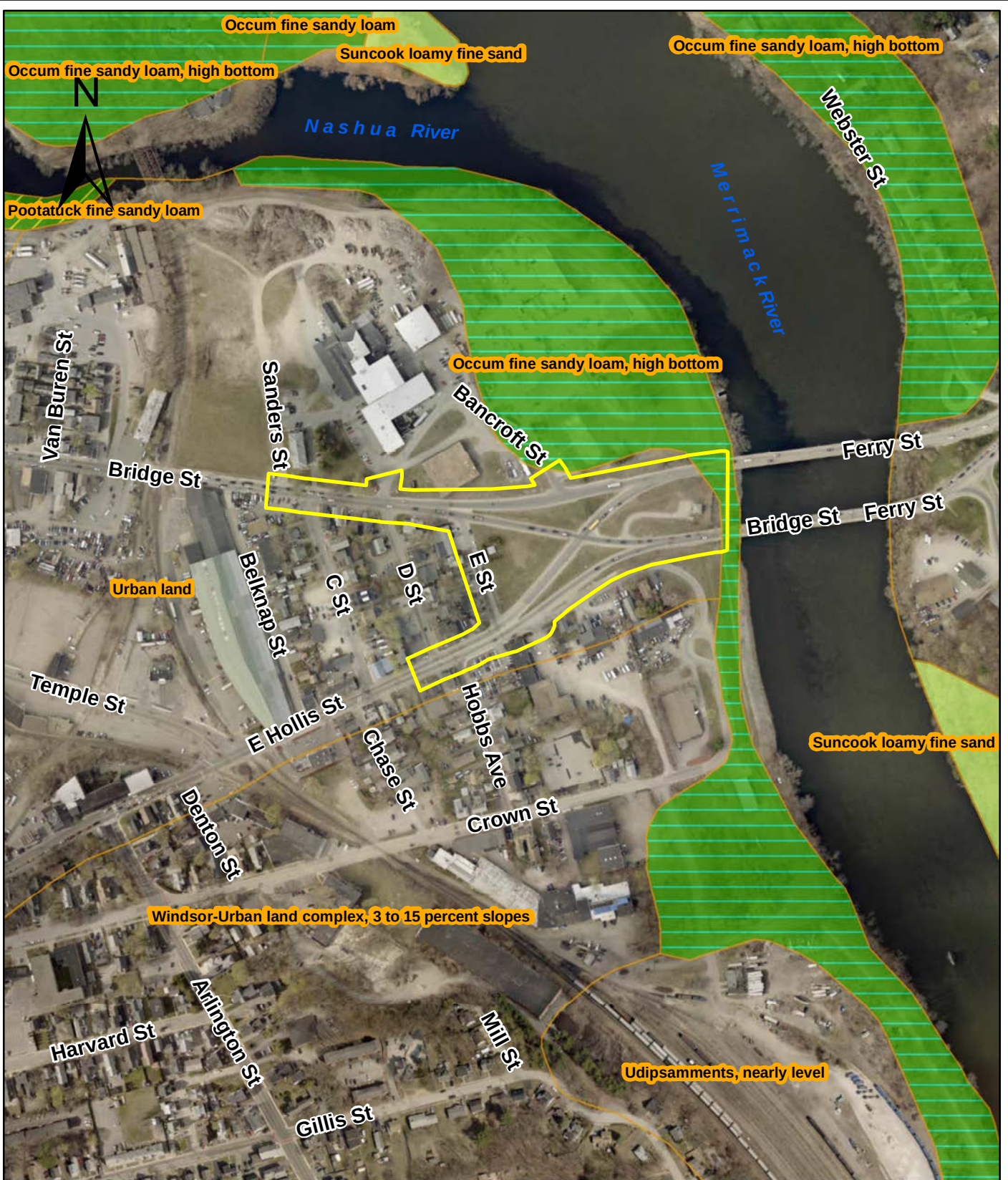
SCALE :  
1 inch = 400 feet

DATE :  
NOVEMBER 2018

FIGURE :  
06







# EAST HOLLIS & BRIDGE STREET INTERSECTION IMPROVEMENT PROJECT NASHUA - 16314

## SOILS

SCALE :  
1 inch = 400 feet

DATE :  
NOVEMBER 2018

FIGURE :  
07





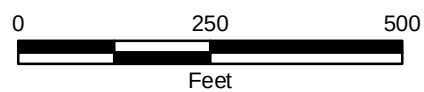


 Approximate Project Area

#### Invasive Species

 NHDOT Type II Invasive - Japanese Knotweed

 NHDOT Type I Invasives - Morrow's Honeysuckle, Burning Bush, Tree of Heaven



#### EAST HOLLIS & BRIDGE STREET INTERSECTION IMPROVEMENT PROJECT NASHUA - 16314

### INVASIVE PLANT SPECIES

SCALE :  
1 inch = 250 feet

DATE :  
NOVEMBER 2018

FIGURE :  
08





## **APPENDIX B**

### **Traffic Data**

- No Build and Build Capacity Analyses
- AM-PM Turning Movement Counts (TMC)
- Automatic Traffic Recorder (ATR) Counts
- Permanent Count Station – Annual Growth
- Traffic Adjustment Factors
- Traffic Calculations



- No Build and Build Capacity Analyses



Timings  
8: D St & Bridge St

2039 No-Build  
AM Peak hour

|                      |  |  |  |  |  |  |  |
|----------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|
| Lane Group           | EBL                                                                               | EBR                                                                               | WBT                                                                               | NBT                                                                               | NBR2                                                                              | SBL                                                                               | SBR                                                                                |
| Lane Configurations  |  |  |  |  |  |  |   |
| Traffic Volume (vph) | 19                                                                                | 657                                                                               | 1217                                                                              | 8                                                                                 | 22                                                                                | 30                                                                                | 22                                                                                 |
| Future Volume (vph)  | 19                                                                                | 657                                                                               | 1217                                                                              | 8                                                                                 | 22                                                                                | 30                                                                                | 22                                                                                 |
| Turn Type            | Prot                                                                              | Perm                                                                              | NA                                                                                | NA                                                                                | Perm                                                                              | Perm                                                                              | Perm                                                                               |
| Protected Phases     | 7                                                                                 |                                                                                   | 8                                                                                 | 2                                                                                 |                                                                                   |                                                                                   |                                                                                    |
| Permitted Phases     |                                                                                   | 4                                                                                 |                                                                                   |                                                                                   | 2                                                                                 | 6                                                                                 | 6                                                                                  |
| Detector Phase       | 7                                                                                 | 4                                                                                 | 8                                                                                 | 2                                                                                 | 2                                                                                 | 6                                                                                 | 6                                                                                  |
| Switch Phase         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |
| Minimum Initial (s)  | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               | 5.0                                                                                |
| Minimum Split (s)    | 9.5                                                                               | 24.0                                                                              | 24.0                                                                              | 24.0                                                                              | 24.0                                                                              | 24.0                                                                              | 24.0                                                                               |
| Total Split (s)      | 9.5                                                                               | 76.0                                                                              | 76.0                                                                              | 24.0                                                                              | 24.0                                                                              | 24.0                                                                              | 24.0                                                                               |
| Total Split (%)      | 8.7%                                                                              | 69.4%                                                                             | 69.4%                                                                             | 21.9%                                                                             | 21.9%                                                                             | 21.9%                                                                             | 21.9%                                                                              |
| Yellow Time (s)      | 3.5                                                                               | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               | 4.0                                                                                |
| All-Red Time (s)     | 1.0                                                                               | 2.0                                                                               | 2.0                                                                               | 2.0                                                                               | 2.0                                                                               | 2.0                                                                               | 2.0                                                                                |
| Lost Time Adjust (s) | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                |
| Total Lost Time (s)  | 4.5                                                                               | 6.0                                                                               | 6.0                                                                               | 6.0                                                                               | 6.0                                                                               | 6.0                                                                               | 6.0                                                                                |
| Lead/Lag             | Lead                                                                              |                                                                                   | Lag                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                    |
| Lead-Lag Optimize?   | Yes                                                                               |                                                                                   | Yes                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                    |
| Recall Mode          | None                                                                              | None                                                                              | None                                                                              | Min                                                                               | Min                                                                               | Min                                                                               | Min                                                                                |
| Act Effect Green (s) | 5.0                                                                               | 73.8                                                                              | 70.3                                                                              | 7.8                                                                               | 7.8                                                                               | 7.8                                                                               | 7.8                                                                                |
| Actuated g/C Ratio   | 0.05                                                                              | 0.79                                                                              | 0.75                                                                              | 0.08                                                                              | 0.08                                                                              | 0.08                                                                              | 0.08                                                                               |
| v/c Ratio            | 0.22                                                                              | 0.57                                                                              | 0.96                                                                              | 0.14                                                                              | 0.12                                                                              | 0.29                                                                              | 0.12                                                                               |
| Control Delay        | 50.9                                                                              | 6.2                                                                               | 30.4                                                                              | 43.3                                                                              | 1.2                                                                               | 48.2                                                                              | 1.2                                                                                |
| Queue Delay          | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                |
| Total Delay          | 50.9                                                                              | 6.2                                                                               | 30.4                                                                              | 43.3                                                                              | 1.2                                                                               | 48.2                                                                              | 1.2                                                                                |
| LOS                  | D                                                                                 | A                                                                                 | C                                                                                 | D                                                                                 | A                                                                                 | D                                                                                 | A                                                                                  |
| Approach Delay       |                                                                                   |                                                                                   | 30.4                                                                              | 20.9                                                                              |                                                                                   |                                                                                   |                                                                                    |
| Approach LOS         |                                                                                   |                                                                                   | C                                                                                 | C                                                                                 |                                                                                   |                                                                                   |                                                                                    |

Intersection Summary

Cycle Length: 109.5

Actuated Cycle Length: 93.6

Natural Cycle: 140

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.96

Intersection Signal Delay: 22.4

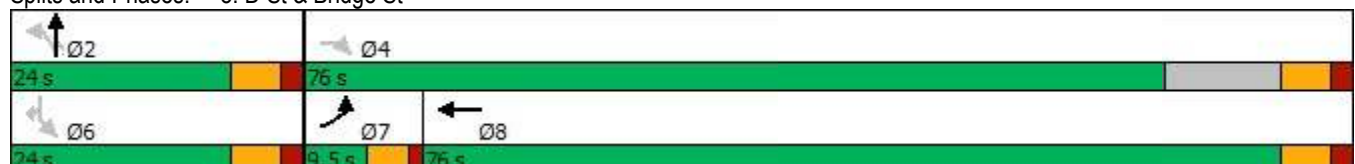
Intersection LOS: C

Intersection Capacity Utilization 88.5%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 8: D St & Bridge St





Queues  
8: D St & Bridge St

2039 No-Build  
AM Peak hour



| Lane Group              | EBL  | EBR  | WBT   | NBT  | NBR2 | SBL  | SBR  |
|-------------------------|------|------|-------|------|------|------|------|
| Lane Group Flow (vph)   | 21   | 714  | 1343  | 21   | 24   | 33   | 24   |
| v/c Ratio               | 0.22 | 0.57 | 0.96  | 0.14 | 0.12 | 0.29 | 0.12 |
| Control Delay           | 50.9 | 6.2  | 30.4  | 43.3 | 1.2  | 48.2 | 1.2  |
| Queue Delay             | 0.0  | 0.0  | 0.0   | 0.0  | 0.0  | 0.0  | 0.0  |
| Total Delay             | 50.9 | 6.2  | 30.4  | 43.3 | 1.2  | 48.2 | 1.2  |
| Queue Length 50th (ft)  | 12   | 122  | 455   | 11   | 0    | 18   | 0    |
| Queue Length 95th (ft)  | 39   | 231  | #1229 | 36   | 0    | 50   | 0    |
| Internal Link Dist (ft) |      |      | 442   | 417  |      |      |      |
| Turn Bay Length (ft)    |      |      |       |      | 25   |      | 25   |
| Base Capacity (vph)     | 95   | 1350 | 1396  | 349  | 366  | 267  | 366  |
| Starvation Cap Reductn  | 0    | 0    | 0     | 0    | 0    | 0    | 0    |
| Spillback Cap Reductn   | 0    | 0    | 0     | 0    | 0    | 0    | 0    |
| Storage Cap Reductn     | 0    | 0    | 0     | 0    | 0    | 0    | 0    |
| Reduced v/c Ratio       | 0.22 | 0.53 | 0.96  | 0.06 | 0.07 | 0.12 | 0.07 |

Intersection Summary

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

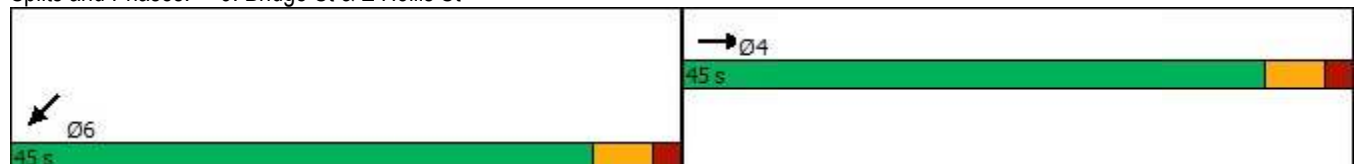


Timings  
9: Bridge St & E Hollis St

2039 No-Build  
AM Peak hour

|                                          | →     | ↙                      |
|------------------------------------------|-------|------------------------|
| Lane Group                               | EBT   | SWT                    |
| Lane Configurations                      | ↑     | ↑↑                     |
| Traffic Volume (vph)                     | 678   | 1266                   |
| Future Volume (vph)                      | 678   | 1266                   |
| Turn Type                                | NA    | NA                     |
| Protected Phases                         | 4     | 6                      |
| Permitted Phases                         |       |                        |
| Detector Phase                           | 4     | 6                      |
| Switch Phase                             |       |                        |
| Minimum Initial (s)                      | 5.0   | 10.0                   |
| Minimum Split (s)                        | 29.0  | 24.0                   |
| Total Split (s)                          | 45.0  | 45.0                   |
| Total Split (%)                          | 50.0% | 50.0%                  |
| Yellow Time (s)                          | 4.0   | 4.0                    |
| All-Red Time (s)                         | 2.0   | 2.0                    |
| Lost Time Adjust (s)                     | 0.0   | 0.0                    |
| Total Lost Time (s)                      | 6.0   | 6.0                    |
| Lead/Lag                                 |       |                        |
| Lead-Lag Optimize?                       |       |                        |
| Recall Mode                              | None  | Min                    |
| Act Effct Green (s)                      | 36.8  | 37.1                   |
| Actuated g/C Ratio                       | 0.43  | 0.43                   |
| v/c Ratio                                | 0.92  | 0.90                   |
| Control Delay                            | 43.0  | 32.9                   |
| Queue Delay                              | 0.0   | 0.0                    |
| Total Delay                              | 43.0  | 32.9                   |
| LOS                                      | D     | C                      |
| Approach Delay                           | 43.0  | 32.9                   |
| Approach LOS                             | D     | C                      |
| <b>Intersection Summary</b>              |       |                        |
| Cycle Length: 90                         |       |                        |
| Actuated Cycle Length: 86                |       |                        |
| Natural Cycle: 90                        |       |                        |
| Control Type: Actuated-Uncoordinated     |       |                        |
| Maximum v/c Ratio: 0.92                  |       |                        |
| Intersection Signal Delay: 36.4          |       | Intersection LOS: D    |
| Intersection Capacity Utilization 111.7% |       | ICU Level of Service H |
| Analysis Period (min) 15                 |       |                        |

Splits and Phases: 9: Bridge St & E Hollis St





Queues  
9: Bridge St & E Hollis St

2039 No-Build  
AM Peak hour



| Lane Group              | EBT  | SWT  |
|-------------------------|------|------|
| Lane Group Flow (vph)   | 737  | 1376 |
| v/c Ratio               | 0.92 | 0.90 |
| Control Delay           | 43.0 | 32.9 |
| Queue Delay             | 0.0  | 0.0  |
| Total Delay             | 43.0 | 32.9 |
| Queue Length 50th (ft)  | 381  | 370  |
| Queue Length 95th (ft)  | #614 | #515 |
| Internal Link Dist (ft) | 280  | 228  |
| Turn Bay Length (ft)    |      |      |
| Base Capacity (vph)     | 853  | 1621 |
| Starvation Cap Reductn  | 0    | 0    |
| Spillback Cap Reductn   | 0    | 0    |
| Storage Cap Reductn     | 0    | 0    |
| Reduced v/c Ratio       | 0.86 | 0.85 |

Intersection Summary

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

# Timings 8: D St

2039 No-Build  
PM Peak hour



| Lane Group           | EBL   | EBR   | WBT   | NBT   | NBR2   | SBL   | SBR   |
|----------------------|-------|-------|-------|-------|--------|-------|-------|
| Lane Configurations  |       |       |       |       |        |       |       |
| Traffic Volume (vph) | 18    | 1069  | 783   | 8     | 8      | 22    | 26    |
| Future Volume (vph)  | 18    | 1069  | 783   | 8     | 8      | 22    | 26    |
| Turn Type            | Prot  | Prot  | NA    | NA    | custom | Perm  | pm+ov |
| Protected Phases     | 1     | 6     | 2     | 4     |        |       | 1     |
| Permitted Phases     |       |       |       |       | 2      | 3     | 3     |
| Detector Phase       | 1     | 6     | 2     | 4     | 2      | 3     | 1     |
| Switch Phase         |       |       |       |       |        |       |       |
| Minimum Initial (s)  | 5.0   | 10.0  | 10.0  | 5.0   | 10.0   | 5.0   | 5.0   |
| Minimum Split (s)    | 20.0  | 24.0  | 16.0  | 15.0  | 16.0   | 15.0  | 20.0  |
| Total Split (s)      | 20.0  | 105.0 | 85.0  | 15.0  | 85.0   | 15.0  | 20.0  |
| Total Split (%)      | 14.8% | 77.8% | 63.0% | 11.1% | 63.0%  | 11.1% | 14.8% |
| Yellow Time (s)      | 4.0   | 4.0   | 4.0   | 4.0   | 4.0    | 4.0   | 4.0   |
| All-Red Time (s)     | 2.0   | 2.0   | 2.0   | 2.0   | 2.0    | 2.0   | 2.0   |
| Lost Time Adjust (s) | 0.0   | 0.0   | 0.0   | 0.0   | 0.0    | 0.0   | 0.0   |
| Total Lost Time (s)  | 6.0   | 6.0   | 6.0   | 6.0   | 6.0    | 6.0   | 6.0   |
| Lead/Lag             | Lead  |       | Lag   | Lag   | Lag    | Lead  | Lead  |
| Lead-Lag Optimize?   | Yes   |       | Yes   | Yes   | Yes    | Yes   | Yes   |
| Recall Mode          | Min   | Min   | Min   | Min   | Min    | Min   | Min   |
| Act Effect Green (s) | 7.0   | 99.0  | 86.1  | 7.0   | 86.1   | 7.9   | 14.9  |
| Actuated g/C Ratio   | 0.05  | 0.75  | 0.65  | 0.05  | 0.65   | 0.06  | 0.11  |
| v/c Ratio            | 0.22  | 0.98  | 0.71  | 0.22  | 0.01   | 0.43  | 0.12  |
| Control Delay        | 65.6  | 38.3  | 19.9  | 65.6  | 0.0    | 83.2  | 1.0   |
| Queue Delay          | 0.0   | 0.0   | 0.0   | 0.0   | 0.0    | 0.0   | 0.0   |
| Total Delay          | 65.6  | 38.3  | 19.9  | 65.6  | 0.0    | 83.2  | 1.0   |
| LOS                  | E     | D     | B     | E     | A      | F     | A     |
| Approach Delay       |       |       | 19.9  | 45.9  |        |       |       |
| Approach LOS         |       |       | B     | D     |        |       |       |

## Intersection Summary

Cycle Length: 135

Actuated Cycle Length: 131.9

Natural Cycle: 130

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.98

Intersection Signal Delay: 31.2

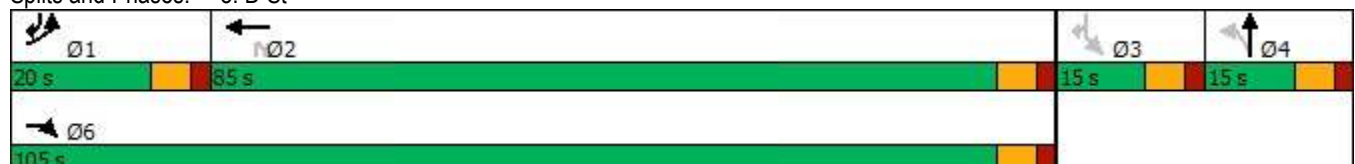
Intersection LOS: C

Intersection Capacity Utilization 91.2%

ICU Level of Service F

Analysis Period (min) 15

Splits and Phases: 8: D St







| Lane Group              | EBL  | EBR   | WBT  | NBT  | NBR2 | SBL  | SBR  |
|-------------------------|------|-------|------|------|------|------|------|
| Lane Group Flow (vph)   | 20   | 1162  | 867  | 21   | 9    | 24   | 28   |
| v/c Ratio               | 0.22 | 0.98  | 0.71 | 0.22 | 0.01 | 0.43 | 0.12 |
| Control Delay           | 65.6 | 38.3  | 19.9 | 65.6 | 0.0  | 83.2 | 1.0  |
| Queue Delay             | 0.0  | 0.0   | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Total Delay             | 65.6 | 38.3  | 19.9 | 65.6 | 0.0  | 83.2 | 1.0  |
| Queue Length 50th (ft)  | 17   | 848   | 459  | 18   | 0    | 20   | 0    |
| Queue Length 95th (ft)  | 45   | #1323 | 685  | 46   | 0    | 52   | 0    |
| Internal Link Dist (ft) |      |       | 442  | 417  |      |      |      |
| Turn Bay Length (ft)    |      |       |      |      | 25   |      | 25   |
| Base Capacity (vph)     | 187  | 1188  | 1213 | 123  | 1074 | 64   | 323  |
| Starvation Cap Reductn  | 0    | 0     | 0    | 0    | 0    | 0    | 0    |
| Spillback Cap Reductn   | 0    | 0     | 0    | 0    | 0    | 0    | 0    |
| Storage Cap Reductn     | 0    | 0     | 0    | 0    | 0    | 0    | 0    |
| Reduced v/c Ratio       | 0.11 | 0.98  | 0.71 | 0.17 | 0.01 | 0.38 | 0.09 |

#### Intersection Summary

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

Timings  
9: E. Hollis St. & Bridge St

2039 No-Build  
PM Peak hour

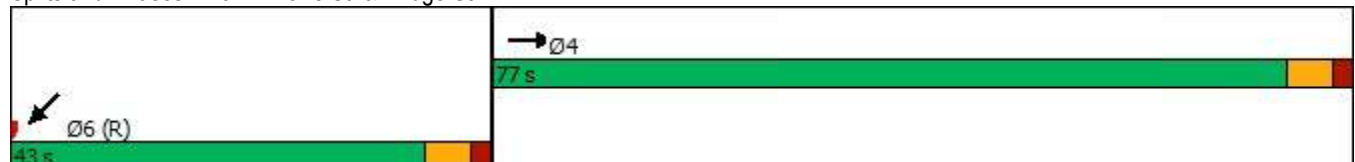
|                      | →     | ↙     |
|----------------------|-------|-------|
| Lane Group           | EBT   | SWT   |
| Lane Configurations  | ↑     | ↑↑    |
| Traffic Volume (vph) | 1088  | 858   |
| Future Volume (vph)  | 1088  | 858   |
| Turn Type            | NA    | NA    |
| Protected Phases     | 4     | 6     |
| Permitted Phases     |       |       |
| Detector Phase       | 4     | 6     |
| Switch Phase         |       |       |
| Minimum Initial (s)  | 5.0   | 10.0  |
| Minimum Split (s)    | 29.0  | 24.0  |
| Total Split (s)      | 77.0  | 43.0  |
| Total Split (%)      | 64.2% | 35.8% |
| Yellow Time (s)      | 4.0   | 4.0   |
| All-Red Time (s)     | 2.0   | 2.0   |
| Lost Time Adjust (s) | 0.0   | 0.0   |
| Total Lost Time (s)  | 6.0   | 6.0   |
| Lead/Lag             |       |       |
| Lead-Lag Optimize?   |       |       |
| Recall Mode          | None  | C-Min |
| Act Effct Green (s)  | 72.7  | 35.3  |
| Actuated g/C Ratio   | 0.61  | 0.29  |
| v/c Ratio            | 1.05  | 0.90  |
| Control Delay        | 65.5  | 52.4  |
| Queue Delay          | 20.8  | 0.0   |
| Total Delay          | 86.3  | 52.4  |
| LOS                  | F     | D     |
| Approach Delay       | 86.3  | 52.4  |
| Approach LOS         | F     | D     |

Intersection Summary

Cycle Length: 120  
 Actuated Cycle Length: 120  
 Offset: 0 (0%), Referenced to phase 2: and 6:SWT, Start of Green  
 Natural Cycle: 110  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 1.05  
 Intersection Signal Delay: 71.4  
 Intersection Capacity Utilization 110.3%  
 Analysis Period (min) 15

Intersection LOS: E  
 ICU Level of Service H

Splits and Phases: 9: E. Hollis St. & Bridge St





Queues  
9: E. Hollis St. & Bridge St

2039 No-Build  
PM Peak hour



| Lane Group              | EBT   | SWT  |
|-------------------------|-------|------|
| Lane Group Flow (vph)   | 1183  | 933  |
| v/c Ratio               | 1.05  | 0.90 |
| Control Delay           | 65.5  | 52.4 |
| Queue Delay             | 20.8  | 0.0  |
| Total Delay             | 86.3  | 52.4 |
| Queue Length 50th (ft)  | ~1018 | 356  |
| Queue Length 95th (ft)  | #1278 | 441  |
| Internal Link Dist (ft) | 280   | 228  |
| Turn Bay Length (ft)    |       |      |
| Base Capacity (vph)     | 1128  | 1091 |
| Starvation Cap Reductn  | 151   | 0    |
| Spillback Cap Reductn   | 0     | 0    |
| Storage Cap Reductn     | 0     | 0    |
| Reduced v/c Ratio       | 1.21  | 0.86 |

Intersection Summary

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

# Timings

2039 Build Alt 2

## 1: Development Drive/Connector Rd East & E. Hollis St EB

AM Peak hour

|                      |       |       |
|----------------------|-------|-------|
|                      | →     | ↑     |
| Lane Group           | EBT   | NBT   |
| Lane Configurations  | ↔↔    | ↑     |
| Traffic Volume (vph) | 1463  | 134   |
| Future Volume (vph)  | 1463  | 134   |
| Turn Type            | NA    | NA    |
| Protected Phases     | 4     | 2     |
| Permitted Phases     |       |       |
| Detector Phase       | 4     | 2     |
| Switch Phase         |       |       |
| Minimum Initial (s)  | 5.0   | 5.0   |
| Minimum Split (s)    | 24.0  | 24.0  |
| Total Split (s)      | 46.0  | 24.0  |
| Total Split (%)      | 65.7% | 34.3% |
| Yellow Time (s)      | 4.0   | 4.0   |
| All-Red Time (s)     | 2.0   | 2.0   |
| Lost Time Adjust (s) | 0.0   | 0.0   |
| Total Lost Time (s)  | 6.0   | 6.0   |
| Lead/Lag             |       |       |
| Lead-Lag Optimize?   |       |       |
| Recall Mode          | C-Min | Min   |
| Act Effct Green (s)  | 42.9  | 15.1  |
| Actuated g/C Ratio   | 0.61  | 0.22  |
| v/c Ratio            | 0.78  | 0.75  |
| Control Delay        | 9.9   | 35.6  |
| Queue Delay          | 0.3   | 0.0   |
| Total Delay          | 10.2  | 35.6  |
| LOS                  | B     | D     |
| Approach Delay       | 10.2  | 35.6  |
| Approach LOS         | B     | D     |

### Intersection Summary

Cycle Length: 70

Actuated Cycle Length: 70

Offset: 4 (6%), Referenced to phase 4:EBTL, Start of Yellow

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.78

Intersection Signal Delay: 14.0

Intersection LOS: B

Intersection Capacity Utilization 68.5%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 1: Development Drive/Connector Rd East & E. Hollis St EB





## Queues

2039 Build Alt 2

## 1: Development Drive/Connector Rd East &amp; E. Hollis St EB

AM Peak hour



| Lane Group              | EBT  | NBT  |
|-------------------------|------|------|
| Lane Group Flow (vph)   | 1678 | 296  |
| v/c Ratio               | 0.78 | 0.75 |
| Control Delay           | 9.9  | 35.6 |
| Queue Delay             | 0.3  | 0.0  |
| Total Delay             | 10.2 | 35.6 |
| Queue Length 50th (ft)  | 194  | 108  |
| Queue Length 95th (ft)  | 426  | 181  |
| Internal Link Dist (ft) | 138  | 290  |
| Turn Bay Length (ft)    |      |      |
| Base Capacity (vph)     | 2157 | 464  |
| Starvation Cap Reductn  | 106  | 0    |
| Spillback Cap Reductn   | 0    | 0    |
| Storage Cap Reductn     | 0    | 0    |
| Reduced v/c Ratio       | 0.82 | 0.64 |
| Intersection Summary    |      |      |

# Timings 2: E. Hollis St EB & Connector Rd West

2039 Build Alt 2  
AM Peak hour



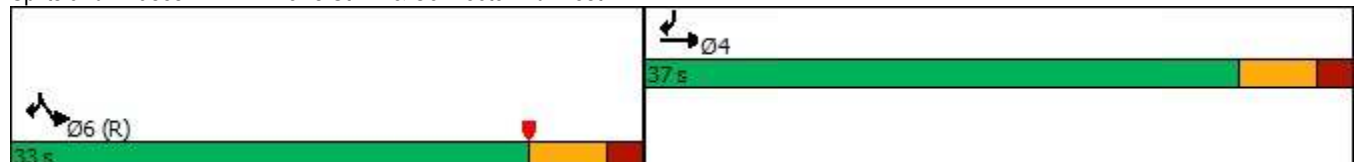
| Lane Group           | EBT   | SBL   | SBR    |
|----------------------|-------|-------|--------|
| Lane Configurations  | ↑↑    | ↰↱    | ↰↱     |
| Traffic Volume (vph) | 796   | 738   | 1380   |
| Future Volume (vph)  | 796   | 738   | 1380   |
| Turn Type            | NA    | Prot  | custom |
| Protected Phases     | 4     | 6     | 4 6    |
| Permitted Phases     |       |       |        |
| Detector Phase       | 4     | 6     | 4 6    |
| Switch Phase         |       |       |        |
| Minimum Initial (s)  | 5.0   | 5.0   |        |
| Minimum Split (s)    | 24.0  | 24.0  |        |
| Total Split (s)      | 37.0  | 33.0  |        |
| Total Split (%)      | 52.9% | 47.1% |        |
| Yellow Time (s)      | 4.0   | 4.0   |        |
| All-Red Time (s)     | 2.0   | 2.0   |        |
| Lost Time Adjust (s) | 0.0   | 0.0   |        |
| Total Lost Time (s)  | 6.0   | 6.0   |        |
| Lead/Lag             |       |       |        |
| Lead-Lag Optimize?   |       |       |        |
| Recall Mode          | None  | C-Min |        |
| Act Effect Green (s) | 31.1  | 26.9  | 70.0   |
| Actuated g/C Ratio   | 0.44  | 0.38  | 1.00   |
| v/c Ratio            | 0.55  | 0.57  | 0.54   |
| Control Delay        | 16.0  | 3.7   | 3.6    |
| Queue Delay          | 0.0   | 1.3   | 0.0    |
| Total Delay          | 16.0  | 5.0   | 3.6    |
| LOS                  | B     | A     | A      |
| Approach Delay       | 16.0  | 4.1   |        |
| Approach LOS         | B     | A     |        |

## Intersection Summary

Cycle Length: 70  
 Actuated Cycle Length: 70  
 Offset: 34 (49%), Referenced to phase 6:SBL, Start of Yellow  
 Natural Cycle: 50  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.57  
 Intersection Signal Delay: 7.3  
 Intersection Capacity Utilization 53.3%  
 Analysis Period (min) 15

Intersection LOS: A  
 ICU Level of Service A

Splits and Phases: 2: E. Hollis St EB & Connector Rd West





Queues  
2: E. Hollis St EB & Connector Rd West

2039 Build Alt 2  
AM Peak hour



| Lane Group              | EBT  | SBL  | SBR  |
|-------------------------|------|------|------|
| Lane Group Flow (vph)   | 865  | 802  | 1500 |
| v/c Ratio               | 0.55 | 0.57 | 0.54 |
| Control Delay           | 16.0 | 3.7  | 3.6  |
| Queue Delay             | 0.0  | 1.3  | 0.0  |
| Total Delay             | 16.0 | 5.0  | 3.6  |
| Queue Length 50th (ft)  | 138  | 0    | 63   |
| Queue Length 95th (ft)  | 190  | m0   | 177  |
| Internal Link Dist (ft) | 193  | 242  |      |
| Turn Bay Length (ft)    |      |      |      |
| Base Capacity (vph)     | 1574 | 1420 | 2745 |
| Starvation Cap Reductn  | 0    | 131  | 0    |
| Spillback Cap Reductn   | 0    | 387  | 0    |
| Storage Cap Reductn     | 0    | 0    | 0    |
| Reduced v/c Ratio       | 0.55 | 0.78 | 0.55 |

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Timings  
9: Connector Rd West & Bridge St EB/Bridge St WB

2039 Build Alt 2  
AM Peak hour



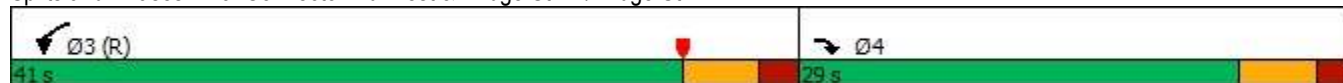
| Lane Group           | EBR   | WBL   | WBT  |
|----------------------|-------|-------|------|
| Lane Configurations  | ↱↱    | ↱↱    | ↱↱   |
| Traffic Volume (vph) | 738   | 1380  | 1423 |
| Future Volume (vph)  | 738   | 1380  | 1423 |
| Turn Type            | Prot  | Prot  | NA   |
| Protected Phases     | 4     | 3     | Free |
| Permitted Phases     |       |       |      |
| Detector Phase       | 4     | 3     |      |
| Switch Phase         |       |       |      |
| Minimum Initial (s)  | 10.0  | 4.0   |      |
| Minimum Split (s)    | 24.0  | 10.0  |      |
| Total Split (s)      | 29.0  | 41.0  |      |
| Total Split (%)      | 41.4% | 58.6% |      |
| Yellow Time (s)      | 4.0   | 4.0   |      |
| All-Red Time (s)     | 2.0   | 2.0   |      |
| Lost Time Adjust (s) | 0.0   | 0.0   |      |
| Total Lost Time (s)  | 6.0   | 6.0   |      |
| Lead/Lag             | Lag   | Lead  |      |
| Lead-Lag Optimize?   | Yes   | Yes   |      |
| Recall Mode          | Min   | C-Min |      |
| Act Effect Green (s) | 22.2  | 35.8  | 70.0 |
| Actuated g/C Ratio   | 0.32  | 0.51  | 1.00 |
| v/c Ratio            | 0.89  | 0.84  | 0.44 |
| Control Delay        | 35.3  | 8.8   | 0.3  |
| Queue Delay          | 0.0   | 0.3   | 0.0  |
| Total Delay          | 35.3  | 9.1   | 0.3  |
| LOS                  | D     | A     | A    |
| Approach Delay       |       |       | 4.6  |
| Approach LOS         |       |       | A    |

Intersection Summary

Cycle Length: 70  
 Actuated Cycle Length: 70  
 Offset: 2 (3%), Referenced to phase 3:WBL, Start of Yellow  
 Natural Cycle: 60  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.89  
 Intersection Signal Delay: 11.0  
 Intersection Capacity Utilization 73.5%  
 Analysis Period (min) 15

Intersection LOS: B  
 ICU Level of Service D

Splits and Phases: 9: Connector Rd West & Bridge St EB/Bridge St WB





## Queues

2039 Build Alt 2

## 9: Connector Rd West &amp; Bridge St EB/Bridge St WB

AM Peak hour



| Lane Group              | EBR  | WBL  | WBT  |
|-------------------------|------|------|------|
| Lane Group Flow (vph)   | 802  | 1500 | 1547 |
| v/c Ratio               | 0.89 | 0.84 | 0.44 |
| Control Delay           | 35.3 | 8.8  | 0.3  |
| Queue Delay             | 0.0  | 0.3  | 0.0  |
| Total Delay             | 35.3 | 9.1  | 0.3  |
| Queue Length 50th (ft)  | 173  | 25   | 0    |
| Queue Length 95th (ft)  | #284 | #36  | 0    |
| Internal Link Dist (ft) |      |      | 155  |
| Turn Bay Length (ft)    | 100  |      |      |
| Base Capacity (vph)     | 938  | 1796 | 3539 |
| Starvation Cap Reductn  | 0    | 39   | 0    |
| Spillback Cap Reductn   | 0    | 0    | 0    |
| Storage Cap Reductn     | 0    | 0    | 0    |
| Reduced v/c Ratio       | 0.86 | 0.85 | 0.44 |

## Intersection Summary

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

# Timings

2039 Build Alt 2

## 16: Connector Rd East/Riverside Driveway & Bridge St WB

AM Peak hour



| Lane Group           | WBT   | NBL   | NBT   | SBR   |
|----------------------|-------|-------|-------|-------|
| Lane Configurations  | ↑↑↑↑  | ↰     | ↑     | ↱     |
| Traffic Volume (vph) | 2563  | 124   | 21    | 116   |
| Future Volume (vph)  | 2563  | 124   | 21    | 116   |
| Turn Type            | NA    | Split | NA    | Prot  |
| Protected Phases     | 8     | 2     | 2     | 1     |
| Permitted Phases     |       |       |       |       |
| Detector Phase       | 8     | 2     | 2     | 1     |
| Switch Phase         |       |       |       |       |
| Minimum Initial (s)  | 5.0   | 5.0   | 5.0   | 5.0   |
| Minimum Split (s)    | 24.0  | 24.0  | 24.0  | 11.0  |
| Total Split (s)      | 35.0  | 24.0  | 24.0  | 11.0  |
| Total Split (%)      | 50.0% | 34.3% | 34.3% | 15.7% |
| Yellow Time (s)      | 4.0   | 4.0   | 4.0   | 4.0   |
| All-Red Time (s)     | 2.0   | 2.0   | 2.0   | 2.0   |
| Lost Time Adjust (s) | 0.0   | 0.0   | 0.0   | 0.0   |
| Total Lost Time (s)  | 6.0   | 6.0   | 6.0   | 6.0   |
| Lead/Lag             |       | Lag   | Lag   | Lead  |
| Lead-Lag Optimize?   |       |       |       | Yes   |
| Recall Mode          | C-Min | Min   | Min   | None  |
| Act Effect Green (s) | 42.5  | 6.7   | 6.7   | 5.0   |
| Actuated g/C Ratio   | 0.61  | 0.10  | 0.10  | 0.07  |
| v/c Ratio            | 0.72  | 0.45  | 0.13  | 0.40  |
| Control Delay        | 12.0  | 9.5   | 25.7  | 4.6   |
| Queue Delay          | 0.1   | 0.0   | 0.0   | 0.1   |
| Total Delay          | 12.1  | 9.5   | 25.7  | 4.7   |
| LOS                  | B     | A     | C     | A     |
| Approach Delay       | 12.1  |       | 11.9  |       |
| Approach LOS         | B     |       | B     |       |

### Intersection Summary

Cycle Length: 70

Actuated Cycle Length: 70

Offset: 0 (0%), Referenced to phase 8:WBT, Start of Yellow, Master Intersection

Natural Cycle: 75

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.72

Intersection Signal Delay: 11.8

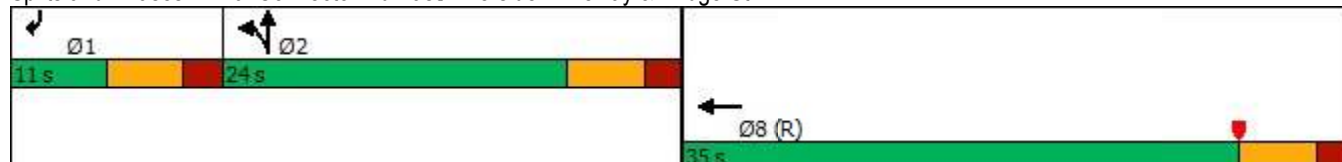
Intersection LOS: B

Intersection Capacity Utilization 68.5%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 16: Connector Rd East/Riverside Driveway & Bridge St WB



## Queues

2039 Build Alt 2

## 16: Connector Rd East/Riverside Driveway &amp; Bridge St WB

AM Peak hour



| Lane Group              | WBT  | NBL  | NBT  | SBR  |
|-------------------------|------|------|------|------|
| Lane Group Flow (vph)   | 2810 | 135  | 23   | 126  |
| v/c Ratio               | 0.72 | 0.45 | 0.13 | 0.40 |
| Control Delay           | 12.0 | 9.5  | 25.7 | 4.6  |
| Queue Delay             | 0.1  | 0.0  | 0.0  | 0.1  |
| Total Delay             | 12.1 | 9.5  | 25.7 | 4.7  |
| Queue Length 50th (ft)  | 234  | 0    | 5    | 0    |
| Queue Length 95th (ft)  | 320  | m10  | m8   | 8    |
| Internal Link Dist (ft) | 173  |      | 194  |      |
| Turn Bay Length (ft)    |      |      |      |      |
| Base Capacity (vph)     | 3884 | 559  | 479  | 312  |
| Starvation Cap Reductn  | 0    | 0    | 0    | 0    |
| Spillback Cap Reductn   | 154  | 3    | 0    | 5    |
| Storage Cap Reductn     | 0    | 0    | 0    | 0    |
| Reduced v/c Ratio       | 0.75 | 0.24 | 0.05 | 0.41 |

## Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



# Timings

2039 Build Alt 2

## 1: Crown St/Connector Rd East & E. Hollis St EB

PM Peak hour

|                                                               |       |                        |
|---------------------------------------------------------------|-------|------------------------|
|                                                               | →     | ↑                      |
| Lane Group                                                    | EBT   | NBT                    |
| Lane Configurations                                           | ↔↔    | ↑                      |
| Traffic Volume (vph)                                          | 2469  | 134                    |
| Future Volume (vph)                                           | 2469  | 134                    |
| Turn Type                                                     | NA    | NA                     |
| Protected Phases                                              | 4     | 2                      |
| Permitted Phases                                              |       |                        |
| Detector Phase                                                | 4     | 2                      |
| Switch Phase                                                  |       |                        |
| Minimum Initial (s)                                           | 5.0   | 5.0                    |
| Minimum Split (s)                                             | 24.0  | 15.0                   |
| Total Split (s)                                               | 95.0  | 25.0                   |
| Total Split (%)                                               | 79.2% | 20.8%                  |
| Yellow Time (s)                                               | 4.0   | 4.0                    |
| All-Red Time (s)                                              | 2.0   | 2.0                    |
| Lost Time Adjust (s)                                          | 0.0   | 0.0                    |
| Total Lost Time (s)                                           | 6.0   | 6.0                    |
| Lead/Lag                                                      |       |                        |
| Lead-Lag Optimize?                                            |       |                        |
| Recall Mode                                                   | C-Min | Min                    |
| Act Effct Green (s)                                           | 89.0  | 19.0                   |
| Actuated g/C Ratio                                            | 0.74  | 0.16                   |
| v/c Ratio                                                     | 1.10  | 1.06                   |
| Control Delay                                                 | 60.9  | 117.0                  |
| Queue Delay                                                   | 2.0   | 0.0                    |
| Total Delay                                                   | 62.9  | 117.0                  |
| LOS                                                           | E     | F                      |
| Approach Delay                                                | 62.9  | 117.0                  |
| Approach LOS                                                  | E     | F                      |
| <b>Intersection Summary</b>                                   |       |                        |
| Cycle Length: 120                                             |       |                        |
| Actuated Cycle Length: 120                                    |       |                        |
| Offset: 78 (65%), Referenced to phase 4:EBTL, Start of Yellow |       |                        |
| Natural Cycle: 140                                            |       |                        |
| Control Type: Actuated-Coordinated                            |       |                        |
| Maximum v/c Ratio: 1.10                                       |       |                        |
| Intersection Signal Delay: 68.0                               |       | Intersection LOS: E    |
| Intersection Capacity Utilization 98.7%                       |       | ICU Level of Service F |
| Analysis Period (min) 15                                      |       |                        |

Splits and Phases: 1: Crown St/Connector Rd East & E. Hollis St EB



## Queues

2039 Build Alt 2

## 1: Crown St/Connector Rd East &amp; E. Hollis St EB

PM Peak hour



| Lane Group              | EBT   | NBT   |
|-------------------------|-------|-------|
| Lane Group Flow (vph)   | 2862  | 296   |
| v/c Ratio               | 1.10  | 1.06  |
| Control Delay           | 60.9  | 117.0 |
| Queue Delay             | 2.0   | 0.0   |
| Total Delay             | 62.9  | 117.0 |
| Queue Length 50th (ft)  | ~1312 | ~246  |
| Queue Length 95th (ft)  | #1444 | #427  |
| Internal Link Dist (ft) | 138   | 290   |
| Turn Bay Length (ft)    |       |       |
| Base Capacity (vph)     | 2612  | 280   |
| Starvation Cap Reductn  | 218   | 0     |
| Spillback Cap Reductn   | 0     | 0     |
| Storage Cap Reductn     | 0     | 0     |
| Reduced v/c Ratio       | 1.20  | 1.06  |

## Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

# Timings 2: E. Hollis St EB & Connector Rd West

2039 Build Alt 2  
PM Peak hour

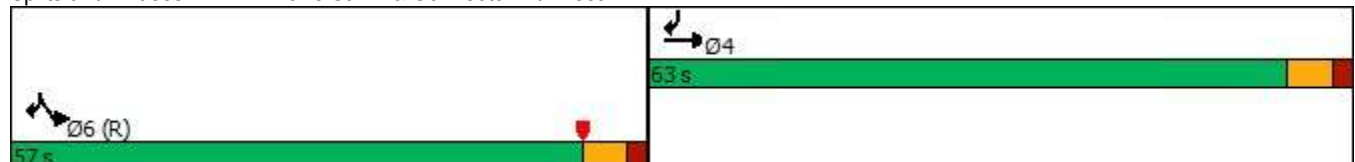
|                      | →     | ↘     | ↙      |
|----------------------|-------|-------|--------|
| Lane Group           | EBT   | SBL   | SBR    |
| Lane Configurations  | ↑↑    | ↘↘    | ↙↙     |
| Traffic Volume (vph) | 1407  | 1226  | 987    |
| Future Volume (vph)  | 1407  | 1226  | 987    |
| Turn Type            | NA    | Prot  | custom |
| Protected Phases     | 4     | 6     | 4 6    |
| Permitted Phases     |       |       |        |
| Detector Phase       | 4     | 6     | 4 6    |
| Switch Phase         |       |       |        |
| Minimum Initial (s)  | 5.0   | 5.0   |        |
| Minimum Split (s)    | 24.0  | 24.0  |        |
| Total Split (s)      | 63.0  | 57.0  |        |
| Total Split (%)      | 52.5% | 47.5% |        |
| Yellow Time (s)      | 4.0   | 4.0   |        |
| All-Red Time (s)     | 2.0   | 2.0   |        |
| Lost Time Adjust (s) | 0.0   | 0.0   |        |
| Total Lost Time (s)  | 6.0   | 6.0   |        |
| Lead/Lag             |       |       |        |
| Lead-Lag Optimize?   |       |       |        |
| Recall Mode          | None  | C-Min |        |
| Act Effect Green (s) | 57.1  | 50.9  | 120.0  |
| Actuated g/C Ratio   | 0.48  | 0.42  | 1.00   |
| v/c Ratio            | 0.91  | 0.91  | 0.39   |
| Control Delay        | 38.2  | 17.1  | 3.6    |
| Queue Delay          | 0.0   | 47.8  | 0.0    |
| Total Delay          | 38.2  | 64.9  | 3.6    |
| LOS                  | D     | E     | A      |
| Approach Delay       | 38.2  | 37.6  |        |
| Approach LOS         | D     | D     |        |

## Intersection Summary

Cycle Length: 120  
 Actuated Cycle Length: 120  
 Offset: 20 (17%), Referenced to phase 6:SBL, Start of Yellow  
 Natural Cycle: 90  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.91  
 Intersection Signal Delay: 37.8  
 Intersection Capacity Utilization 83.9%  
 Analysis Period (min) 15

Intersection LOS: D  
 ICU Level of Service E

Splits and Phases: 2: E. Hollis St EB & Connector Rd West





Queues  
2: E. Hollis St EB & Connector Rd West

2039 Build Alt 2  
PM Peak hour



| Lane Group              | EBT  | SBL   | SBR  |
|-------------------------|------|-------|------|
| Lane Group Flow (vph)   | 1529 | 1333  | 1073 |
| v/c Ratio               | 0.91 | 0.91  | 0.39 |
| Control Delay           | 38.2 | 17.1  | 3.6  |
| Queue Delay             | 0.0  | 47.8  | 0.0  |
| Total Delay             | 38.2 | 64.9  | 3.6  |
| Queue Length 50th (ft)  | 561  | 350   | 83   |
| Queue Length 95th (ft)  | #686 | m#360 | m75  |
| Internal Link Dist (ft) | 193  | 242   |      |
| Turn Bay Length (ft)    |      |       |      |
| Base Capacity (vph)     | 1685 | 1473  | 2762 |
| Starvation Cap Reductn  | 0    | 176   | 0    |
| Spillback Cap Reductn   | 1    | 614   | 0    |
| Storage Cap Reductn     | 0    | 0     | 0    |
| Reduced v/c Ratio       | 0.91 | 1.55  | 0.39 |

Intersection Summary

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

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Timings  
9: Connector Rd West & Bridge St EB/Bridge St WB

2039 Build Alt 2  
PM Peak hour



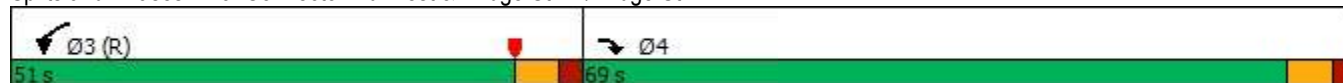
| Lane Group           | EBR   | WBL   | WBT   |
|----------------------|-------|-------|-------|
| Lane Configurations  | RT    | RT    | LT    |
| Traffic Volume (vph) | 1226  | 987   | 938   |
| Future Volume (vph)  | 1226  | 987   | 938   |
| Turn Type            | Prot  | Prot  | NA    |
| Protected Phases     | 4     | 3     | Free  |
| Permitted Phases     |       |       |       |
| Detector Phase       | 4     | 3     |       |
| Switch Phase         |       |       |       |
| Minimum Initial (s)  | 10.0  | 4.0   |       |
| Minimum Split (s)    | 24.0  | 10.0  |       |
| Total Split (s)      | 69.0  | 51.0  |       |
| Total Split (%)      | 57.5% | 42.5% |       |
| Yellow Time (s)      | 4.0   | 4.0   |       |
| All-Red Time (s)     | 2.0   | 2.0   |       |
| Lost Time Adjust (s) | 0.0   | 0.0   |       |
| Total Lost Time (s)  | 6.0   | 6.0   |       |
| Lead/Lag             | Lag   | Lead  |       |
| Lead-Lag Optimize?   | Yes   | Yes   |       |
| Recall Mode          | Min   | C-Min |       |
| Act Effect Green (s) | 61.4  | 46.6  | 120.0 |
| Actuated g/C Ratio   | 0.51  | 0.39  | 1.00  |
| v/c Ratio            | 0.92  | 0.78  | 0.29  |
| Control Delay        | 37.7  | 27.7  | 0.2   |
| Queue Delay          | 4.2   | 1.2   | 0.0   |
| Total Delay          | 42.0  | 28.9  | 0.2   |
| LOS                  | D     | C     | A     |
| Approach Delay       |       |       | 14.9  |
| Approach LOS         |       |       | B     |

Intersection Summary

Cycle Length: 120  
 Actuated Cycle Length: 120  
 Offset: 66 (55%), Referenced to phase 3:WBL, Start of Yellow  
 Natural Cycle: 80  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.92  
 Intersection Signal Delay: 25.4  
 Intersection Capacity Utilization 79.4%  
 Analysis Period (min) 15

Intersection LOS: C  
 ICU Level of Service D

Splits and Phases: 9: Connector Rd West & Bridge St EB/Bridge St WB



## Queues

2039 Build Alt 2

## 9: Connector Rd West &amp; Bridge St EB/Bridge St WB

PM Peak hour



| Lane Group              | EBR  | WBL  | WBT  |
|-------------------------|------|------|------|
| Lane Group Flow (vph)   | 1333 | 1073 | 1020 |
| v/c Ratio               | 0.92 | 0.78 | 0.29 |
| Control Delay           | 37.7 | 27.7 | 0.2  |
| Queue Delay             | 4.2  | 1.2  | 0.0  |
| Total Delay             | 42.0 | 28.9 | 0.2  |
| Queue Length 50th (ft)  | 494  | 364  | 0    |
| Queue Length 95th (ft)  | #646 | 199  | 0    |
| Internal Link Dist (ft) |      |      | 155  |
| Turn Bay Length (ft)    | 100  |      |      |
| Base Capacity (vph)     | 1482 | 1375 | 3539 |
| Starvation Cap Reductn  | 0    | 128  | 0    |
| Spillback Cap Reductn   | 100  | 0    | 0    |
| Storage Cap Reductn     | 0    | 0    | 0    |
| Reduced v/c Ratio       | 0.96 | 0.86 | 0.29 |

## Intersection Summary

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



# Timings

2039 Build Alt 2

## 16: Connector Rd East/Rvierside Driveway & Bridge St WB

PM Peak hour



| Lane Group           | WBT   | NBL   | NBT   | SBR   |
|----------------------|-------|-------|-------|-------|
| Lane Configurations  | ↑↑↑↑  | ↑↑    | ↑↑    | ↑↑    |
| Traffic Volume (vph) | 1710  | 124   | 104   | 91    |
| Future Volume (vph)  | 1710  | 124   | 104   | 91    |
| Turn Type            | NA    | Split | NA    | Prot  |
| Protected Phases     | 8     | 2     | 2     | 1     |
| Permitted Phases     |       |       |       |       |
| Detector Phase       | 8     | 2     | 2     | 1     |
| Switch Phase         |       |       |       |       |
| Minimum Initial (s)  | 5.0   | 5.0   | 5.0   | 5.0   |
| Minimum Split (s)    | 24.0  | 24.0  | 24.0  | 11.0  |
| Total Split (s)      | 69.0  | 30.0  | 30.0  | 21.0  |
| Total Split (%)      | 57.5% | 25.0% | 25.0% | 17.5% |
| Yellow Time (s)      | 4.0   | 4.0   | 4.0   | 4.0   |
| All-Red Time (s)     | 2.0   | 2.0   | 2.0   | 2.0   |
| Lost Time Adjust (s) | 0.0   | 0.0   | 0.0   | 0.0   |
| Total Lost Time (s)  | 6.0   | 6.0   | 6.0   | 6.0   |
| Lead/Lag             |       | Lead  | Lead  | Lag   |
| Lead-Lag Optimize?   |       | Yes   | Yes   | Yes   |
| Recall Mode          | C-Min | Min   | Min   | None  |
| Act Effect Green (s) | 83.4  | 12.6  | 12.6  | 6.0   |
| Actuated g/C Ratio   | 0.70  | 0.10  | 0.10  | 0.05  |
| v/c Ratio            | 0.43  | 0.52  | 0.58  | 0.48  |
| Control Delay        | 8.7   | 7.8   | 36.5  | 11.9  |
| Queue Delay          | 0.0   | 0.2   | 0.1   | 0.4   |
| Total Delay          | 8.7   | 8.0   | 36.5  | 12.3  |
| LOS                  | A     | A     | D     | B     |
| Approach Delay       | 8.7   |       | 21.0  |       |
| Approach LOS         | A     |       | C     |       |

### Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 0 (0%), Referenced to phase 8:WBT, Start of Yellow, Master Intersection

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.58

Intersection Signal Delay: 10.2

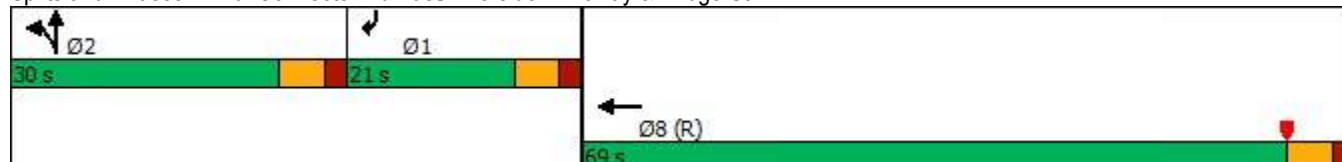
Intersection LOS: B

Intersection Capacity Utilization 98.7%

ICU Level of Service F

Analysis Period (min) 15

Splits and Phases: 16: Connector Rd East/Rvierside Driveway & Bridge St WB



## Queues

2039 Build Alt 2

## 16: Connector Rd East/Rvierside Driveway &amp; Bridge St WB

PM Peak hour



| Lane Group              | WBT  | NBL  | NBT  | SBR  |
|-------------------------|------|------|------|------|
| Lane Group Flow (vph)   | 1925 | 135  | 113  | 99   |
| v/c Ratio               | 0.43 | 0.52 | 0.58 | 0.48 |
| Control Delay           | 8.7  | 7.8  | 36.5 | 11.9 |
| Queue Delay             | 0.0  | 0.2  | 0.1  | 0.4  |
| Total Delay             | 8.7  | 8.0  | 36.5 | 12.3 |
| Queue Length 50th (ft)  | 166  | 0    | 53   | 0    |
| Queue Length 95th (ft)  | 234  | m43  | m83  | 29   |
| Internal Link Dist (ft) | 316  |      | 194  |      |
| Turn Bay Length (ft)    |      |      |      |      |
| Base Capacity (vph)     | 4435 | 419  | 372  | 316  |
| Starvation Cap Reductn  | 0    | 27   | 18   | 0    |
| Spillback Cap Reductn   | 374  | 37   | 0    | 47   |
| Storage Cap Reductn     | 0    | 0    | 0    | 0    |
| Reduced v/c Ratio       | 0.47 | 0.35 | 0.32 | 0.37 |

## Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

# Timings 2: E. Hollis St EB & Connector Rd West

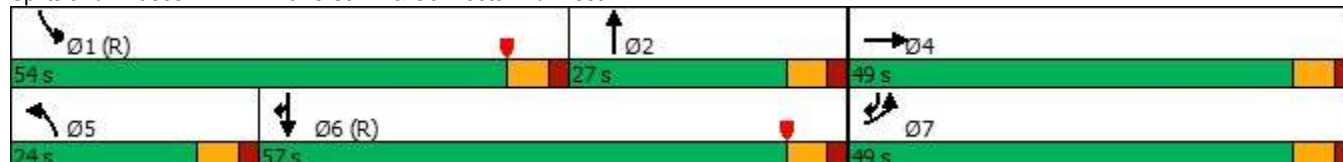
2039 Build Alt 3  
AM Peak hour

|                      | →     | ↖     | ↑     | ↗     | ↓     | ↙     |      |
|----------------------|-------|-------|-------|-------|-------|-------|------|
| Lane Group           | EBT   | NBL   | NBT   | SBL   | SBT   | SBR   | Ø7   |
| Lane Configurations  | ↔↔    | ↖     | ↗     | ↖     | ↗     | ↔↔    |      |
| Traffic Volume (vph) | 715   | 74    | 60    | 748   | 48    | 1266  |      |
| Future Volume (vph)  | 715   | 74    | 60    | 748   | 48    | 1266  |      |
| Turn Type            | NA    | Prot  | NA    | Prot  | NA    | pt+ov |      |
| Protected Phases     | 4     | 5     | 2     | 1     | 6     | 6 7   | 7    |
| Permitted Phases     |       |       |       |       |       |       |      |
| Detector Phase       | 4     | 5     | 2     | 1     | 6     | 6 7   |      |
| Switch Phase         |       |       |       |       |       |       |      |
| Minimum Initial (s)  | 5.0   | 5.0   | 5.0   | 5.0   | 5.0   |       | 5.0  |
| Minimum Split (s)    | 24.0  | 24.0  | 24.0  | 24.0  | 24.0  |       | 11.0 |
| Total Split (s)      | 49.0  | 24.0  | 27.0  | 54.0  | 57.0  |       | 49.0 |
| Total Split (%)      | 37.7% | 18.5% | 20.8% | 41.5% | 43.8% |       | 38%  |
| Yellow Time (s)      | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   |       | 4.0  |
| All-Red Time (s)     | 2.0   | 2.0   | 2.0   | 2.0   | 2.0   |       | 2.0  |
| Lost Time Adjust (s) | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |       |      |
| Total Lost Time (s)  | 6.0   | 6.0   | 6.0   | 6.0   | 6.0   |       |      |
| Lead/Lag             |       | Lead  | Lag   | Lead  | Lag   |       |      |
| Lead-Lag Optimize?   |       | Yes   | Yes   | Yes   | Yes   |       |      |
| Recall Mode          | Min   | Min   | Min   | C-Min | C-Min |       | Min  |
| Act Effect Green (s) | 41.2  | 11.2  | 25.9  | 45.0  | 45.0  | 106.8 |      |
| Actuated g/C Ratio   | 0.32  | 0.09  | 0.20  | 0.35  | 0.35  | 0.82  |      |
| v/c Ratio            | 0.77  | 0.53  | 0.58  | 0.74  | 0.74  | 0.56  |      |
| Control Delay        | 43.5  | 68.5  | 44.6  | 21.3  | 56.7  | 5.5   |      |
| Queue Delay          | 0.0   | 0.0   | 0.0   | 0.8   | 57.6  | 0.7   |      |
| Total Delay          | 43.5  | 68.5  | 44.6  | 22.2  | 114.3 | 6.1   |      |
| LOS                  | D     | E     | D     | C     | F     | A     |      |
| Approach Delay       | 43.5  |       | 51.1  |       | 30.2  |       |      |
| Approach LOS         | D     |       | D     |       | C     |       |      |

## Intersection Summary

|                                                                        |                        |
|------------------------------------------------------------------------|------------------------|
| Cycle Length: 130                                                      |                        |
| Actuated Cycle Length: 130                                             |                        |
| Offset: 80 (62%), Referenced to phase 1:SBL and 6:SBT, Start of Yellow |                        |
| Natural Cycle: 80                                                      |                        |
| Control Type: Actuated-Coordinated                                     |                        |
| Maximum v/c Ratio: 0.77                                                |                        |
| Intersection Signal Delay: 35.3                                        | Intersection LOS: D    |
| Intersection Capacity Utilization 70.7%                                | ICU Level of Service C |
| Analysis Period (min) 15                                               |                        |

## Splits and Phases: 2: E. Hollis St EB & Connector Rd West





Queues  
2: E. Hollis St EB & Connector Rd West

2039 Build Alt 3  
AM Peak hour



| Lane Group              | EBT  | NBL  | NBT  | SBL  | SBT   | SBR  |
|-------------------------|------|------|------|------|-------|------|
| Lane Group Flow (vph)   | 855  | 80   | 215  | 431  | 434   | 1376 |
| v/c Ratio               | 0.77 | 0.53 | 0.58 | 0.74 | 0.74  | 0.56 |
| Control Delay           | 43.5 | 68.5 | 44.6 | 21.3 | 56.7  | 5.5  |
| Queue Delay             | 0.0  | 0.0  | 0.0  | 0.8  | 57.6  | 0.7  |
| Total Delay             | 43.5 | 68.5 | 44.6 | 22.2 | 114.3 | 6.1  |
| Queue Length 50th (ft)  | 284  | 66   | 135  | 134  | 405   | 136  |
| Queue Length 95th (ft)  | 409  | 116  | 222  | 118  | m481  | 127  |
| Internal Link Dist (ft) | 417  |      | 204  |      | 152   |      |
| Turn Bay Length (ft)    |      |      |      |      |       |      |
| Base Capacity (vph)     | 1201 | 245  | 394  | 637  | 586   | 2502 |
| Starvation Cap Reductn  | 0    | 0    | 0    | 55   | 294   | 693  |
| Spillback Cap Reductn   | 0    | 0    | 0    | 0    | 0     | 0    |
| Storage Cap Reductn     | 0    | 0    | 0    | 0    | 0     | 0    |
| Reduced v/c Ratio       | 0.71 | 0.33 | 0.55 | 0.74 | 1.49  | 0.76 |

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Timings  
9: Connector Rd West & Bridge St EB/Bridge St WB

2039 Build Alt 3  
AM Peak hour

| Lane Group           | EBL  | EBR   | WBL   | WBT   | NBT   | SBT   | Ø4   | Ø5   |
|----------------------|------|-------|-------|-------|-------|-------|------|------|
| Lane Configurations  |      |       |       |       |       |       |      |      |
| Traffic Volume (vph) | 9    | 727   | 1290  | 1257  | 12    | 45    |      |      |
| Future Volume (vph)  | 9    | 727   | 1290  | 1257  | 12    | 45    |      |      |
| Turn Type            | Prot | pt+ov | Prot  | NA    | NA    | NA    |      |      |
| Protected Phases     | 7    | 4 5   | 3     | 8     | 2     | 6     | 4    | 5    |
| Permitted Phases     |      |       |       |       |       |       |      |      |
| Detector Phase       | 7    | 4 5   | 3     | 8     | 2     | 6     |      |      |
| Switch Phase         |      |       |       |       |       |       |      |      |
| Minimum Initial (s)  | 5.0  |       | 4.0   | 10.0  | 5.0   | 5.0   | 10.0 | 5.0  |
| Minimum Split (s)    | 11.0 |       | 10.0  | 24.0  | 24.0  | 24.0  | 24.0 | 11.0 |
| Total Split (s)      | 11.0 |       | 67.0  | 84.0  | 35.0  | 24.0  | 28.0 | 11.0 |
| Total Split (%)      | 8.5% |       | 51.5% | 64.6% | 26.9% | 18.5% | 22%  | 8%   |
| Yellow Time (s)      | 4.0  |       | 4.0   | 4.0   | 4.0   | 4.0   | 4.0  | 4.0  |
| All-Red Time (s)     | 2.0  |       | 2.0   | 2.0   | 2.0   | 2.0   | 2.0  | 2.0  |
| Lost Time Adjust (s) | 0.0  |       | 0.0   | 0.0   | 0.0   | 0.0   |      |      |
| Total Lost Time (s)  | 6.0  |       | 6.0   | 6.0   | 6.0   | 6.0   |      |      |
| Lead/Lag             | Lag  |       | Lag   | Lead  |       | Lead  | Lead | Lag  |
| Lead-Lag Optimize?   | Yes  |       | Yes   | Yes   |       | Yes   | Yes  | Yes  |
| Recall Mode          | None |       | C-Min | C-Min | Min   | Min   | Min  | None |
| Act Effect Green (s) | 6.3  | 37.2  | 63.6  | 83.2  | 14.9  | 11.2  |      |      |
| Actuated g/C Ratio   | 0.05 | 0.29  | 0.49  | 0.64  | 0.11  | 0.09  |      |      |
| v/c Ratio            | 0.12 | 0.77  | 0.84  | 0.62  | 0.33  | 0.65  |      |      |
| Control Delay        | 61.8 | 30.5  | 34.6  | 15.6  | 72.1  | 48.9  |      |      |
| Queue Delay          | 0.0  | 0.3   | 9.5   | 0.0   | 0.0   | 1.9   |      |      |
| Total Delay          | 61.8 | 30.8  | 44.1  | 15.6  | 72.1  | 50.8  |      |      |
| LOS                  | E    | C     | D     | B     | E     | D     |      |      |
| Approach Delay       |      |       |       | 29.9  | 72.1  | 50.8  |      |      |
| Approach LOS         |      |       |       | C     | E     | D     |      |      |

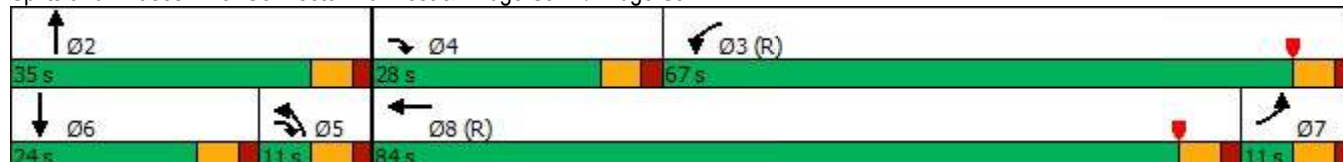
Intersection Summary

Cycle Length: 130  
 Actuated Cycle Length: 130  
 Offset: 0 (0%), Referenced to phase 3:WBL and 8:WBT, Start of Yellow, Master Intersection  
 Natural Cycle: 100  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.84  
 Intersection Signal Delay: 31.6  
 Intersection Capacity Utilization 84.0%  
 Analysis Period (min) 15

Intersection LOS: C

ICU Level of Service E

Splits and Phases: 9: Connector Rd West & Bridge St EB/Bridge St WB



## Queues

2039 Build Alt 3

## 9: Connector Rd West &amp; Bridge St EB/Bridge St WB

AM Peak hour



| Lane Group              | EBL  | EBR  | WBL  | WBT  | NBT   | SBT  |
|-------------------------|------|------|------|------|-------|------|
| Lane Group Flow (vph)   | 10   | 790  | 1402 | 1390 | 67    | 126  |
| v/c Ratio               | 0.12 | 0.77 | 0.84 | 0.62 | 0.33  | 0.65 |
| Control Delay           | 61.8 | 30.5 | 34.6 | 15.6 | 72.1  | 48.9 |
| Queue Delay             | 0.0  | 0.3  | 9.5  | 0.0  | 0.0   | 1.9  |
| Total Delay             | 61.8 | 30.8 | 44.1 | 15.6 | 72.1  | 50.8 |
| Queue Length 50th (ft)  | 8    | 215  | 500  | 294  | 59    | 61   |
| Queue Length 95th (ft)  | 27   | 310  | 639  | 484  | m#146 | 124  |
| Internal Link Dist (ft) |      |      |      | 1304 | 152   | 120  |
| Turn Bay Length (ft)    | 300  |      | 400  |      |       |      |
| Base Capacity (vph)     | 85   | 1137 | 1678 | 2278 | 204   | 280  |
| Starvation Cap Reductn  | 0    | 0    | 0    | 0    | 0     | 0    |
| Spillback Cap Reductn   | 0    | 60   | 263  | 0    | 0     | 64   |
| Storage Cap Reductn     | 0    | 0    | 0    | 0    | 0     | 0    |
| Reduced v/c Ratio       | 0.12 | 0.73 | 0.99 | 0.61 | 0.33  | 0.58 |

## Intersection Summary

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

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

# Timings 2: Crown St/Connector Rd West & E. Hollis St EB

2039 Build Alt 3  
PM Peak hour

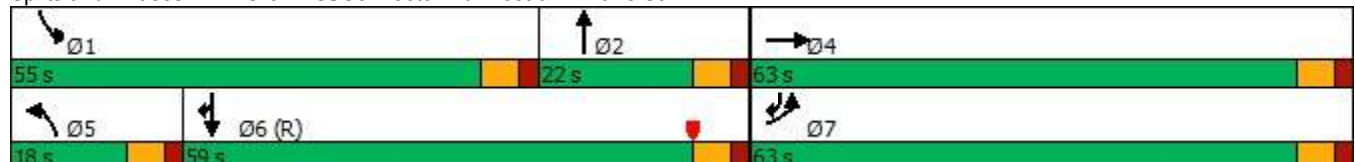
|                      | →     | ↖     | ↑     | ↗     | ↓     | ↙     |      |
|----------------------|-------|-------|-------|-------|-------|-------|------|
| Lane Group           | EBT   | NBL   | NBT   | SBL   | SBT   | SBR   | Ø7   |
| Lane Configurations  | ↔↔    | ↖     | ↗     | ↖     | ↗     | ↖↖    |      |
| Traffic Volume (vph) | 1361  | 74    | 60    | 1143  | 48    | 834   |      |
| Future Volume (vph)  | 1361  | 74    | 60    | 1143  | 48    | 834   |      |
| Turn Type            | NA    | Prot  | NA    | Prot  | NA    | pt+ov |      |
| Protected Phases     | 4     | 5     | 2     | 1     | 6     | 6 7   | 7    |
| Permitted Phases     |       |       |       |       |       |       |      |
| Detector Phase       | 4     | 5     | 2     | 1     | 6     | 6 7   |      |
| Switch Phase         |       |       |       |       |       |       |      |
| Minimum Initial (s)  | 5.0   | 5.0   | 5.0   | 5.0   | 5.0   |       | 5.0  |
| Minimum Split (s)    | 24.0  | 15.0  | 15.0  | 24.0  | 24.0  |       | 11.0 |
| Total Split (s)      | 63.0  | 18.0  | 22.0  | 55.0  | 59.0  |       | 63.0 |
| Total Split (%)      | 45.0% | 12.9% | 15.7% | 39.3% | 42.1% |       | 45%  |
| Yellow Time (s)      | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   |       | 4.0  |
| All-Red Time (s)     | 2.0   | 2.0   | 2.0   | 2.0   | 2.0   |       | 2.0  |
| Lost Time Adjust (s) | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |       |      |
| Total Lost Time (s)  | 6.0   | 6.0   | 6.0   | 6.0   | 6.0   |       |      |
| Lead/Lag             |       | Lead  | Lag   | Lead  | Lag   |       |      |
| Lead-Lag Optimize?   |       | Yes   | Yes   | Yes   | Yes   |       |      |
| Recall Mode          | Min   | Min   | Min   | Min   | C-Min |       | Min  |
| Act Effect Green (s) | 57.0  | 10.5  | 16.0  | 49.0  | 49.0  | 117.5 |      |
| Actuated g/C Ratio   | 0.41  | 0.08  | 0.11  | 0.35  | 0.35  | 0.84  |      |
| v/c Ratio            | 1.09  | 0.61  | 1.09  | 1.10  | 1.09  | 0.37  |      |
| Control Delay        | 92.6  | 81.4  | 144.6 | 87.4  | 107.9 | 3.4   |      |
| Queue Delay          | 0.0   | 0.0   | 0.0   | 1.5   | 8.2   | 0.6   |      |
| Total Delay          | 92.6  | 81.4  | 144.6 | 88.9  | 116.1 | 4.0   |      |
| LOS                  | F     | F     | F     | F     | F     | A     |      |
| Approach Delay       | 92.6  |       | 127.4 |       | 61.9  |       |      |
| Approach LOS         | F     |       | F     |       | E     |       |      |

## Intersection Summary

Cycle Length: 140  
 Actuated Cycle Length: 140  
 Offset: 106 (76%), Referenced to phase 6:SBT, Start of Yellow  
 Natural Cycle: 140  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 1.10  
 Intersection Signal Delay: 78.5  
 Intersection Capacity Utilization 99.7%  
 Analysis Period (min) 15

Intersection LOS: E  
 ICU Level of Service F

## Splits and Phases: 2: Crown St/Connector Rd West & E. Hollis St EB







| Lane Group              | EBT  | NBL  | NBT   | SBL  | SBT   | SBR  |
|-------------------------|------|------|-------|------|-------|------|
| Lane Group Flow (vph)   | 1566 | 80   | 215   | 646  | 648   | 907  |
| v/c Ratio               | 1.09 | 0.61 | 1.09  | 1.10 | 1.09  | 0.37 |
| Control Delay           | 92.6 | 81.4 | 144.6 | 87.4 | 107.9 | 3.4  |
| Queue Delay             | 0.0  | 0.0  | 0.0   | 1.5  | 8.2   | 0.6  |
| Total Delay             | 92.6 | 81.4 | 144.6 | 88.9 | 116.1 | 4.0  |
| Queue Length 50th (ft)  | ~845 | 71   | ~213  | ~640 | ~764  | 75   |
| Queue Length 95th (ft)  | #986 | 129  | #382  | #792 | #1085 | 113  |
| Internal Link Dist (ft) | 417  |      | 204   |      | 152   |      |
| Turn Bay Length (ft)    |      |      |       |      |       |      |
| Base Capacity (vph)     | 1433 | 151  | 197   | 588  | 592   | 2430 |
| Starvation Cap Reductn  | 0    | 0    | 0     | 66   | 284   | 1038 |
| Spillback Cap Reductn   | 0    | 0    | 0     | 0    | 0     | 0    |
| Storage Cap Reductn     | 0    | 0    | 0     | 0    | 0     | 0    |
| Reduced v/c Ratio       | 1.09 | 0.53 | 1.09  | 1.24 | 2.10  | 0.65 |

#### Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

# Timings

2039 Build Alt 3

## 9: Connector Rd West/Riverside Landing & Bridge St EB/Bridge St WB

PM Peak hour



| Lane Group           | EBL   | EBR   | WBL   | WBT   | NBT   | SBT   | Ø4   | Ø5   |
|----------------------|-------|-------|-------|-------|-------|-------|------|------|
| Lane Configurations  | ↰     | ↰↰    | ↰↰    | ↰↰    | ↰     | ↰     |      |      |
| Traffic Volume (vph) | 84    | 1108  | 882   | 828   | 20    | 35    |      |      |
| Future Volume (vph)  | 84    | 1108  | 882   | 828   | 20    | 35    |      |      |
| Turn Type            | Prot  | pt+ov | Prot  | NA    | NA    | NA    |      |      |
| Protected Phases     | 7     | 4 5   | 3     | 8     | 2     | 6     | 4    | 5    |
| Permitted Phases     |       |       |       |       |       |       |      |      |
| Detector Phase       | 7     | 4 5   | 3     | 8     | 2     | 6     |      |      |
| Switch Phase         |       |       |       |       |       |       |      |      |
| Minimum Initial (s)  | 5.0   |       | 4.0   | 10.0  | 5.0   | 5.0   | 10.0 | 5.0  |
| Minimum Split (s)    | 11.0  |       | 10.0  | 24.0  | 24.0  | 24.0  | 24.0 | 11.0 |
| Total Split (s)      | 19.0  |       | 53.0  | 86.0  | 35.0  | 24.0  | 52.0 | 11.0 |
| Total Split (%)      | 13.6% |       | 37.9% | 61.4% | 25.0% | 17.1% | 37%  | 8%   |
| Yellow Time (s)      | 4.0   |       | 4.0   | 4.0   | 4.0   | 4.0   | 4.0  | 4.0  |
| All-Red Time (s)     | 2.0   |       | 2.0   | 2.0   | 2.0   | 2.0   | 2.0  | 2.0  |
| Lost Time Adjust (s) | 0.0   |       | 0.0   | 0.0   | 0.0   | 0.0   |      |      |
| Total Lost Time (s)  | 6.0   |       | 6.0   | 6.0   | 6.0   | 6.0   |      |      |
| Lead/Lag             | Lead  |       | Lag   | Lag   |       | Lead  | Lead | Lag  |
| Lead-Lag Optimize?   | Yes   |       | Yes   | Yes   |       | Yes   | Yes  | Yes  |
| Recall Mode          | None  |       | C-Min | C-Min | Min   | Min   | Min  | None |
| Act Effect Green (s) | 11.4  | 55.6  | 56.4  | 77.6  | 17.0  | 10.0  |      |      |
| Actuated g/C Ratio   | 0.08  | 0.40  | 0.40  | 0.55  | 0.12  | 0.07  |      |      |
| v/c Ratio            | 0.64  | 0.90  | 0.69  | 0.50  | 0.35  | 0.60  |      |      |
| Control Delay        | 81.7  | 35.4  | 39.7  | 19.8  | 56.8  | 48.9  |      |      |
| Queue Delay          | 0.0   | 0.8   | 1.5   | 0.0   | 0.0   | 1.3   |      |      |
| Total Delay          | 81.7  | 36.3  | 41.2  | 19.8  | 56.8  | 50.2  |      |      |
| LOS                  | F     | D     | D     | B     | E     | D     |      |      |
| Approach Delay       |       |       |       | 30.4  | 56.8  | 50.2  |      |      |
| Approach LOS         |       |       |       | C     | E     | D     |      |      |

### Intersection Summary

Cycle Length: 140

Actuated Cycle Length: 140

Offset: 0 (0%), Referenced to phase 3:WBL and 8:WBT, Start of Yellow, Master Intersection

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.90

Intersection Signal Delay: 35.0

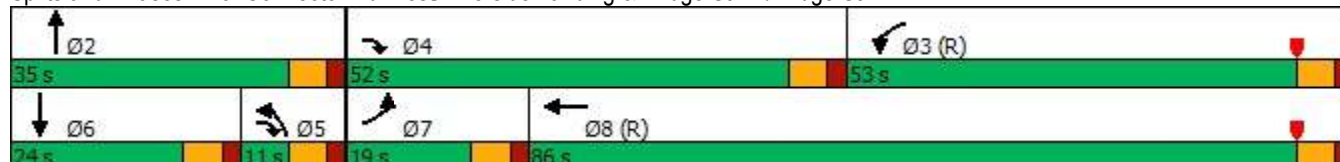
Intersection LOS: D

Intersection Capacity Utilization 84.2%

ICU Level of Service E

Analysis Period (min) 15

### Splits and Phases: 9: Connector Rd West/Riverside Landing & Bridge St EB/Bridge St WB





| Lane Group              | EBL  | EBR  | WBL  | WBT  | NBT  | SBT  |
|-------------------------|------|------|------|------|------|------|
| Lane Group Flow (vph)   | 91   | 1204 | 959  | 966  | 76   | 99   |
| v/c Ratio               | 0.64 | 0.90 | 0.69 | 0.50 | 0.35 | 0.60 |
| Control Delay           | 81.7 | 35.4 | 39.7 | 19.8 | 56.8 | 48.9 |
| Queue Delay             | 0.0  | 0.8  | 1.5  | 0.0  | 0.0  | 1.3  |
| Total Delay             | 81.7 | 36.3 | 41.2 | 19.8 | 56.8 | 50.2 |
| Queue Length 50th (ft)  | 81   | 409  | 382  | 265  | 71   | 46   |
| Queue Length 95th (ft)  | 142  | 519  | 500  | 315  | m66  | 105  |
| Internal Link Dist (ft) |      |      |      | 1304 | 152  | 120  |
| Turn Bay Length (ft)    | 300  |      | 400  |      |      |      |
| Base Capacity (vph)     | 164  | 1573 | 1383 | 2006 | 218  | 260  |
| Starvation Cap Reductn  | 0    | 0    | 0    | 0    | 0    | 0    |
| Spillback Cap Reductn   | 0    | 143  | 239  | 0    | 0    | 60   |
| Storage Cap Reductn     | 0    | 0    | 0    | 0    | 0    | 0    |
| Reduced v/c Ratio       | 0.55 | 0.84 | 0.84 | 0.48 | 0.35 | 0.49 |

## Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

- AM-PM Turning Movement Counts (TMC)



# Accurate Counts

978-664-2565

N/S Street : East Hollis Street  
E/W Street: Bridge Street  
City/State : Nashua, NH  
Weather : Cloudy

File Name : 18315001  
Site Code : 18315001  
Start Date : 4/10/2018  
Page No : 1

## Groups Printed- Cars - Trucks

|             | East Hollis St<br>From North |      |       | Bridge St<br>From East |      |       | East Hollis St<br>From South |      |       | Bridge St<br>From West |      |       |            |
|-------------|------------------------------|------|-------|------------------------|------|-------|------------------------------|------|-------|------------------------|------|-------|------------|
| Start Time  | Left                         | Thru | Right | Left                   | Thru | Right | Left                         | Thru | Right | Left                   | Thru | Right | Int. Total |
| 06:00 AM    | 0                            | 74   | 0     | 0                      | 0    | 0     | 0                            | 0    | 0     | 0                      | 64   | 0     | 138        |
| 06:15 AM    | 0                            | 116  | 0     | 0                      | 0    | 0     | 0                            | 0    | 0     | 0                      | 77   | 0     | 193        |
| 06:30 AM    | 3                            | 170  | 0     | 0                      | 0    | 0     | 0                            | 0    | 0     | 0                      | 121  | 0     | 294        |
| 06:45 AM    | 1                            | 170  | 0     | 0                      | 0    | 0     | 0                            | 0    | 0     | 0                      | 126  | 1     | 298        |
| Total       | 4                            | 530  | 0     | 0                      | 0    | 0     | 0                            | 0    | 0     | 0                      | 388  | 1     | 923        |
| 07:00 AM    | 0                            | 195  | 0     | 0                      | 0    | 0     | 0                            | 0    | 0     | 0                      | 125  | 0     | 320        |
| 07:15 AM    | 0                            | 260  | 0     | 0                      | 0    | 0     | 0                            | 0    | 0     | 0                      | 132  | 0     | 392        |
| 07:30 AM    | 1                            | 255  | 0     | 0                      | 0    | 0     | 0                            | 0    | 0     | 0                      | 124  | 0     | 380        |
| 07:45 AM    | 1                            | 258  | 0     | 0                      | 0    | 0     | 0                            | 0    | 0     | 0                      | 119  | 0     | 378        |
| Total       | 2                            | 968  | 0     | 0                      | 0    | 0     | 0                            | 0    | 0     | 0                      | 500  | 0     | 1470       |
| 08:00 AM    | 1                            | 204  | 0     | 0                      | 0    | 0     | 0                            | 0    | 0     | 0                      | 138  | 1     | 344        |
| 08:15 AM    | 0                            | 182  | 0     | 0                      | 0    | 0     | 0                            | 0    | 0     | 0                      | 134  | 1     | 317        |
| 08:30 AM    | 5                            | 212  | 0     | 0                      | 0    | 0     | 0                            | 0    | 0     | 0                      | 117  | 0     | 334        |
| 08:45 AM    | 0                            | 182  | 0     | 0                      | 0    | 0     | 0                            | 0    | 0     | 0                      | 121  | 0     | 303        |
| Total       | 6                            | 780  | 0     | 0                      | 0    | 0     | 0                            | 0    | 0     | 0                      | 510  | 2     | 1298       |
| Grand Total | 12                           | 2278 | 0     | 0                      | 0    | 0     | 0                            | 0    | 0     | 0                      | 1398 | 3     | 3691       |
| Apprch %    | 0.5                          | 99.5 | 0     | 0                      | 0    | 0     | 0                            | 0    | 0     | 0                      | 99.8 | 0.2   |            |
| Total %     | 0.3                          | 61.7 | 0     | 0                      | 0    | 0     | 0                            | 0    | 0     | 0                      | 37.9 | 0.1   |            |
| Cars        | 12                           | 2235 | 0     | 0                      | 0    | 0     | 0                            | 0    | 0     | 0                      | 1364 | 3     | 3614       |
| % Cars      | 100                          | 98.1 | 0     | 0                      | 0    | 0     | 0                            | 0    | 0     | 0                      | 97.6 | 100   | 97.9       |
| Trucks      | 0                            | 43   | 0     | 0                      | 0    | 0     | 0                            | 0    | 0     | 0                      | 34   | 0     | 77         |
| % Trucks    | 0                            | 1.9  | 0     | 0                      | 0    | 0     | 0                            | 0    | 0     | 0                      | 2.4  | 0     | 2.1        |

Accurate Counts  
978-664-2565

N/S Street : East Hollis Street  
E/W Street: Bridge Street  
City/State : Nashua, NH  
Weather : Cloudy

File Name : 18315001  
Site Code : 18315001  
Start Date : 4/10/2018  
Page No : 2

|                                                            | East Hollis St<br>From North |      |       |            | Bridge St<br>From East |      |       |            | East Hollis St<br>From South |      |       |            | Bridge St<br>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 06:00 AM to 08:45 AM - Peak 1 of 1 |                              |      |       |            |                        |      |       |            |                              |      |       |            |                        |      |       |            |            |
| Peak Hour for Entire Intersection Begins at 07:15 AM       |                              |      |       |            |                        |      |       |            |                              |      |       |            |                        |      |       |            |            |
| 07:15 AM                                                   | 0                            | 260  | 0     | 260        | 0                      | 0    | 0     | 0          | 0                            | 0    | 0     | 0          | 0                      | 132  | 0     | 132        | 392        |
| 07:30 AM                                                   | 1                            | 255  | 0     | 256        | 0                      | 0    | 0     | 0          | 0                            | 0    | 0     | 0          | 0                      | 124  | 0     | 124        | 380        |
| 07:45 AM                                                   | 1                            | 258  | 0     | 259        | 0                      | 0    | 0     | 0          | 0                            | 0    | 0     | 0          | 0                      | 119  | 0     | 119        | 378        |
| 08:00 AM                                                   | 1                            | 204  | 0     | 205        | 0                      | 0    | 0     | 0          | 0                            | 0    | 0     | 0          | 0                      | 138  | 1     | 139        | 344        |
| Total Volume                                               | 3                            | 977  | 0     | 980        | 0                      | 0    | 0     | 0          | 0                            | 0    | 0     | 0          | 0                      | 513  | 1     | 514        | 1494       |
| % App. Total                                               | 0.3                          | 99.7 | 0     |            | 0                      | 0    | 0     |            | 0                            | 0    | 0     |            | 0                      | 99.8 | 0.2   |            |            |
| PHF                                                        | .750                         | .939 | .000  | .942       | .000                   | .000 | .000  | .000       | .000                         | .000 | .000  | .000       | .000                   | .929 | .250  | .924       | .953       |
| Cars                                                       | 3                            | 966  | 0     | 969        | 0                      | 0    | 0     | 0          | 0                            | 0    | 0     | 0          | 0                      | 497  | 1     | 498        | 1467       |
| % Cars                                                     | 100                          | 98.9 | 0     | 98.9       | 0                      | 0    | 0     | 0          | 0                            | 0    | 0     | 0          | 0                      | 96.9 | 100   | 96.9       | 98.2       |
| Trucks                                                     | 0                            | 11   | 0     | 11         | 0                      | 0    | 0     | 0          | 0                            | 0    | 0     | 0          | 0                      | 16   | 0     | 16         | 27         |
| % Trucks                                                   | 0                            | 1.1  | 0     | 1.1        | 0                      | 0    | 0     | 0          | 0                            | 0    | 0     | 0          | 0                      | 3.1  | 0     | 3.1        | 1.8        |

# Accurate Counts

978-664-2565

File Name : 18315001

Site Code : 18315001

Start Date : 4/10/2018

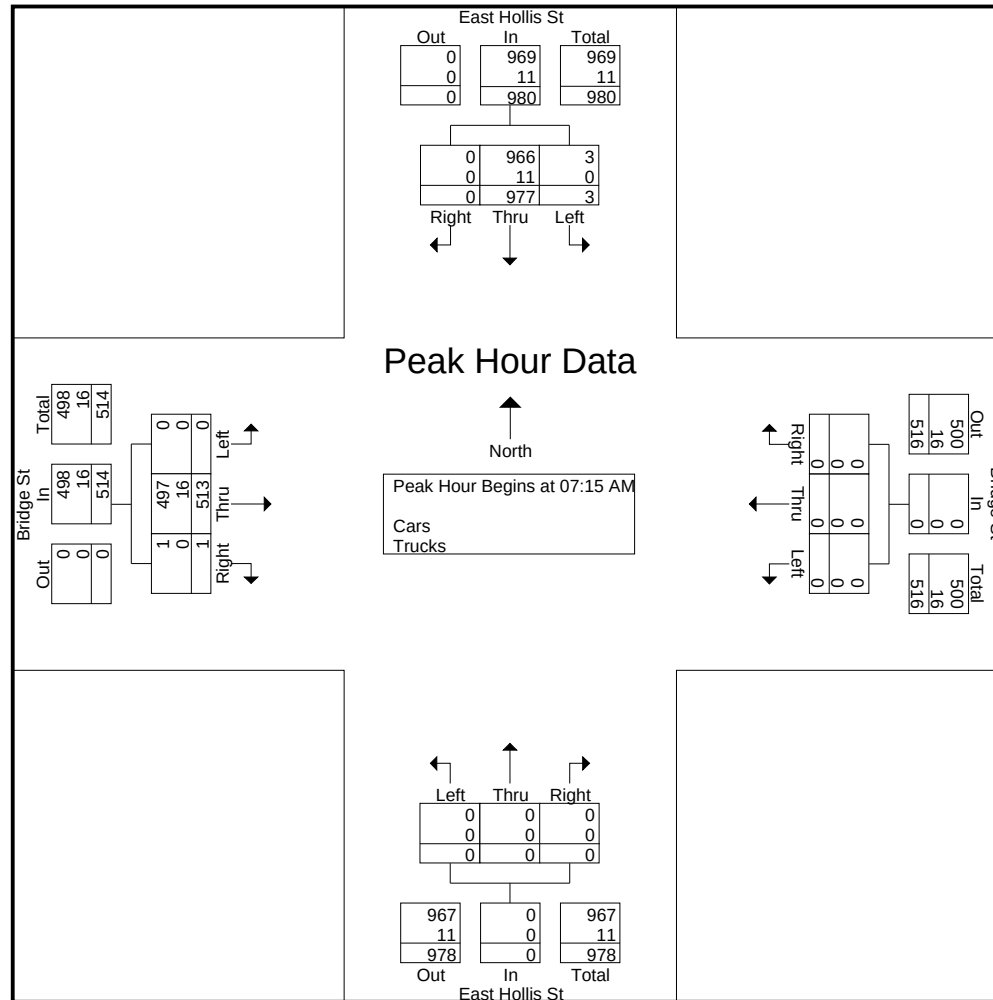
Page No : 3

N/S Street : East Hollis Street

E/W Street: Bridge Street

City/State : Nashua, NH

Weather : Cloudy



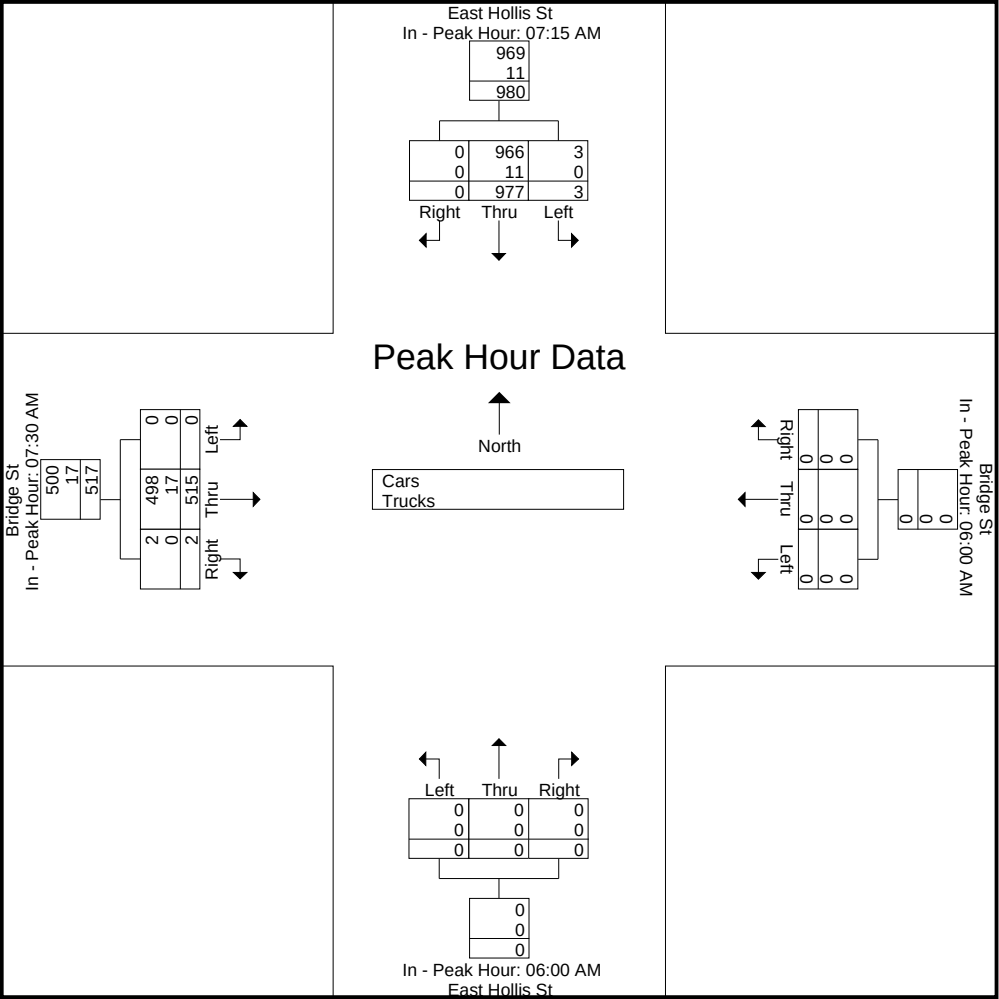
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

|              | 07:15 AM |      |      |      | 06:00 AM |      |      |      | 06:00 AM |      |      |      | 07:30 AM |      |      |      |
|--------------|----------|------|------|------|----------|------|------|------|----------|------|------|------|----------|------|------|------|
| +0 mins.     | 0        | 260  | 0    | 260  | 0        | 0    | 0    | 0    | 0        | 0    | 0    | 0    | 0        | 124  | 0    | 124  |
| +15 mins.    | 1        | 255  | 0    | 256  | 0        | 0    | 0    | 0    | 0        | 0    | 0    | 0    | 0        | 119  | 0    | 119  |
| +30 mins.    | 1        | 258  | 0    | 259  | 0        | 0    | 0    | 0    | 0        | 0    | 0    | 0    | 0        | 138  | 1    | 139  |
| +45 mins.    | 1        | 204  | 0    | 205  | 0        | 0    | 0    | 0    | 0        | 0    | 0    | 0    | 0        | 134  | 1    | 135  |
| Total Volume | 3        | 977  | 0    | 980  | 0        | 0    | 0    | 0    | 0        | 0    | 0    | 0    | 0        | 515  | 2    | 517  |
| % App. Total | 0.3      | 99.7 | 0    |      | 0        | 0    | 0    |      | 0        | 0    | 0    |      | 0        | 99.6 | 0.4  |      |
| PHF          | .750     | .939 | .000 | .942 | .000     | .000 | .000 | .000 | .000     | .000 | .000 | .000 | .000     | .933 | .500 | .930 |

Accurate Counts  
978-664-2565

|          |     |      |   |      |   |   |   |   |   |   |   |   |   |      |     |      |
|----------|-----|------|---|------|---|---|---|---|---|---|---|---|---|------|-----|------|
| Cars     | 3   | 966  | 0 | 969  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 498  | 2   | 500  |
| % Cars   | 100 | 98.9 | 0 | 98.9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 96.7 | 100 | 96.7 |
| Trucks   | 0   | 11   | 0 | 11   | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17   | 0   | 17   |
| % Trucks | 0   | 1.1  | 0 | 1.1  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3.3  | 0   | 3.3  |





# Accurate Counts

978-664-2565

File Name : 18315001

Site Code : 18315001

Start Date : 4/10/2018

Page No : 5

N/S Street : East Hollis Street

E/W Street: Bridge Street

City/State : Nashua, NH

Weather : Cloudy

## Groups Printed- Cars

|             | East Hollis St<br>From North |      |       | Bridge St<br>From East |      |       | East Hollis St<br>From South |      |       | Bridge St<br>From West |      |       |            |
|-------------|------------------------------|------|-------|------------------------|------|-------|------------------------------|------|-------|------------------------|------|-------|------------|
| Start Time  | Left                         | Thru | Right | Left                   | Thru | Right | Left                         | Thru | Right | Left                   | Thru | Right | Int. Total |
| 06:00 AM    | 0                            | 74   | 0     | 0                      | 0    | 0     | 0                            | 0    | 0     | 0                      | 64   | 0     | 138        |
| 06:15 AM    | 0                            | 115  | 0     | 0                      | 0    | 0     | 0                            | 0    | 0     | 0                      | 77   | 0     | 192        |
| 06:30 AM    | 3                            | 169  | 0     | 0                      | 0    | 0     | 0                            | 0    | 0     | 0                      | 120  | 0     | 292        |
| 06:45 AM    | 1                            | 169  | 0     | 0                      | 0    | 0     | 0                            | 0    | 0     | 0                      | 126  | 1     | 297        |
| Total       | 4                            | 527  | 0     | 0                      | 0    | 0     | 0                            | 0    | 0     | 0                      | 387  | 1     | 919        |
| 07:00 AM    | 0                            | 192  | 0     | 0                      | 0    | 0     | 0                            | 0    | 0     | 0                      | 120  | 0     | 312        |
| 07:15 AM    | 0                            | 257  | 0     | 0                      | 0    | 0     | 0                            | 0    | 0     | 0                      | 129  | 0     | 386        |
| 07:30 AM    | 1                            | 252  | 0     | 0                      | 0    | 0     | 0                            | 0    | 0     | 0                      | 123  | 0     | 376        |
| 07:45 AM    | 1                            | 257  | 0     | 0                      | 0    | 0     | 0                            | 0    | 0     | 0                      | 115  | 0     | 373        |
| Total       | 2                            | 958  | 0     | 0                      | 0    | 0     | 0                            | 0    | 0     | 0                      | 487  | 0     | 1447       |
| 08:00 AM    | 1                            | 200  | 0     | 0                      | 0    | 0     | 0                            | 0    | 0     | 0                      | 130  | 1     | 332        |
| 08:15 AM    | 0                            | 178  | 0     | 0                      | 0    | 0     | 0                            | 0    | 0     | 0                      | 130  | 1     | 309        |
| 08:30 AM    | 5                            | 194  | 0     | 0                      | 0    | 0     | 0                            | 0    | 0     | 0                      | 112  | 0     | 311        |
| 08:45 AM    | 0                            | 178  | 0     | 0                      | 0    | 0     | 0                            | 0    | 0     | 0                      | 118  | 0     | 296        |
| Total       | 6                            | 750  | 0     | 0                      | 0    | 0     | 0                            | 0    | 0     | 0                      | 490  | 2     | 1248       |
| Grand Total | 12                           | 2235 | 0     | 0                      | 0    | 0     | 0                            | 0    | 0     | 0                      | 1364 | 3     | 3614       |
| Apprch %    | 0.5                          | 99.5 | 0     | 0                      | 0    | 0     | 0                            | 0    | 0     | 0                      | 99.8 | 0.2   |            |
| Total %     | 0.3                          | 61.8 | 0     | 0                      | 0    | 0     | 0                            | 0    | 0     | 0                      | 37.7 | 0.1   |            |

Accurate Counts  
978-664-2565

N/S Street : East Hollis Street  
E/W Street: Bridge Street  
City/State : Nashua, NH  
Weather : Cloudy

File Name : 18315001  
Site Code : 18315001  
Start Date : 4/10/2018  
Page No : 6

|                                                            | East Hollis St<br>From North |      |       |            | Bridge St<br>From East |      |       |            | East Hollis St<br>From South |      |       |            | Bridge St<br>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 06:00 AM to 08:45 AM - Peak 1 of 1 |                              |      |       |            |                        |      |       |            |                              |      |       |            |                        |      |       |            |            |
| Peak Hour for Entire Intersection Begins at 07:15 AM       |                              |      |       |            |                        |      |       |            |                              |      |       |            |                        |      |       |            |            |
| 07:15 AM                                                   | 0                            | 257  | 0     | 257        | 0                      | 0    | 0     | 0          | 0                            | 0    | 0     | 0          | 0                      | 129  | 0     | 129        | 386        |
| 07:30 AM                                                   | 1                            | 252  | 0     | 253        | 0                      | 0    | 0     | 0          | 0                            | 0    | 0     | 0          | 0                      | 123  | 0     | 123        | 376        |
| 07:45 AM                                                   | 1                            | 257  | 0     | 258        | 0                      | 0    | 0     | 0          | 0                            | 0    | 0     | 0          | 0                      | 115  | 0     | 115        | 373        |
| 08:00 AM                                                   | 1                            | 200  | 0     | 201        | 0                      | 0    | 0     | 0          | 0                            | 0    | 0     | 0          | 0                      | 130  | 1     | 131        | 332        |
| Total Volume                                               | 3                            | 966  | 0     | 969        | 0                      | 0    | 0     | 0          | 0                            | 0    | 0     | 0          | 0                      | 497  | 1     | 498        | 1467       |
| % App. Total                                               | 0.3                          | 99.7 | 0     |            | 0                      | 0    | 0     |            | 0                            | 0    | 0     |            | 0                      | 99.8 | 0.2   |            |            |
| PHF                                                        | .750                         | .940 | .000  | .939       | .000                   | .000 | .000  | .000       | .000                         | .000 | .000  | .000       | .000                   | .956 | .250  | .950       | .950       |

# Accurate Counts

978-664-2565

File Name : 18315001

Site Code : 18315001

Start Date : 4/10/2018

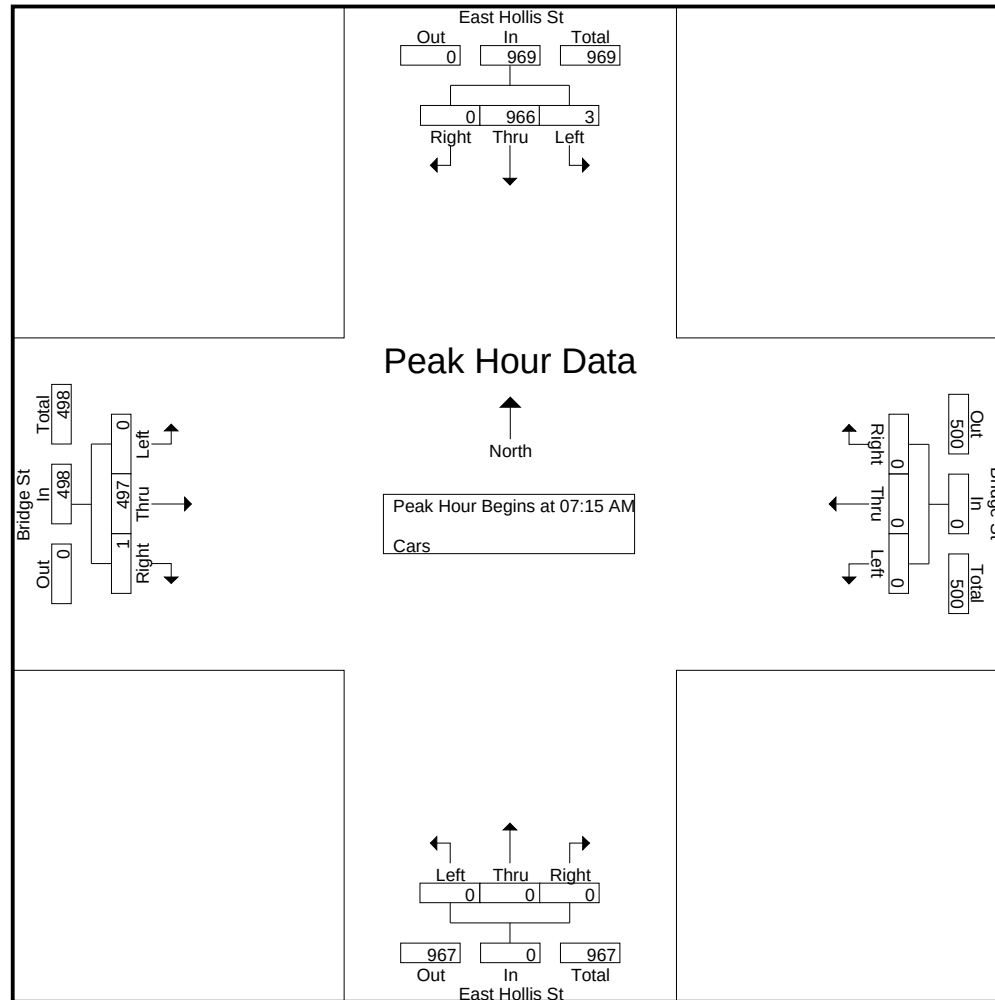
Page No : 7

N/S Street : East Hollis Street

E/W Street: Bridge Street

City/State : Nashua, NH

Weather : Cloudy



Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1

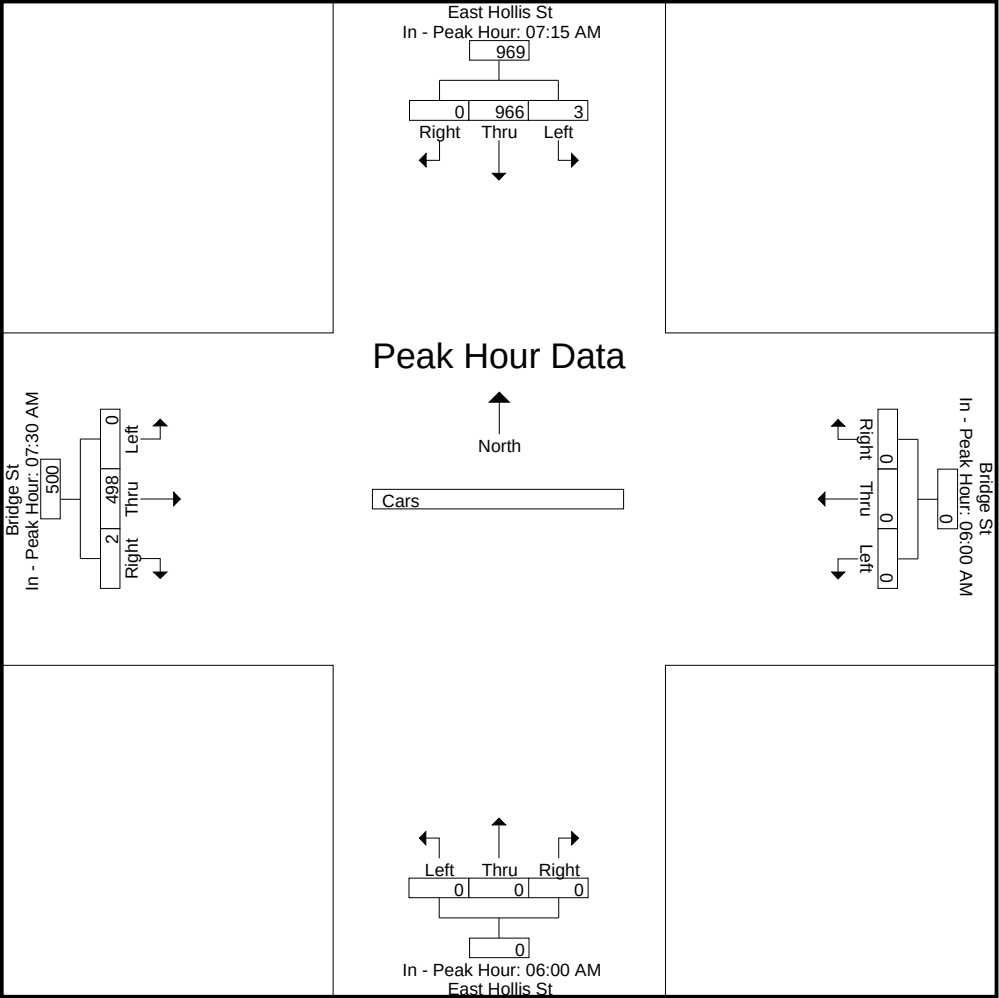
Peak Hour for Each Approach Begins at:

|              | 07:15 AM |      |      |      | 06:00 AM |      |      |      | 06:00 AM |      |      |      | 07:30 AM |      |      |      |
|--------------|----------|------|------|------|----------|------|------|------|----------|------|------|------|----------|------|------|------|
| +0 mins.     | 0        | 257  | 0    | 257  | 0        | 0    | 0    | 0    | 0        | 0    | 0    | 0    | 0        | 123  | 0    | 123  |
| +15 mins.    | 1        | 252  | 0    | 253  | 0        | 0    | 0    | 0    | 0        | 0    | 0    | 0    | 0        | 115  | 0    | 115  |
| +30 mins.    | 1        | 257  | 0    | 258  | 0        | 0    | 0    | 0    | 0        | 0    | 0    | 0    | 0        | 130  | 1    | 131  |
| +45 mins.    | 1        | 200  | 0    | 201  | 0        | 0    | 0    | 0    | 0        | 0    | 0    | 0    | 0        | 130  | 1    | 131  |
| Total Volume | 3        | 966  | 0    | 969  | 0        | 0    | 0    | 0    | 0        | 0    | 0    | 0    | 0        | 498  | 2    | 500  |
| % App. Total | 0.3      | 99.7 | 0    |      | 0        | 0    | 0    |      | 0        | 0    | 0    |      | 0        | 99.6 | 0.4  |      |
| PHF          | .750     | .940 | .000 | .939 | .000     | .000 | .000 | .000 | .000     | .000 | .000 | .000 | .000     | .958 | .500 | .954 |

Accurate Counts  
978-664-2565

N/S Street : East Hollis Street  
E/W Street: Bridge Street  
City/State : Nashua, NH  
Weather : Cloudy

File Name : 18315001  
Site Code : 18315001  
Start Date : 4/10/2018  
Page No : 8



978-664-2565

File Name : 18315001  
Site Code : 18315001  
Start Date : 4/10/2018  
Page No : 9

### Groups Printed- Trucks

|             | East Hollis St<br>From North |      |       | Bridge St<br>From East |      |       | East Hollis St<br>From South |      |       | Bridge St<br>From West |      |       |            |
|-------------|------------------------------|------|-------|------------------------|------|-------|------------------------------|------|-------|------------------------|------|-------|------------|
| Start Time  | Left                         | Thru | Right | Left                   | Thru | Right | Left                         | Thru | Right | Left                   | Thru | Right | Int. Total |
| 06:00 AM    | 0                            | 0    | 0     | 0                      | 0    | 0     | 0                            | 0    | 0     | 0                      | 0    | 0     | 0          |
| 06:15 AM    | 0                            | 1    | 0     | 0                      | 0    | 0     | 0                            | 0    | 0     | 0                      | 0    | 0     | 1          |
| 06:30 AM    | 0                            | 1    | 0     | 0                      | 0    | 0     | 0                            | 0    | 0     | 0                      | 1    | 0     | 2          |
| 06:45 AM    | 0                            | 1    | 0     | 0                      | 0    | 0     | 0                            | 0    | 0     | 0                      | 0    | 0     | 1          |
| Total       | 0                            | 3    | 0     | 0                      | 0    | 0     | 0                            | 0    | 0     | 0                      | 1    | 0     | 4          |
| 07:00 AM    | 0                            | 3    | 0     | 0                      | 0    | 0     | 0                            | 0    | 0     | 0                      | 5    | 0     | 8          |
| 07:15 AM    | 0                            | 3    | 0     | 0                      | 0    | 0     | 0                            | 0    | 0     | 0                      | 3    | 0     | 6          |
| 07:30 AM    | 0                            | 3    | 0     | 0                      | 0    | 0     | 0                            | 0    | 0     | 0                      | 1    | 0     | 4          |
| 07:45 AM    | 0                            | 1    | 0     | 0                      | 0    | 0     | 0                            | 0    | 0     | 0                      | 4    | 0     | 5          |
| Total       | 0                            | 10   | 0     | 0                      | 0    | 0     | 0                            | 0    | 0     | 0                      | 13   | 0     | 23         |
| 08:00 AM    | 0                            | 4    | 0     | 0                      | 0    | 0     | 0                            | 0    | 0     | 0                      | 8    | 0     | 12         |
| 08:15 AM    | 0                            | 4    | 0     | 0                      | 0    | 0     | 0                            | 0    | 0     | 0                      | 4    | 0     | 8          |
| 08:30 AM    | 0                            | 18   | 0     | 0                      | 0    | 0     | 0                            | 0    | 0     | 0                      | 5    | 0     | 23         |
| 08:45 AM    | 0                            | 4    | 0     | 0                      | 0    | 0     | 0                            | 0    | 0     | 0                      | 3    | 0     | 7          |
| Total       | 0                            | 30   | 0     | 0                      | 0    | 0     | 0                            | 0    | 0     | 0                      | 20   | 0     | 50         |
| Grand Total | 0                            | 43   | 0     | 0                      | 0    | 0     | 0                            | 0    | 0     | 0                      | 34   | 0     | 77         |
| Apprch %    | 0                            | 100  | 0     | 0                      | 0    | 0     | 0                            | 0    | 0     | 0                      | 100  | 0     |            |
| Total %     | 0                            | 55.8 | 0     | 0                      | 0    | 0     | 0                            | 0    | 0     | 0                      | 44.2 | 0     |            |



Accurate Counts  
978-664-2565

N/S Street : East Hollis Street  
E/W Street: Bridge Street  
City/State : Nashua, NH  
Weather : Cloudy

File Name : 18315001  
Site Code : 18315001  
Start Date : 4/10/2018  
Page No : 10

|                                                            | East Hollis St<br>From North |      |       |            | Bridge St<br>From East |      |       |            | East Hollis St<br>From South |      |       |            | Bridge St<br>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 06:00 AM to 08:45 AM - Peak 1 of 1 |                              |      |       |            |                        |      |       |            |                              |      |       |            |                        |      |       |            |            |
| Peak Hour for Entire Intersection Begins at 08:00 AM       |                              |      |       |            |                        |      |       |            |                              |      |       |            |                        |      |       |            |            |
| 08:00 AM                                                   | 0                            | 4    | 0     | 4          | 0                      | 0    | 0     | 0          | 0                            | 0    | 0     | 0          | 0                      | 8    | 0     | 8          | 12         |
| 08:15 AM                                                   | 0                            | 4    | 0     | 4          | 0                      | 0    | 0     | 0          | 0                            | 0    | 0     | 0          | 0                      | 4    | 0     | 4          | 8          |
| 08:30 AM                                                   | 0                            | 18   | 0     | 18         | 0                      | 0    | 0     | 0          | 0                            | 0    | 0     | 0          | 0                      | 5    | 0     | 5          | 23         |
| 08:45 AM                                                   | 0                            | 4    | 0     | 4          | 0                      | 0    | 0     | 0          | 0                            | 0    | 0     | 0          | 0                      | 3    | 0     | 3          | 7          |
| Total Volume                                               | 0                            | 30   | 0     | 30         | 0                      | 0    | 0     | 0          | 0                            | 0    | 0     | 0          | 0                      | 20   | 0     | 20         | 50         |
| % App. Total                                               | 0                            | 100  | 0     |            | 0                      | 0    | 0     |            | 0                            | 0    | 0     |            | 0                      | 100  | 0     |            |            |
| PHF                                                        | .000                         | .417 | .000  | .417       | .000                   | .000 | .000  | .000       | .000                         | .000 | .000  | .000       | .000                   | .625 | .000  | .625       | .543       |

# Accurate Counts

978-664-2565

File Name : 18315001

Site Code : 18315001

Start Date : 4/10/2018

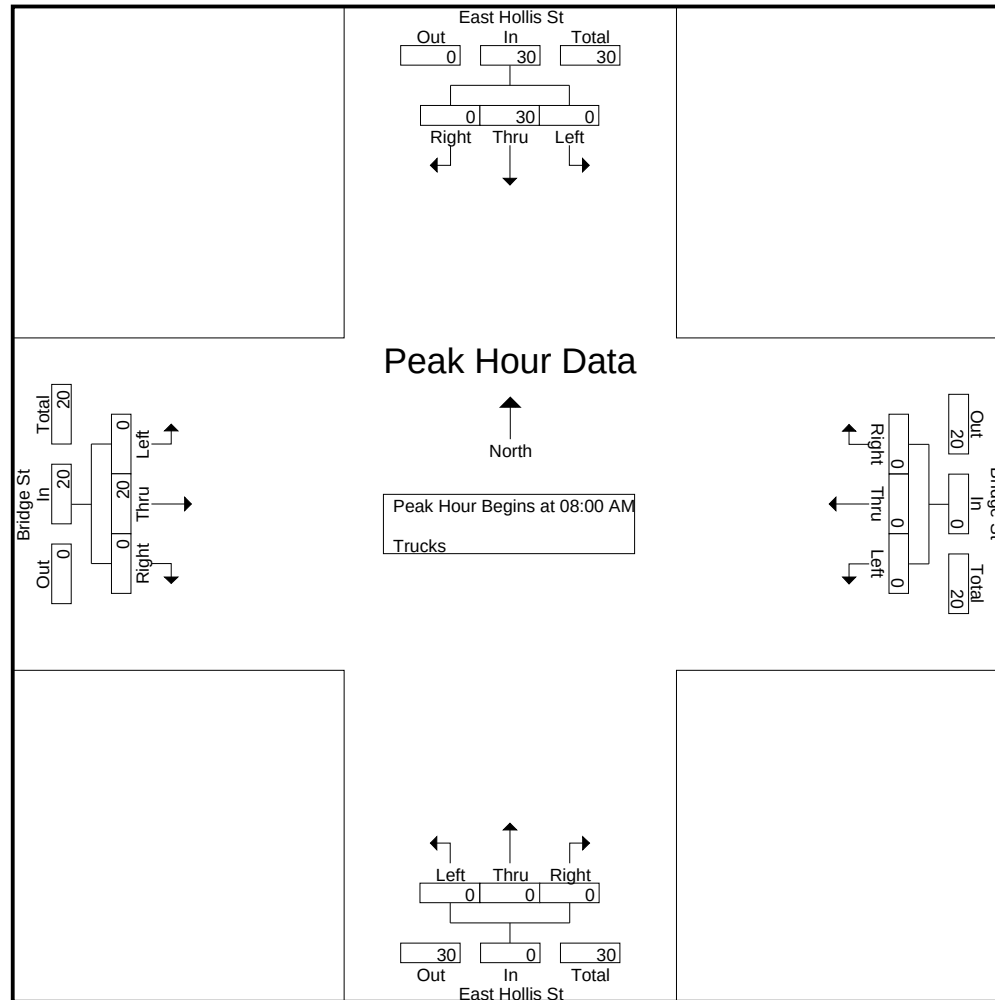
Page No : 11

N/S Street : East Hollis Street

E/W Street: Bridge Street

City/State : Nashua, NH

Weather : Cloudy



Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1

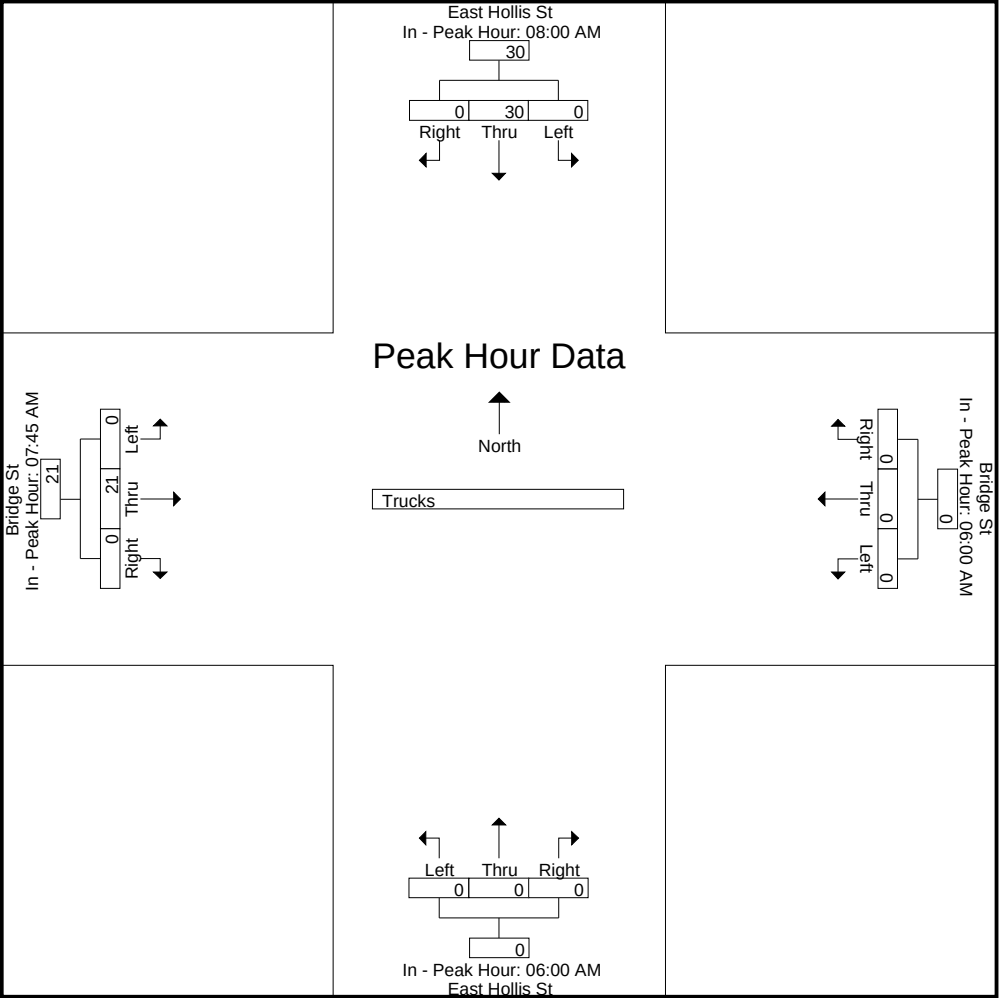
Peak Hour for Each Approach Begins at:

|              | 08:00 AM |      |      |      | 06:00 AM |      |      |      | 06:00 AM |      |      |      | 07:45 AM |      |      |      |
|--------------|----------|------|------|------|----------|------|------|------|----------|------|------|------|----------|------|------|------|
| +0 mins.     | 0        | 4    | 0    | 4    | 0        | 0    | 0    | 0    | 0        | 0    | 0    | 0    | 0        | 4    | 0    | 4    |
| +15 mins.    | 0        | 4    | 0    | 4    | 0        | 0    | 0    | 0    | 0        | 0    | 0    | 0    | 0        | 8    | 0    | 8    |
| +30 mins.    | 0        | 18   | 0    | 18   | 0        | 0    | 0    | 0    | 0        | 0    | 0    | 0    | 0        | 4    | 0    | 4    |
| +45 mins.    | 0        | 4    | 0    | 4    | 0        | 0    | 0    | 0    | 0        | 0    | 0    | 0    | 0        | 5    | 0    | 5    |
| Total Volume | 0        | 30   | 0    | 30   | 0        | 0    | 0    | 0    | 0        | 0    | 0    | 0    | 0        | 21   | 0    | 21   |
| % App. Total | 0        | 100  | 0    |      | 0        | 0    | 0    |      | 0        | 0    | 0    |      | 0        | 100  | 0    |      |
| PHF          | .000     | .417 | .000 | .417 | .000     | .000 | .000 | .000 | .000     | .000 | .000 | .000 | .000     | .656 | .000 | .656 |

Accurate Counts  
978-664-2565

N/S Street : East Hollis Street  
E/W Street: Bridge Street  
City/State : Nashua, NH  
Weather : Cloudy

File Name : 18315001  
Site Code : 18315001  
Start Date : 4/10/2018  
Page No : 12



# Accurate Counts

978-664-2565

File Name : 18315001

Site Code : 18315001

Start Date : 4/10/2018

Page No : 13

N/S Street : East Hollis Street

E/W Street: Bridge Street

City/State : Nashua, NH

Weather : Cloudy

## Groups Printed- Bikes Peds

|             | East Hollis St<br>From North |      |       |      | Bridge St<br>From East |      |       |      | East Hollis St<br>From South |      |       |      | Bridge St<br>From West |      |       |      | Exclu. Total | Inclu. Total | Int. Total |
|-------------|------------------------------|------|-------|------|------------------------|------|-------|------|------------------------------|------|-------|------|------------------------|------|-------|------|--------------|--------------|------------|
| Start Time  | Left                         | Thru | Right | Peds | Left                   | Thru | Right | Peds | Left                         | Thru | Right | Peds | Left                   | Thru | Right | Peds |              |              |            |
| 06:00 AM    | 0                            | 0    | 0     | 0    | 0                      | 0    | 0     | 0    | 0                            | 0    | 0     | 0    | 0                      | 0    | 0     | 0    | 0            | 0            | 0          |
| 06:15 AM    | 0                            | 0    | 0     | 0    | 0                      | 0    | 0     | 0    | 0                            | 0    | 0     | 0    | 0                      | 0    | 0     | 0    | 0            | 0            | 0          |
| 06:30 AM    | 0                            | 0    | 0     | 0    | 0                      | 0    | 0     | 0    | 0                            | 0    | 0     | 0    | 0                      | 0    | 0     | 0    | 0            | 0            | 0          |
| 06:45 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          |
| 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                            | 1    | 0     | 0    | 0                      | 0    | 0     | 0    | 0                            | 0    | 0     | 0    | 0                      | 0    | 0     | 0    | 0            | 1            | 1          |
| Total       | 0                            | 1    | 0     | 0    | 0                      | 0    | 0     | 0    | 0                            | 0    | 0     | 0    | 0                      | 0    | 0     | 0    | 0            | 1            | 1          |
| Grand Total | 0                            | 1    | 0     | 0    | 0                      | 0    | 0     | 0    | 0                            | 0    | 0     | 0    | 0                      | 0    | 0     | 0    | 0            | 1            | 1          |
| Apprch %    | 0                            | 100  | 0     |      | 0                      | 0    | 0     |      | 0                            | 0    | 0     |      | 0                      | 0    | 0     |      |              |              |            |
| Total %     | 0                            | 100  | 0     |      | 0                      | 0    | 0     |      | 0                            | 0    | 0     |      | 0                      | 0    | 0     |      | 0            | 100          |            |

978-664-2565

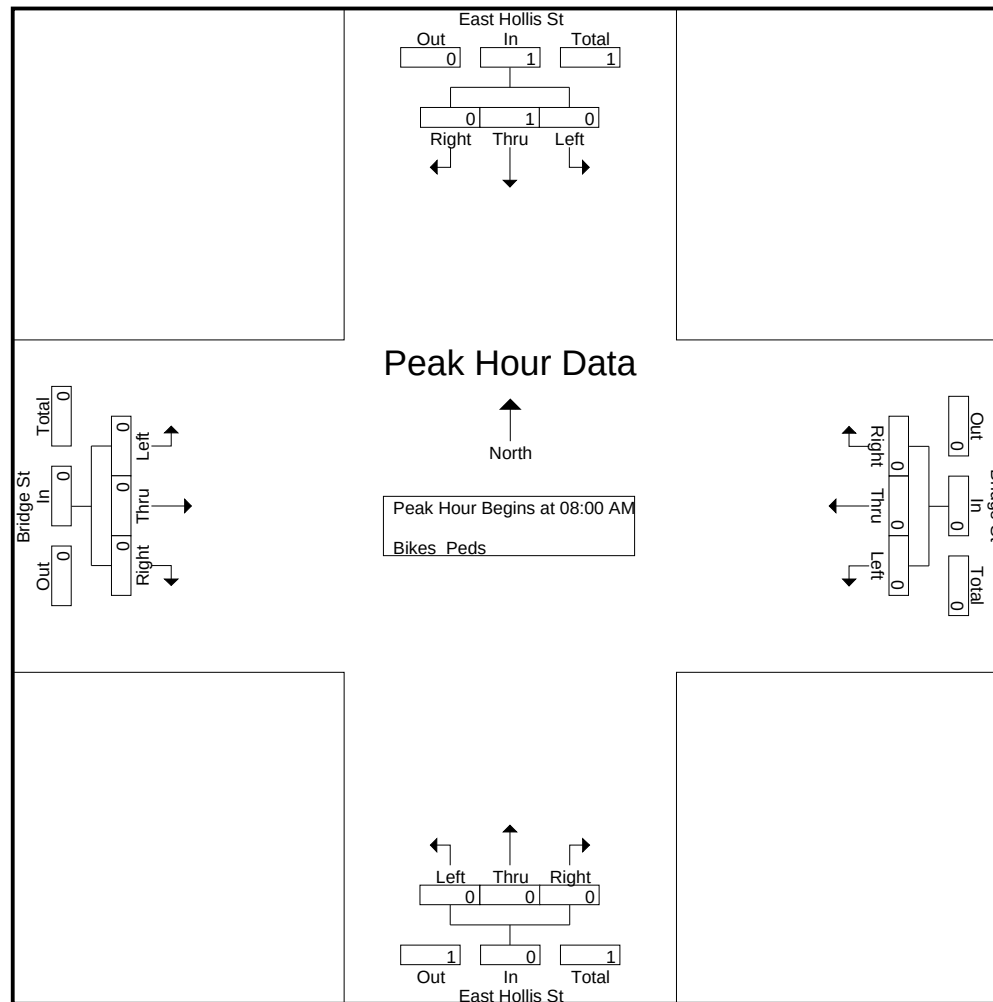
File Name : 18315001  
Site Code : 18315001  
Start Date : 4/10/2018  
Page No : 14

### Peak Hour for Entire Intersection Begins at 08:00 AM



978-664-2565

File Name : 18315001  
Site Code : 18315001  
Start Date : 4/10/2018  
Page No : 15



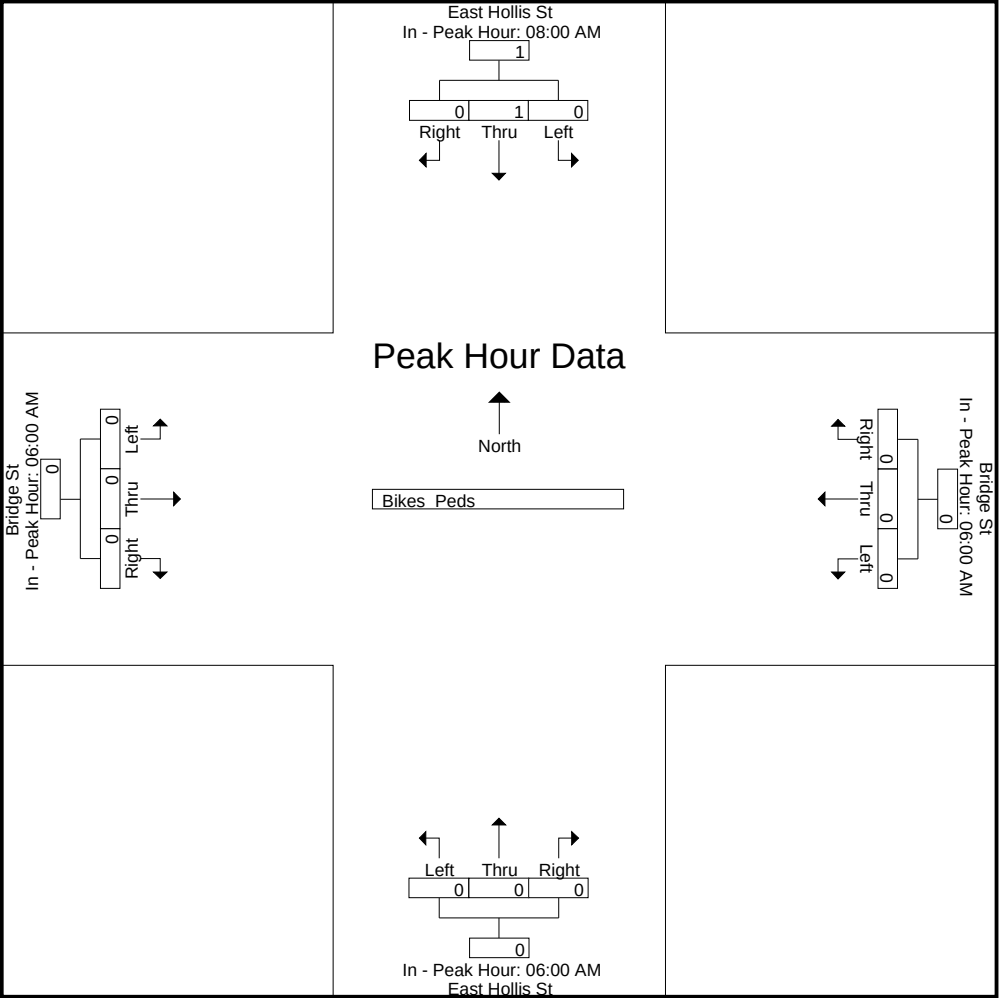
Peak Hour for Each Approach Begins at:

[illegible]

Accurate Counts  
978-664-2565

N/S Street : East Hollis Street  
E/W Street: Bridge Street  
City/State : Nashua, NH  
Weather : Cloudy

File Name : 18315001  
Site Code : 18315001  
Start Date : 4/10/2018  
Page No : 16



978-664-2565

File Name : 18315001  
Site Code : 18315001  
Start Date : 4/10/2018  
Page No : 1

[illegible]

Accurate Counts  
978-664-2565

N/S Street : East Hollis Street  
E/W Street: Bridge Street  
City/State : Nashua, NH  
Weather : Cloudy

File Name : 18315001  
Site Code : 18315001  
Start Date : 4/10/2018  
Page No : 2

|                                                            | East Hollis St<br>From North |      |       |            | Bridge St<br>From East |      |       |            | East Hollis St<br>From South |      |       |            | Bridge St<br>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 03:00 PM to 05:45 PM - Peak 1 of 1 |                              |      |       |            |                        |      |       |            |                              |      |       |            |                        |      |       |            |            |
| Peak Hour for Entire Intersection Begins at 04:45 PM       |                              |      |       |            |                        |      |       |            |                              |      |       |            |                        |      |       |            |            |
| 04:45 PM                                                   | 2                            | 170  | 0     | 172        | 0                      | 0    | 0     | 0          | 0                            | 0    | 0     | 0          | 0                      | 210  | 0     | 210        | 382        |
| 05:00 PM                                                   | 3                            | 159  | 0     | 162        | 0                      | 0    | 0     | 0          | 0                            | 0    | 0     | 0          | 0                      | 195  | 0     | 195        | 357        |
| 05:15 PM                                                   | 1                            | 169  | 0     | 170        | 0                      | 0    | 0     | 0          | 0                            | 0    | 0     | 0          | 0                      | 197  | 0     | 197        | 367        |
| 05:30 PM                                                   | 0                            | 165  | 0     | 165        | 0                      | 0    | 0     | 0          | 0                            | 0    | 0     | 0          | 0                      | 192  | 0     | 192        | 357        |
| Total Volume                                               | 6                            | 663  | 0     | 669        | 0                      | 0    | 0     | 0          | 0                            | 0    | 0     | 0          | 0                      | 794  | 0     | 794        | 1463       |
| % App. Total                                               | 0.9                          | 99.1 | 0     |            | 0                      | 0    | 0     |            | 0                            | 0    | 0     |            | 0                      | 100  | 0     |            |            |
| PHF                                                        | .500                         | .975 | .000  | .972       | .000                   | .000 | .000  | .000       | .000                         | .000 | .000  | .000       | .000                   | .945 | .000  | .945       | .957       |
| Cars                                                       | 6                            | 657  | 0     | 663        | 0                      | 0    | 0     | 0          | 0                            | 0    | 0     | 0          | 0                      | 793  | 0     | 793        | 1456       |
| % Cars                                                     | 100                          | 99.1 | 0     | 99.1       | 0                      | 0    | 0     | 0          | 0                            | 0    | 0     | 0          | 0                      | 99.9 | 0     | 99.9       | 99.5       |
| Trucks                                                     | 0                            | 6    | 0     | 6          | 0                      | 0    | 0     | 0          | 0                            | 0    | 0     | 0          | 0                      | 1    | 0     | 1          | 7          |
| % Trucks                                                   | 0                            | 0.9  | 0     | 0.9        | 0                      | 0    | 0     | 0          | 0                            | 0    | 0     | 0          | 0                      | 0.1  | 0     | 0.1        | 0.5        |

# Accurate Counts

978-664-2565

File Name : 18315001

Site Code : 18315001

Start Date : 4/10/2018

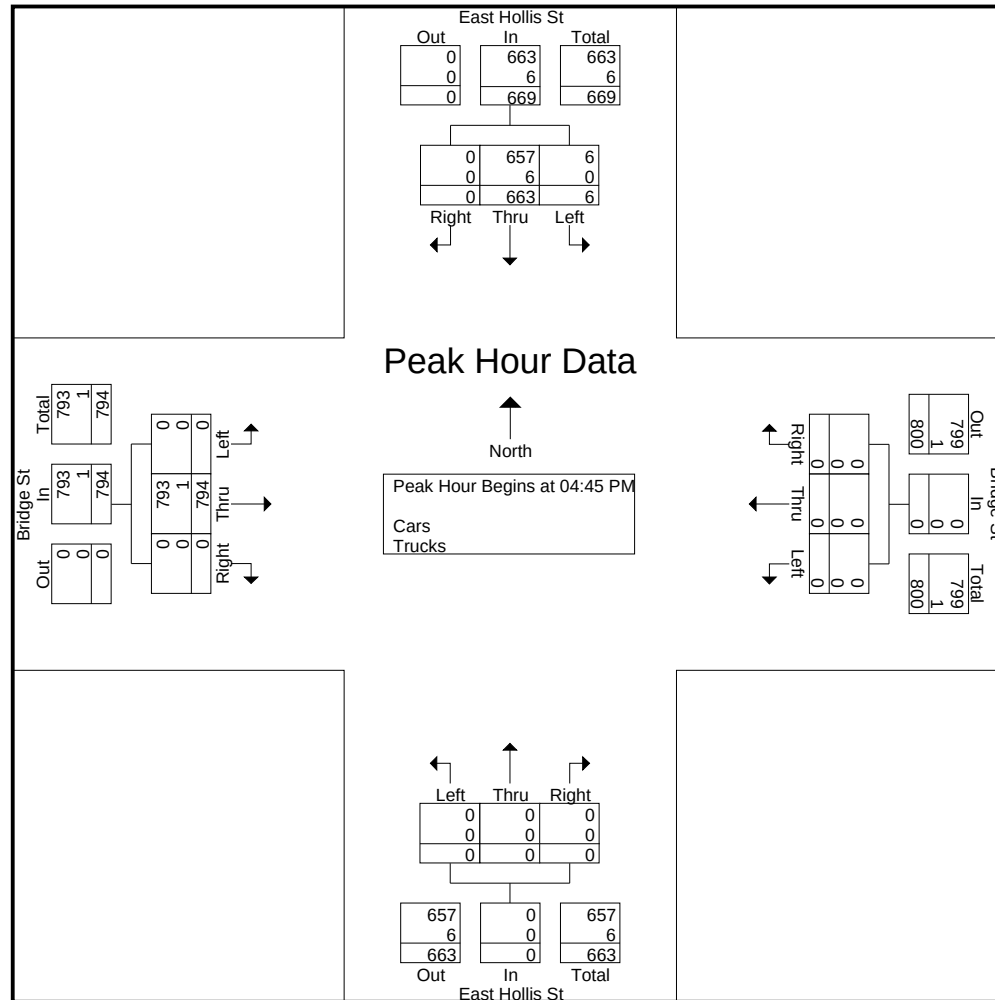
Page No : 3

N/S Street : East Hollis Street

E/W Street: Bridge Street

City/State : Nashua, NH

Weather : Cloudy



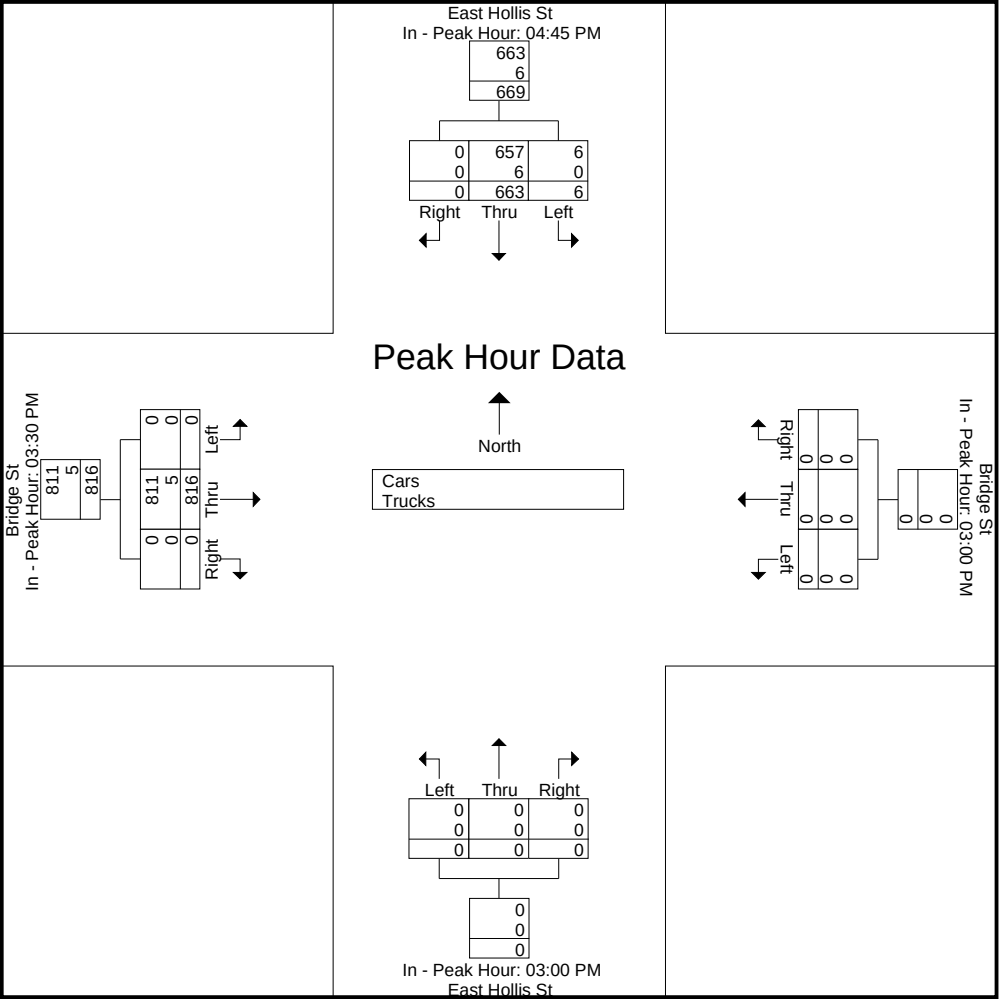
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

|              | 04:45 PM |      |      |      | 03:00 PM |      |      |      | 03:00 PM |      |      |      | 03:30 PM |      |      |      |
|--------------|----------|------|------|------|----------|------|------|------|----------|------|------|------|----------|------|------|------|
| +0 mins.     | 2        | 170  | 0    | 172  | 0        | 0    | 0    | 0    | 0        | 0    | 0    | 0    | 0        | 204  | 0    | 204  |
| +15 mins.    | 3        | 159  | 0    | 162  | 0        | 0    | 0    | 0    | 0        | 0    | 0    | 0    | 0        | 194  | 0    | 194  |
| +30 mins.    | 1        | 169  | 0    | 170  | 0        | 0    | 0    | 0    | 0        | 0    | 0    | 0    | 0        | 207  | 0    | 207  |
| +45 mins.    | 0        | 165  | 0    | 165  | 0        | 0    | 0    | 0    | 0        | 0    | 0    | 0    | 0        | 211  | 0    | 211  |
| Total Volume | 6        | 663  | 0    | 669  | 0        | 0    | 0    | 0    | 0        | 0    | 0    | 0    | 0        | 816  | 0    | 816  |
| % App. Total | 0.9      | 99.1 | 0    |      | 0        | 0    | 0    |      | 0        | 0    | 0    |      | 0        | 100  | 0    |      |
| PHF          | .500     | .975 | .000 | .972 | .000     | .000 | .000 | .000 | .000     | .000 | .000 | .000 | .000     | .967 | .000 | .967 |

Accurate Counts  
978-664-2565

|          |     |      |   |      |   |   |   |   |   |   |   |   |   |      |   |      |
|----------|-----|------|---|------|---|---|---|---|---|---|---|---|---|------|---|------|
| Cars     | 6   | 657  | 0 | 663  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 811  | 0 | 811  |
| % Cars   | 100 | 99.1 | 0 | 99.1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 99.4 | 0 | 99.4 |
| Trucks   | 0   | 6    | 0 | 6    | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5    | 0 | 5    |
| % Trucks | 0   | 0.9  | 0 | 0.9  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.6  | 0 | 0.6  |





978-664-2565

File Name : 18315001  
Site Code : 18315001  
Start Date : 4/10/2018  
Page No : 5

### Groups Printed- Cars

[illegible]

Accurate Counts  
978-664-2565

N/S Street : East Hollis Street  
E/W Street: Bridge Street  
City/State : Nashua, NH  
Weather : Cloudy

File Name : 18315001  
Site Code : 18315001  
Start Date : 4/10/2018  
Page No : 6

|                                                            | East Hollis St<br>From North |      |       |            | Bridge St<br>From East |      |       |            | East Hollis St<br>From South |      |       |            | Bridge St<br>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 03:00 PM to 05:45 PM - Peak 1 of 1 |                              |      |       |            |                        |      |       |            |                              |      |       |            |                        |      |       |            |            |
| Peak Hour for Entire Intersection Begins at 04:45 PM       |                              |      |       |            |                        |      |       |            |                              |      |       |            |                        |      |       |            |            |
| 04:45 PM                                                   | 2                            | 167  | 0     | 169        | 0                      | 0    | 0     | 0          | 0                            | 0    | 0     | 0          | 0                      | 210  | 0     | 210        | 379        |
| 05:00 PM                                                   | 3                            | 158  | 0     | 161        | 0                      | 0    | 0     | 0          | 0                            | 0    | 0     | 0          | 0                      | 195  | 0     | 195        | 356        |
| 05:15 PM                                                   | 1                            | 167  | 0     | 168        | 0                      | 0    | 0     | 0          | 0                            | 0    | 0     | 0          | 0                      | 197  | 0     | 197        | 365        |
| 05:30 PM                                                   | 0                            | 165  | 0     | 165        | 0                      | 0    | 0     | 0          | 0                            | 0    | 0     | 0          | 0                      | 191  | 0     | 191        | 356        |
| Total Volume                                               | 6                            | 657  | 0     | 663        | 0                      | 0    | 0     | 0          | 0                            | 0    | 0     | 0          | 0                      | 793  | 0     | 793        | 1456       |
| % App. Total                                               | 0.9                          | 99.1 | 0     |            | 0                      | 0    | 0     |            | 0                            | 0    | 0     |            | 0                      | 100  | 0     |            |            |
| PHF                                                        | .500                         | .984 | .000  | .981       | .000                   | .000 | .000  | .000       | .000                         | .000 | .000  | .000       | .000                   | .944 | .000  | .944       | .960       |

# Accurate Counts

978-664-2565

File Name : 18315001

Site Code : 18315001

Start Date : 4/10/2018

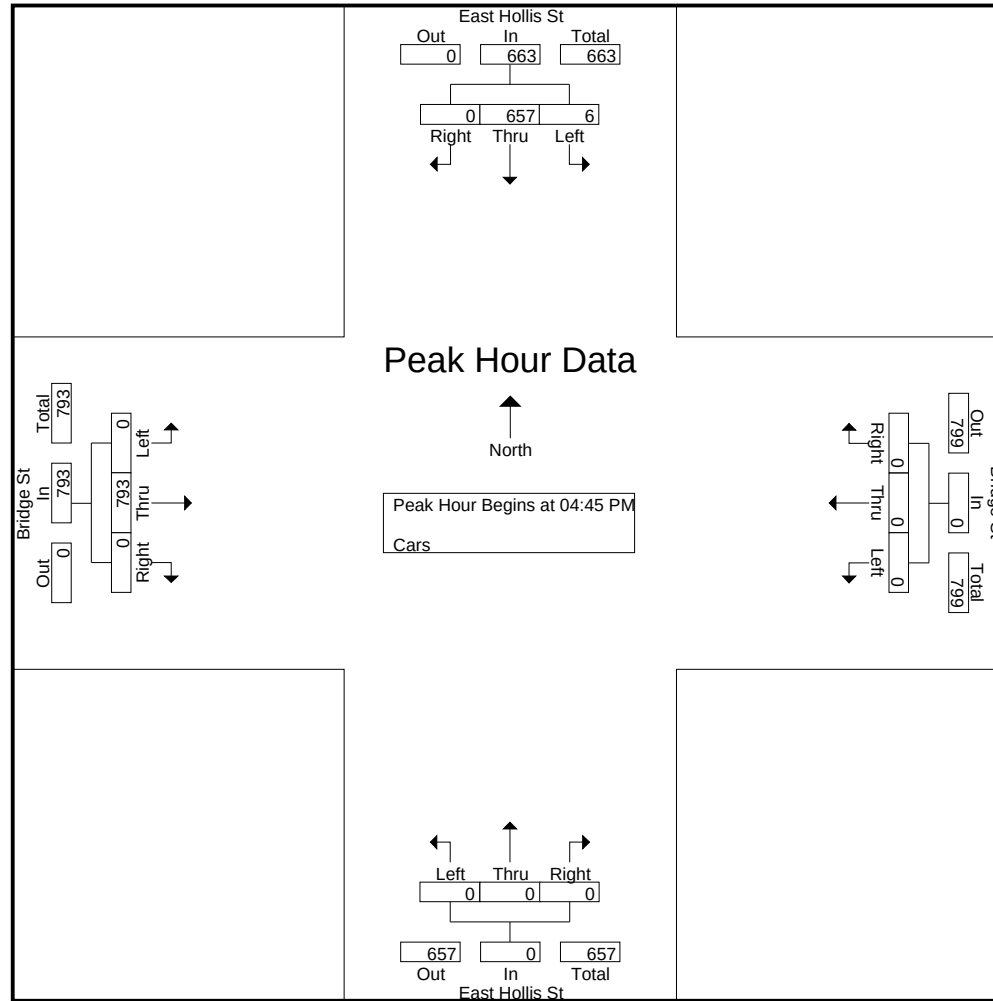
Page No : 7

N/S Street : East Hollis Street

E/W Street: Bridge Street

City/State : Nashua, NH

Weather : Cloudy



Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1

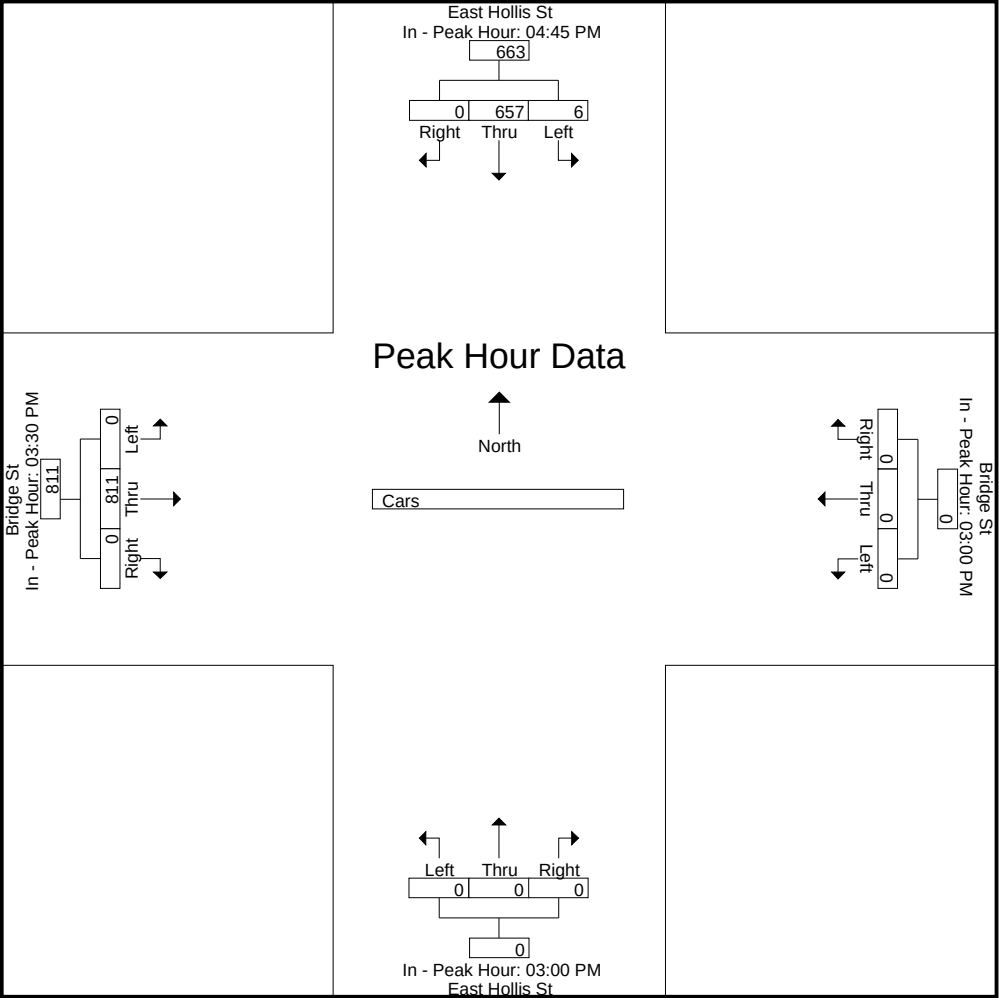
Peak Hour for Each Approach Begins at:

|              | 04:45 PM |      |      |      | 03:00 PM |      |      |      | 03:00 PM |      |      |      | 03:30 PM |      |      |      |
|--------------|----------|------|------|------|----------|------|------|------|----------|------|------|------|----------|------|------|------|
| +0 mins.     | 2        | 167  | 0    | 169  | 0        | 0    | 0    | 0    | 0        | 0    | 0    | 0    | 0        | 204  | 0    | 204  |
| +15 mins.    | 3        | 158  | 0    | 161  | 0        | 0    | 0    | 0    | 0        | 0    | 0    | 0    | 0        | 191  | 0    | 191  |
| +30 mins.    | 1        | 167  | 0    | 168  | 0        | 0    | 0    | 0    | 0        | 0    | 0    | 0    | 0        | 205  | 0    | 205  |
| +45 mins.    | 0        | 165  | 0    | 165  | 0        | 0    | 0    | 0    | 0        | 0    | 0    | 0    | 0        | 211  | 0    | 211  |
| Total Volume | 6        | 657  | 0    | 663  | 0        | 0    | 0    | 0    | 0        | 0    | 0    | 0    | 0        | 811  | 0    | 811  |
| % App. Total | 0.9      | 99.1 | 0    |      | 0        | 0    | 0    |      | 0        | 0    | 0    |      | 0        | 100  | 0    |      |
| PHF          | .500     | .984 | .000 | .981 | .000     | .000 | .000 | .000 | .000     | .000 | .000 | .000 | .000     | .961 | .000 | .961 |

Accurate Counts  
978-664-2565

N/S Street : East Hollis Street  
E/W Street: Bridge Street  
City/State : Nashua, NH  
Weather : Cloudy

File Name : 18315001  
Site Code : 18315001  
Start Date : 4/10/2018  
Page No : 8



978-664-2565

File Name : 18315001  
Site Code : 18315001  
Start Date : 4/10/2018  
Page No : 9

### Groups Printed- Trucks

|             | East Hollis St<br>From North |      |       | Bridge St<br>From East |      |       | East Hollis St<br>From South |      |       | Bridge St<br>From West |      |       |            |
|-------------|------------------------------|------|-------|------------------------|------|-------|------------------------------|------|-------|------------------------|------|-------|------------|
| Start Time  | Left                         | Thru | Right | Left                   | Thru | Right | Left                         | Thru | Right | Left                   | Thru | Right | Int. Total |
| 03:00 PM    | 0                            | 1    | 0     | 0                      | 0    | 0     | 0                            | 0    | 0     | 0                      | 6    | 0     | 7          |
| 03:15 PM    | 0                            | 4    | 0     | 0                      | 0    | 0     | 0                            | 0    | 0     | 0                      | 5    | 0     | 9          |
| 03:30 PM    | 0                            | 5    | 0     | 0                      | 0    | 0     | 0                            | 0    | 0     | 0                      | 0    | 0     | 5          |
| 03:45 PM    | 0                            | 19   | 0     | 0                      | 0    | 0     | 0                            | 0    | 0     | 0                      | 3    | 0     | 22         |
| Total       | 0                            | 29   | 0     | 0                      | 0    | 0     | 0                            | 0    | 0     | 0                      | 14   | 0     | 43         |
| 04:00 PM    | 0                            | 6    | 0     | 0                      | 0    | 0     | 0                            | 0    | 0     | 0                      | 2    | 0     | 8          |
| 04:15 PM    | 0                            | 3    | 0     | 0                      | 0    | 0     | 0                            | 0    | 0     | 0                      | 0    | 0     | 3          |
| 04:30 PM    | 0                            | 1    | 0     | 0                      | 0    | 0     | 0                            | 0    | 0     | 0                      | 0    | 0     | 1          |
| 04:45 PM    | 0                            | 3    | 0     | 0                      | 0    | 0     | 0                            | 0    | 0     | 0                      | 0    | 0     | 3          |
| Total       | 0                            | 13   | 0     | 0                      | 0    | 0     | 0                            | 0    | 0     | 0                      | 2    | 0     | 15         |
| 05:00 PM    | 0                            | 1    | 0     | 0                      | 0    | 0     | 0                            | 0    | 0     | 0                      | 0    | 0     | 1          |
| 05:15 PM    | 0                            | 2    | 0     | 0                      | 0    | 0     | 0                            | 0    | 0     | 0                      | 0    | 0     | 2          |
| 05:30 PM    | 0                            | 0    | 0     | 0                      | 0    | 0     | 0                            | 0    | 0     | 0                      | 1    | 0     | 1          |
| 05:45 PM    | 0                            | 2    | 0     | 0                      | 0    | 0     | 0                            | 0    | 0     | 0                      | 0    | 0     | 2          |
| Total       | 0                            | 5    | 0     | 0                      | 0    | 0     | 0                            | 0    | 0     | 0                      | 1    | 0     | 6          |
| Grand Total | 0                            | 47   | 0     | 0                      | 0    | 0     | 0                            | 0    | 0     | 0                      | 17   | 0     | 64         |
| Apprch %    | 0                            | 100  | 0     | 0                      | 0    | 0     | 0                            | 0    | 0     | 0                      | 100  | 0     |            |
| Total %     | 0                            | 73.4 | 0     | 0                      | 0    | 0     | 0                            | 0    | 0     | 0                      | 26.6 | 0     |            |

Accurate Counts  
978-664-2565

N/S Street : East Hollis Street  
E/W Street: Bridge Street  
City/State : Nashua, NH  
Weather : Cloudy

File Name : 18315001  
Site Code : 18315001  
Start Date : 4/10/2018  
Page No : 10

|                                                            | East Hollis St<br>From North |      |       |            | Bridge St<br>From East |      |       |            | East Hollis St<br>From South |      |       |            | Bridge St<br>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 03:00 PM to 05:45 PM - Peak 1 of 1 |                              |      |       |            |                        |      |       |            |                              |      |       |            |                        |      |       |            |            |
| Peak Hour for Entire Intersection Begins at 03:15 PM       |                              |      |       |            |                        |      |       |            |                              |      |       |            |                        |      |       |            |            |
| 03:15 PM                                                   | 0                            | 4    | 0     | 4          | 0                      | 0    | 0     | 0          | 0                            | 0    | 0     | 0          | 0                      | 5    | 0     | 5          | 9          |
| 03:30 PM                                                   | 0                            | 5    | 0     | 5          | 0                      | 0    | 0     | 0          | 0                            | 0    | 0     | 0          | 0                      | 0    | 0     | 0          | 5          |
| 03:45 PM                                                   | 0                            | 19   | 0     | 19         | 0                      | 0    | 0     | 0          | 0                            | 0    | 0     | 0          | 0                      | 3    | 0     | 3          | 22         |
| 04:00 PM                                                   | 0                            | 6    | 0     | 6          | 0                      | 0    | 0     | 0          | 0                            | 0    | 0     | 0          | 0                      | 2    | 0     | 2          | 8          |
| Total Volume                                               | 0                            | 34   | 0     | 34         | 0                      | 0    | 0     | 0          | 0                            | 0    | 0     | 0          | 0                      | 10   | 0     | 10         | 44         |
| % App. Total                                               | 0                            | 100  | 0     |            | 0                      | 0    | 0     |            | 0                            | 0    | 0     |            | 0                      | 100  | 0     |            |            |
| PHF                                                        | .000                         | .447 | .000  | .447       | .000                   | .000 | .000  | .000       | .000                         | .000 | .000  | .000       | .000                   | .500 | .000  | .500       | .500       |



# Accurate Counts

978-664-2565

File Name : 18315001

Site Code : 18315001

Start Date : 4/10/2018

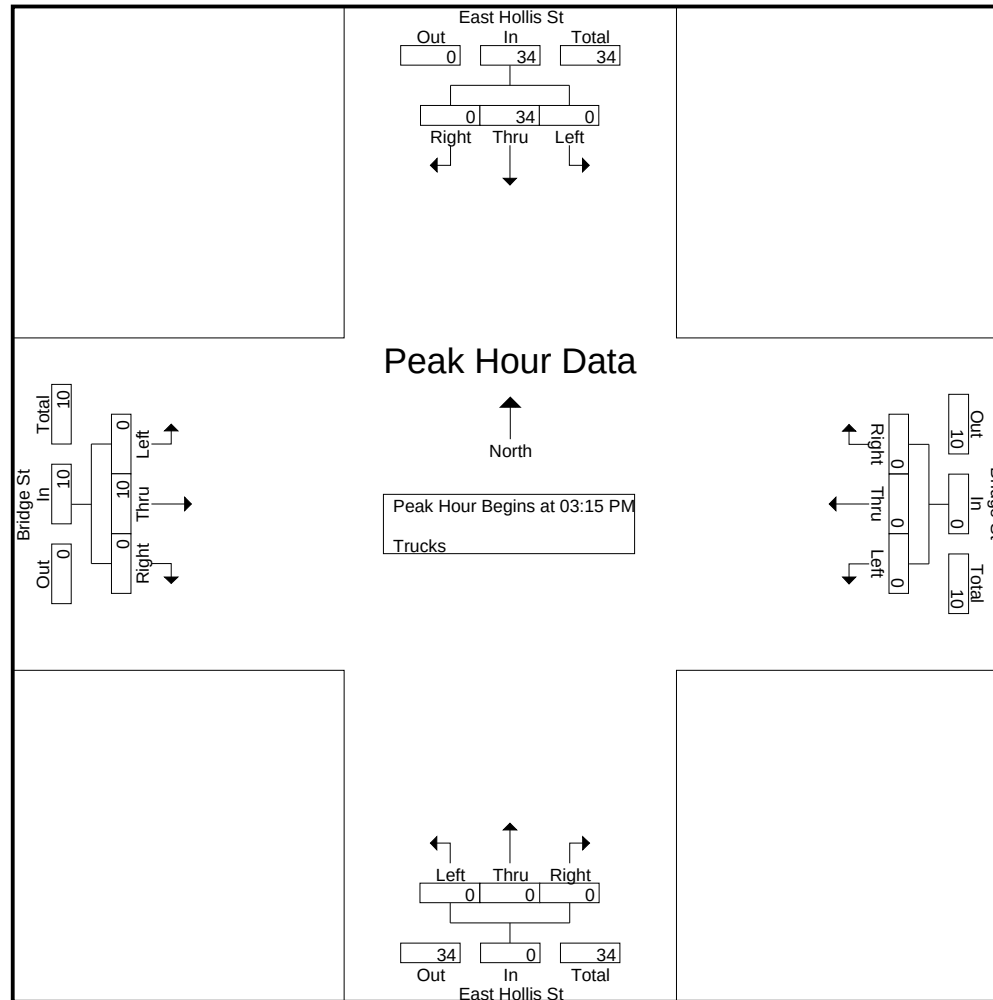
Page No : 11

N/S Street : East Hollis Street

E/W Street: Bridge Street

City/State : Nashua, NH

Weather : Cloudy



Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

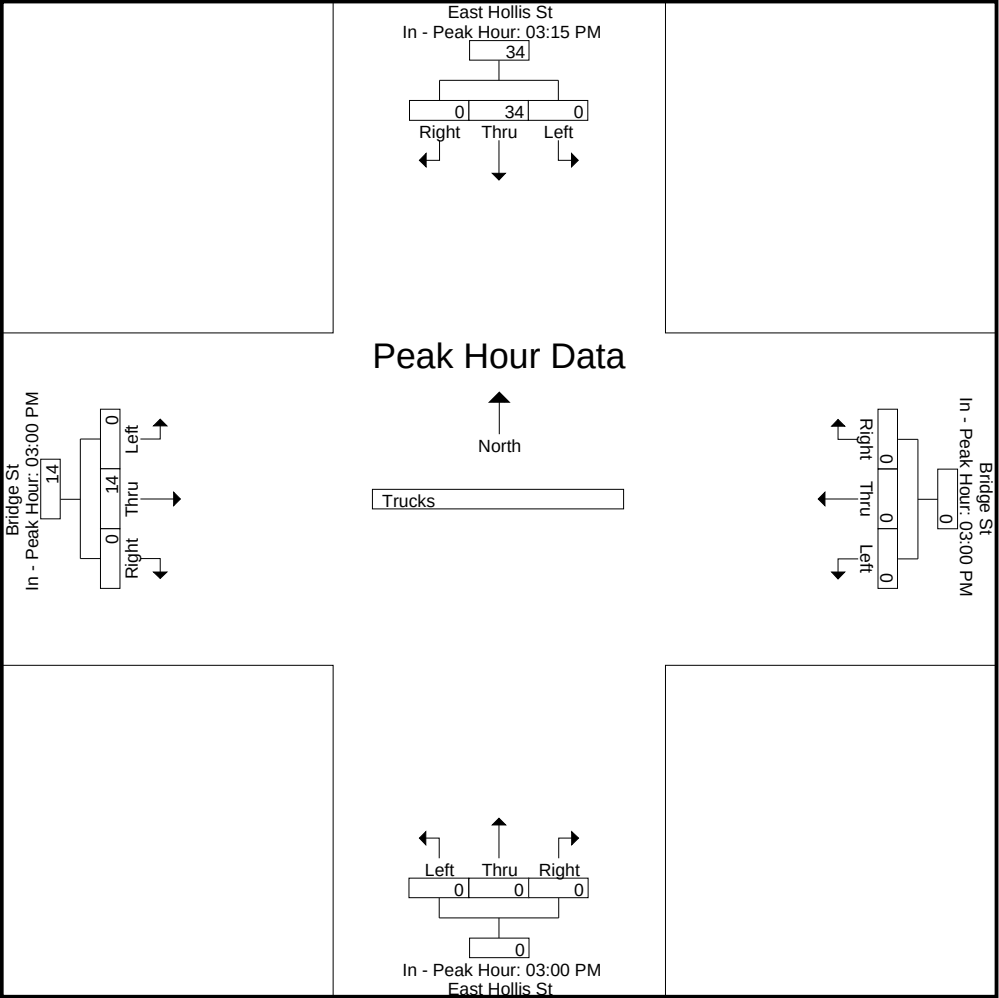
|              | 03:15 PM |      |      |      | 03:00 PM |      |      |      | 03:00 PM |      |      |      | 03:00 PM |      |      |      |
|--------------|----------|------|------|------|----------|------|------|------|----------|------|------|------|----------|------|------|------|
| +0 mins.     | 0        | 4    | 0    | 4    | 0        | 0    | 0    | 0    | 0        | 0    | 0    | 0    | 0        | 6    | 0    | 6    |
| +15 mins.    | 0        | 5    | 0    | 5    | 0        | 0    | 0    | 0    | 0        | 0    | 0    | 0    | 0        | 5    | 0    | 5    |
| +30 mins.    | 0        | 19   | 0    | 19   | 0        | 0    | 0    | 0    | 0        | 0    | 0    | 0    | 0        | 0    | 0    | 0    |
| +45 mins.    | 0        | 6    | 0    | 6    | 0        | 0    | 0    | 0    | 0        | 0    | 0    | 0    | 0        | 3    | 0    | 3    |
| Total Volume | 0        | 34   | 0    | 34   | 0        | 0    | 0    | 0    | 0        | 0    | 0    | 0    | 0        | 14   | 0    | 14   |
| % App. Total | 0        | 100  | 0    |      | 0        | 0    | 0    |      | 0        | 0    | 0    |      | 0        | 100  | 0    |      |
| PHF          | .000     | .447 | .000 | .447 | .000     | .000 | .000 | .000 | .000     | .000 | .000 | .000 | .000     | .583 | .000 | .583 |

# Accurate Counts

978-664-2565

File Name : 18315001  
Site Code : 18315001  
Start Date : 4/10/2018  
Page No : 12

N/S Street : East Hollis Street  
E/W Street: Bridge Street  
City/State : Nashua, NH  
Weather : Cloudy



Accurate Counts  
978-664-2565

File Name : 18315001  
Site Code : 18315001  
Start Date : 4/10/2018  
Page No : 13

N/S Street : East Hollis Street  
E/W Street: Bridge Street  
City/State : Nashua, NH  
Weather : Cloudy

Groups Printed- Bikes Peds

|             | East Hollis St<br>From North |      |       |      | Bridge St<br>From East |      |       |      | East Hollis St<br>From South |      |       |      | Bridge St<br>From West |      |       |      | Exclu. Total | Inclu. Total | Int. Total |
|-------------|------------------------------|------|-------|------|------------------------|------|-------|------|------------------------------|------|-------|------|------------------------|------|-------|------|--------------|--------------|------------|
| Start Time  | Left                         | Thru | Right | Peds | Left                   | Thru | Right | Peds | Left                         | Thru | Right | Peds | Left                   | Thru | Right | Peds |              |              |            |
| 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                            | 1    | 0     | 0    | 0                      | 0    | 0     | 0    | 0                            | 0    | 0     | 0    | 0                      | 0    | 0     | 0    | 0            | 1            | 1          |
| 03:45 PM    | 0                            | 1    | 0     | 0    | 0                      | 0    | 0     | 0    | 0                            | 0    | 0     | 0    | 0                      | 0    | 0     | 0    | 0            | 1            | 1          |
| Total       | 0                            | 2    | 0     | 0    | 0                      | 0    | 0     | 0    | 0                            | 0    | 0     | 0    | 0                      | 0    | 0     | 0    | 0            | 2            | 2          |
| 04:00 PM    | 0                            | 0    | 0     | 0    | 0                      | 0    | 0     | 0    | 0                            | 0    | 0     | 0    | 0                      | 0    | 0     | 2    | 2            | 0            | 2          |
| 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     | 2    | 2            | 0            | 2          |
| 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          |
| Grand Total | 0                            | 2    | 0     | 0    | 0                      | 0    | 0     | 0    | 0                            | 0    | 0     | 0    | 0                      | 0    | 0     | 2    | 2            | 2            | 4          |
| Apprch %    | 0                            | 100  | 0     |      | 0                      | 0    | 0     |      | 0                            | 0    | 0     |      | 0                      | 0    | 0     |      |              |              |            |
| Total %     | 0                            | 100  | 0     |      | 0                      | 0    | 0     |      | 0                            | 0    | 0     |      | 0                      | 0    | 0     |      | 50           | 50           |            |

978-664-2565

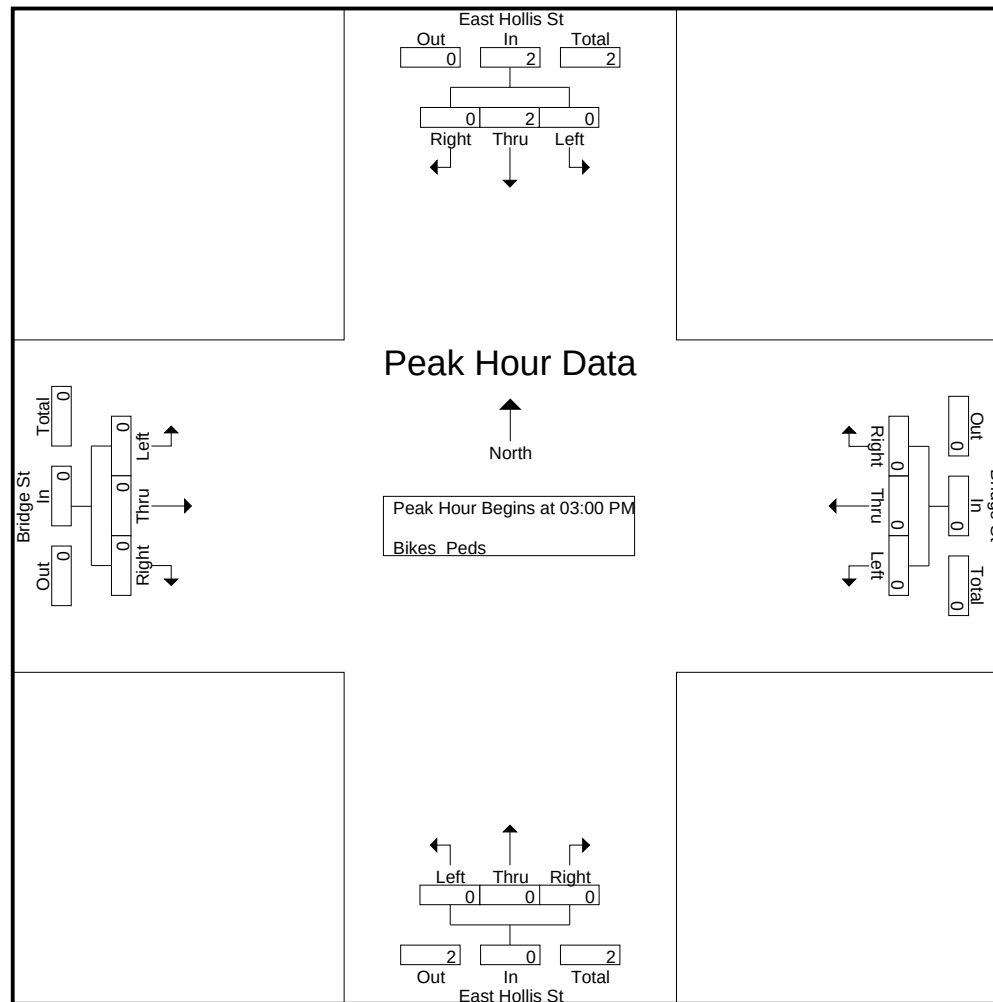
File Name : 18315001  
Site Code : 18315001  
Start Date : 4/10/2018  
Page No : 14

[illegible]

978-664-2565

N/S Street : East Hollis Street  
E/W Street: Bridge Street  
City/State : Nashua, NH  
Weather : Cloudy

File Name : 18315001  
Site Code : 18315001  
Start Date : 4/10/2018  
Page No : 15



Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1

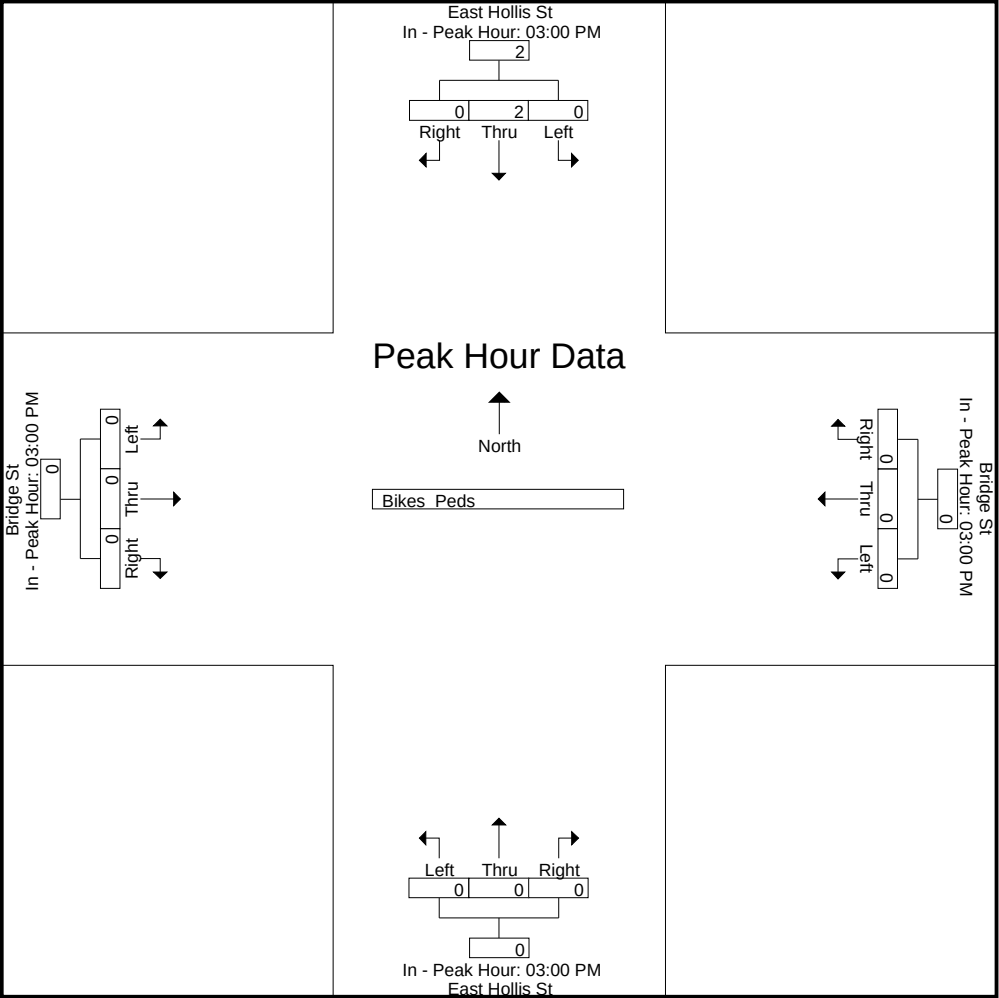
Peak Hour for Each Approach Begins at:

[illegible]

Accurate Counts  
978-664-2565

N/S Street : East Hollis Street  
E/W Street: Bridge Street  
City/State : Nashua, NH  
Weather : Cloudy

File Name : 18315001  
Site Code : 18315001  
Start Date : 4/10/2018  
Page No : 16



# Accurate Counts

978-664-2565

N/S Street : C Street / Chase Street  
E/W Street: East Hollis Street  
City/State : Nashua, NH  
Weather : Cloudy

File Name : 18315002  
Site Code : 18315002  
Start Date : 4/10/2018  
Page No : 1

## Groups Printed- Cars - Trucks

|             | C St<br>From North |      |       | East Hollis St<br>From East |      |       | Chase St<br>From South |      |       | East Hollis St<br>From West |      |       |            |
|-------------|--------------------|------|-------|-----------------------------|------|-------|------------------------|------|-------|-----------------------------|------|-------|------------|
| Start Time  | Left               | Thru | Right | Left                        | Thru | Right | Left                   | Thru | Right | Left                        | Thru | Right | Int. Total |
| 06:00 AM    | 1                  | 1    | 0     | 4                           | 70   | 0     | 0                      | 0    | 0     | 2                           | 73   | 8     | 159        |
| 06:15 AM    | 2                  | 2    | 3     | 7                           | 106  | 0     | 0                      | 0    | 0     | 2                           | 91   | 5     | 218        |
| 06:30 AM    | 1                  | 1    | 1     | 4                           | 161  | 2     | 0                      | 0    | 0     | 0                           | 102  | 6     | 278        |
| 06:45 AM    | 0                  | 0    | 3     | 8                           | 178  | 0     | 0                      | 0    | 0     | 3                           | 119  | 8     | 319        |
| Total       | 4                  | 4    | 7     | 23                          | 515  | 2     | 0                      | 0    | 0     | 7                           | 385  | 27    | 974        |
| 07:00 AM    | 1                  | 0    | 1     | 4                           | 191  | 0     | 0                      | 0    | 0     | 8                           | 115  | 6     | 326        |
| 07:15 AM    | 0                  | 1    | 6     | 7                           | 251  | 0     | 0                      | 0    | 0     | 1                           | 115  | 6     | 387        |
| 07:30 AM    | 2                  | 0    | 5     | 3                           | 256  | 0     | 0                      | 0    | 0     | 4                           | 155  | 9     | 434        |
| 07:45 AM    | 0                  | 1    | 6     | 11                          | 243  | 2     | 0                      | 0    | 0     | 5                           | 119  | 7     | 394        |
| Total       | 3                  | 2    | 18    | 25                          | 941  | 2     | 0                      | 0    | 0     | 18                          | 504  | 28    | 1541       |
| 08:00 AM    | 0                  | 1    | 5     | 9                           | 215  | 1     | 0                      | 0    | 0     | 3                           | 145  | 8     | 387        |
| 08:15 AM    | 0                  | 1    | 1     | 4                           | 185  | 1     | 0                      | 0    | 0     | 6                           | 125  | 8     | 331        |
| 08:30 AM    | 0                  | 1    | 3     | 5                           | 185  | 2     | 0                      | 0    | 0     | 5                           | 113  | 6     | 320        |
| 08:45 AM    | 0                  | 0    | 4     | 7                           | 185  | 2     | 0                      | 0    | 0     | 2                           | 112  | 4     | 316        |
| Total       | 0                  | 3    | 13    | 25                          | 770  | 6     | 0                      | 0    | 0     | 16                          | 495  | 26    | 1354       |
| Grand Total | 7                  | 9    | 38    | 73                          | 2226 | 10    | 0                      | 0    | 0     | 41                          | 1384 | 81    | 3869       |
| Apprch %    | 13                 | 16.7 | 70.4  | 3.2                         | 96.4 | 0.4   | 0                      | 0    | 0     | 2.7                         | 91.9 | 5.4   |            |
| Total %     | 0.2                | 0.2  | 1     | 1.9                         | 57.5 | 0.3   | 0                      | 0    | 0     | 1.1                         | 35.8 | 2.1   |            |
| Cars        | 7                  | 9    | 37    | 73                          | 2168 | 9     | 0                      | 0    | 0     | 41                          | 1331 | 81    | 3756       |
| % Cars      | 100                | 100  | 97.4  | 100                         | 97.4 | 90    | 0                      | 0    | 0     | 100                         | 96.2 | 100   | 97.1       |
| Trucks      | 0                  | 0    | 1     | 0                           | 58   | 1     | 0                      | 0    | 0     | 0                           | 53   | 0     | 113        |
| % Trucks    | 0                  | 0    | 2.6   | 0                           | 2.6  | 10    | 0                      | 0    | 0     | 0                           | 3.8  | 0     | 2.9        |



Accurate Counts  
978-664-2565

N/S Street : C Street / Chase Street  
E/W Street: East Hollis Street  
City/State : Nashua, NH  
Weather : Cloudy

File Name : 18315002  
Site Code : 18315002  
Start Date : 4/10/2018  
Page No : 2

|                                                            | C St<br>From North |      |       |            | East Hollis St<br>From East |      |       |            | Chase St<br>From South |      |       |            | East Hollis St<br>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 06:00 AM to 08:45 AM - Peak 1 of 1 |                    |      |       |            |                             |      |       |            |                        |      |       |            |                             |      |       |            |            |
| Peak Hour for Entire Intersection Begins at 07:15 AM       |                    |      |       |            |                             |      |       |            |                        |      |       |            |                             |      |       |            |            |
| 07:15 AM                                                   | 0                  | 1    | 6     | 7          | 7                           | 251  | 0     | 258        | 0                      | 0    | 0     | 0          | 1                           | 115  | 6     | 122        | 387        |
| 07:30 AM                                                   | 2                  | 0    | 5     | 7          | 3                           | 256  | 0     | 259        | 0                      | 0    | 0     | 0          | 4                           | 155  | 9     | 168        | 434        |
| 07:45 AM                                                   | 0                  | 1    | 6     | 7          | 11                          | 243  | 2     | 256        | 0                      | 0    | 0     | 0          | 5                           | 119  | 7     | 131        | 394        |
| 08:00 AM                                                   | 0                  | 1    | 5     | 6          | 9                           | 215  | 1     | 225        | 0                      | 0    | 0     | 0          | 3                           | 145  | 8     | 156        | 387        |
| Total Volume                                               | 2                  | 3    | 22    | 27         | 30                          | 965  | 3     | 998        | 0                      | 0    | 0     | 0          | 13                          | 534  | 30    | 577        | 1602       |
| % App. Total                                               | 7.4                | 11.1 | 81.5  |            | 3                           | 96.7 | 0.3   |            | 0                      | 0    | 0     |            | 2.3                         | 92.5 | 5.2   |            |            |
| PHF                                                        | .250               | .750 | .917  | .964       | .682                        | .942 | .375  | .963       | .000                   | .000 | .000  | .000       | .650                        | .861 | .833  | .859       | .923       |
| Cars                                                       | 2                  | 3    | 22    | 27         | 30                          | 945  | 3     | 978        | 0                      | 0    | 0     | 0          | 13                          | 527  | 30    | 570        | 1575       |
| % Cars                                                     | 100                | 100  | 100   | 100        | 100                         | 97.9 | 100   | 98.0       | 0                      | 0    | 0     | 0          | 100                         | 98.7 | 100   | 98.8       | 98.3       |
| Trucks                                                     | 0                  | 0    | 0     | 0          | 0                           | 20   | 0     | 20         | 0                      | 0    | 0     | 0          | 0                           | 7    | 0     | 7          | 27         |
| % Trucks                                                   | 0                  | 0    | 0     | 0          | 0                           | 2.1  | 0     | 2.0        | 0                      | 0    | 0     | 0          | 0                           | 1.3  | 0     | 1.2        | 1.7        |

# Accurate Counts

978-664-2565

File Name : 18315002

Site Code : 18315002

Start Date : 4/10/2018

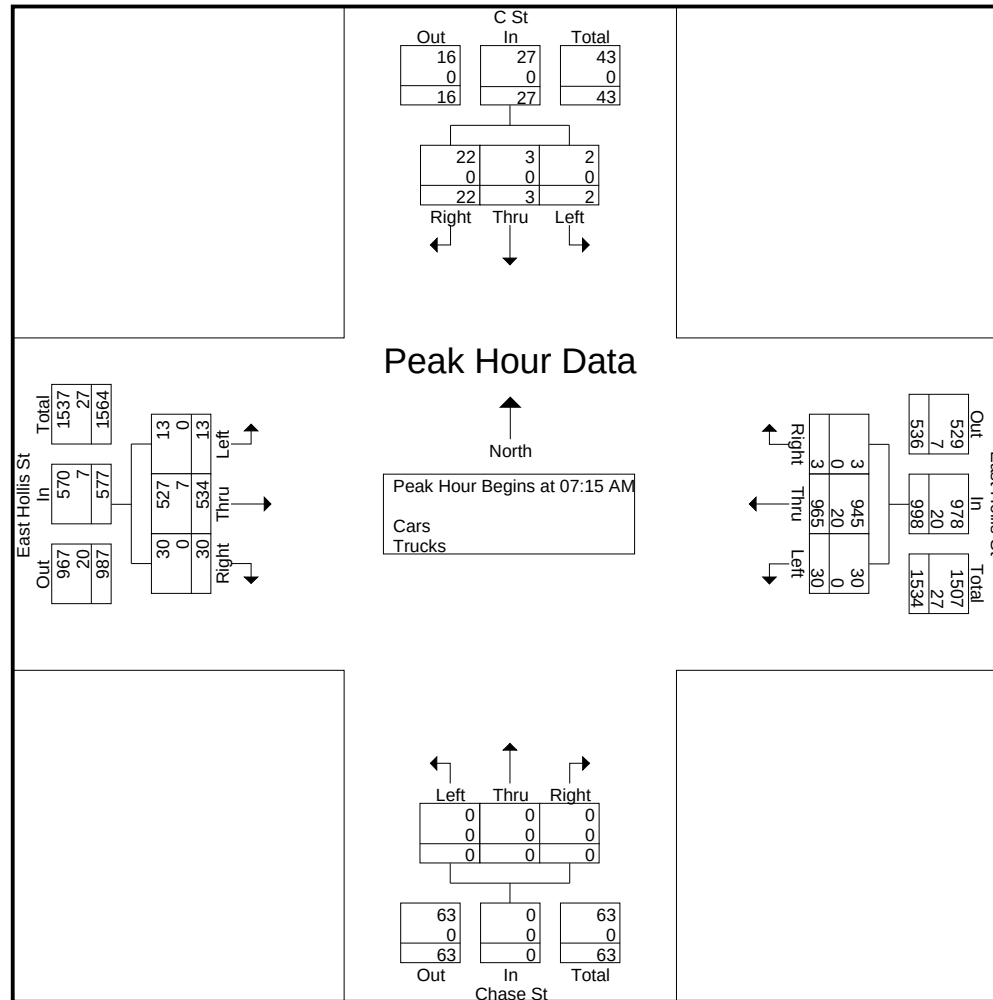
Page No : 3

N/S Street : C Street / Chase Street

E/W Street: East Hollis Street

City/State : Nashua, NH

Weather : Cloudy



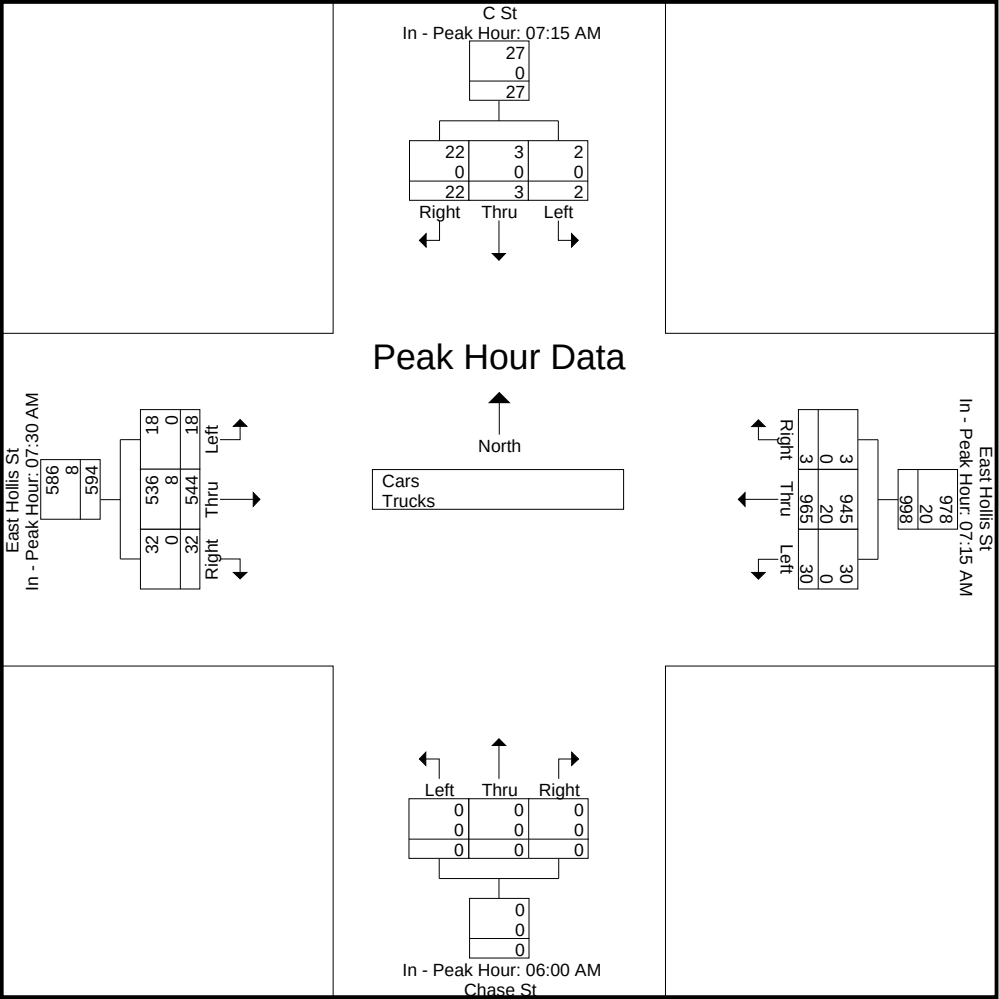
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

|              | 07:15 AM |      |      |      | 07:15 AM |      |      |      | 06:00 AM |      |      |      | 07:30 AM |      |      |      |
|--------------|----------|------|------|------|----------|------|------|------|----------|------|------|------|----------|------|------|------|
| +0 mins.     | 0        | 1    | 6    | 7    | 7        | 251  | 0    | 258  | 0        | 0    | 0    | 0    | 4        | 155  | 9    | 168  |
| +15 mins.    | 2        | 0    | 5    | 7    | 3        | 256  | 0    | 259  | 0        | 0    | 0    | 0    | 5        | 119  | 7    | 131  |
| +30 mins.    | 0        | 1    | 6    | 7    | 11       | 243  | 2    | 256  | 0        | 0    | 0    | 0    | 3        | 145  | 8    | 156  |
| +45 mins.    | 0        | 1    | 5    | 6    | 9        | 215  | 1    | 225  | 0        | 0    | 0    | 0    | 6        | 125  | 8    | 139  |
| Total Volume | 2        | 3    | 22   | 27   | 30       | 965  | 3    | 998  | 0        | 0    | 0    | 0    | 18       | 544  | 32   | 594  |
| % App. Total | 7.4      | 11.1 | 81.5 |      | 3        | 96.7 | 0.3  |      | 0        | 0    | 0    |      | 3        | 91.6 | 5.4  |      |
| PHF          | .250     | .750 | .917 | .964 | .682     | .942 | .375 | .963 | .000     | .000 | .000 | .000 | .750     | .877 | .889 | .884 |

Accurate Counts  
978-664-2565

|          |     |     |     |     |     |      |     |     |   |   |   |   |     |      |     |      |
|----------|-----|-----|-----|-----|-----|------|-----|-----|---|---|---|---|-----|------|-----|------|
| Cars     | 2   | 3   | 22  | 27  | 30  | 945  | 3   | 978 | 0 | 0 | 0 | 0 | 18  | 536  | 32  | 586  |
| % Cars   | 100 | 100 | 100 | 100 | 100 | 97.9 | 100 | 98  | 0 | 0 | 0 | 0 | 100 | 98.5 | 100 | 98.7 |
| Trucks   | 0   | 0   | 0   | 0   | 0   | 20   | 0   | 20  | 0 | 0 | 0 | 0 | 0   | 8    | 0   | 8    |
| % Trucks | 0   | 0   | 0   | 0   | 0   | 2.1  | 0   | 2   | 0 | 0 | 0 | 0 | 0   | 1.5  | 0   | 1.3  |



# Accurate Counts

978-664-2565

N/S Street : C Street / Chase Street  
E/W Street: East Hollis Street  
City/State : Nashua, NH  
Weather : Cloudy

File Name : 18315002  
Site Code : 18315002  
Start Date : 4/10/2018  
Page No : 5

## Groups Printed- Cars

|             | C St<br>From North |      |       | East Hollis St<br>From East |      |       | Chase St<br>From South |      |       | East Hollis St<br>From West |      |       |            |
|-------------|--------------------|------|-------|-----------------------------|------|-------|------------------------|------|-------|-----------------------------|------|-------|------------|
| Start Time  | Left               | Thru | Right | Left                        | Thru | Right | Left                   | Thru | Right | Left                        | Thru | Right | Int. Total |
| 06:00 AM    | 1                  | 1    | 0     | 4                           | 70   | 0     | 0                      | 0    | 0     | 2                           | 68   | 8     | 154        |
| 06:15 AM    | 2                  | 2    | 3     | 7                           | 104  | 0     | 0                      | 0    | 0     | 2                           | 85   | 5     | 210        |
| 06:30 AM    | 1                  | 1    | 1     | 4                           | 160  | 2     | 0                      | 0    | 0     | 0                           | 92   | 6     | 267        |
| 06:45 AM    | 0                  | 0    | 3     | 8                           | 177  | 0     | 0                      | 0    | 0     | 3                           | 107  | 8     | 306        |
| Total       | 4                  | 4    | 7     | 23                          | 511  | 2     | 0                      | 0    | 0     | 7                           | 352  | 27    | 937        |
| 07:00 AM    | 1                  | 0    | 1     | 4                           | 187  | 0     | 0                      | 0    | 0     | 8                           | 111  | 6     | 318        |
| 07:15 AM    | 0                  | 1    | 6     | 7                           | 247  | 0     | 0                      | 0    | 0     | 1                           | 112  | 6     | 380        |
| 07:30 AM    | 2                  | 0    | 5     | 3                           | 249  | 0     | 0                      | 0    | 0     | 4                           | 151  | 9     | 423        |
| 07:45 AM    | 0                  | 1    | 6     | 11                          | 239  | 2     | 0                      | 0    | 0     | 5                           | 119  | 7     | 390        |
| Total       | 3                  | 2    | 18    | 25                          | 922  | 2     | 0                      | 0    | 0     | 18                          | 493  | 28    | 1511       |
| 08:00 AM    | 0                  | 1    | 5     | 9                           | 210  | 1     | 0                      | 0    | 0     | 3                           | 145  | 8     | 382        |
| 08:15 AM    | 0                  | 1    | 1     | 4                           | 178  | 1     | 0                      | 0    | 0     | 6                           | 121  | 8     | 320        |
| 08:30 AM    | 0                  | 1    | 2     | 5                           | 169  | 1     | 0                      | 0    | 0     | 5                           | 111  | 6     | 300        |
| 08:45 AM    | 0                  | 0    | 4     | 7                           | 178  | 2     | 0                      | 0    | 0     | 2                           | 109  | 4     | 306        |
| Total       | 0                  | 3    | 12    | 25                          | 735  | 5     | 0                      | 0    | 0     | 16                          | 486  | 26    | 1308       |
| Grand Total | 7                  | 9    | 37    | 73                          | 2168 | 9     | 0                      | 0    | 0     | 41                          | 1331 | 81    | 3756       |
| Apprch %    | 13.2               | 17   | 69.8  | 3.2                         | 96.4 | 0.4   | 0                      | 0    | 0     | 2.8                         | 91.6 | 5.6   |            |
| Total %     | 0.2                | 0.2  | 1     | 1.9                         | 57.7 | 0.2   | 0                      | 0    | 0     | 1.1                         | 35.4 | 2.2   |            |

Accurate Counts  
978-664-2565

N/S Street : C Street / Chase Street  
E/W Street: East Hollis Street  
City/State : Nashua, NH  
Weather : Cloudy

File Name : 18315002  
Site Code : 18315002  
Start Date : 4/10/2018  
Page No : 6

|                                                            | C St<br>From North |      |       |            | East Hollis St<br>From East |      |       |            | Chase St<br>From South |      |       |            | East Hollis St<br>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 06:00 AM to 08:45 AM - Peak 1 of 1 |                    |      |       |            |                             |      |       |            |                        |      |       |            |                             |      |       |            |            |
| Peak Hour for Entire Intersection Begins at 07:15 AM       |                    |      |       |            |                             |      |       |            |                        |      |       |            |                             |      |       |            |            |
| 07:15 AM                                                   | 0                  | 1    | 6     | 7          | 7                           | 247  | 0     | 254        | 0                      | 0    | 0     | 0          | 1                           | 112  | 6     | 119        | 380        |
| 07:30 AM                                                   | 2                  | 0    | 5     | 7          | 3                           | 249  | 0     | 252        | 0                      | 0    | 0     | 0          | 4                           | 151  | 9     | 164        | 423        |
| 07:45 AM                                                   | 0                  | 1    | 6     | 7          | 11                          | 239  | 2     | 252        | 0                      | 0    | 0     | 0          | 5                           | 119  | 7     | 131        | 390        |
| 08:00 AM                                                   | 0                  | 1    | 5     | 6          | 9                           | 210  | 1     | 220        | 0                      | 0    | 0     | 0          | 3                           | 145  | 8     | 156        | 382        |
| Total Volume                                               | 2                  | 3    | 22    | 27         | 30                          | 945  | 3     | 978        | 0                      | 0    | 0     | 0          | 13                          | 527  | 30    | 570        | 1575       |
| % App. Total                                               | 7.4                | 11.1 | 81.5  |            | 3.1                         | 96.6 | 0.3   |            | 0                      | 0    | 0     |            | 2.3                         | 92.5 | 5.3   |            |            |
| PHF                                                        | .250               | .750 | .917  | .964       | .682                        | .949 | .375  | .963       | .000                   | .000 | .000  | .000       | .650                        | .873 | .833  | .869       | .931       |

# Accurate Counts

978-664-2565

File Name : 18315002

Site Code : 18315002

Start Date : 4/10/2018

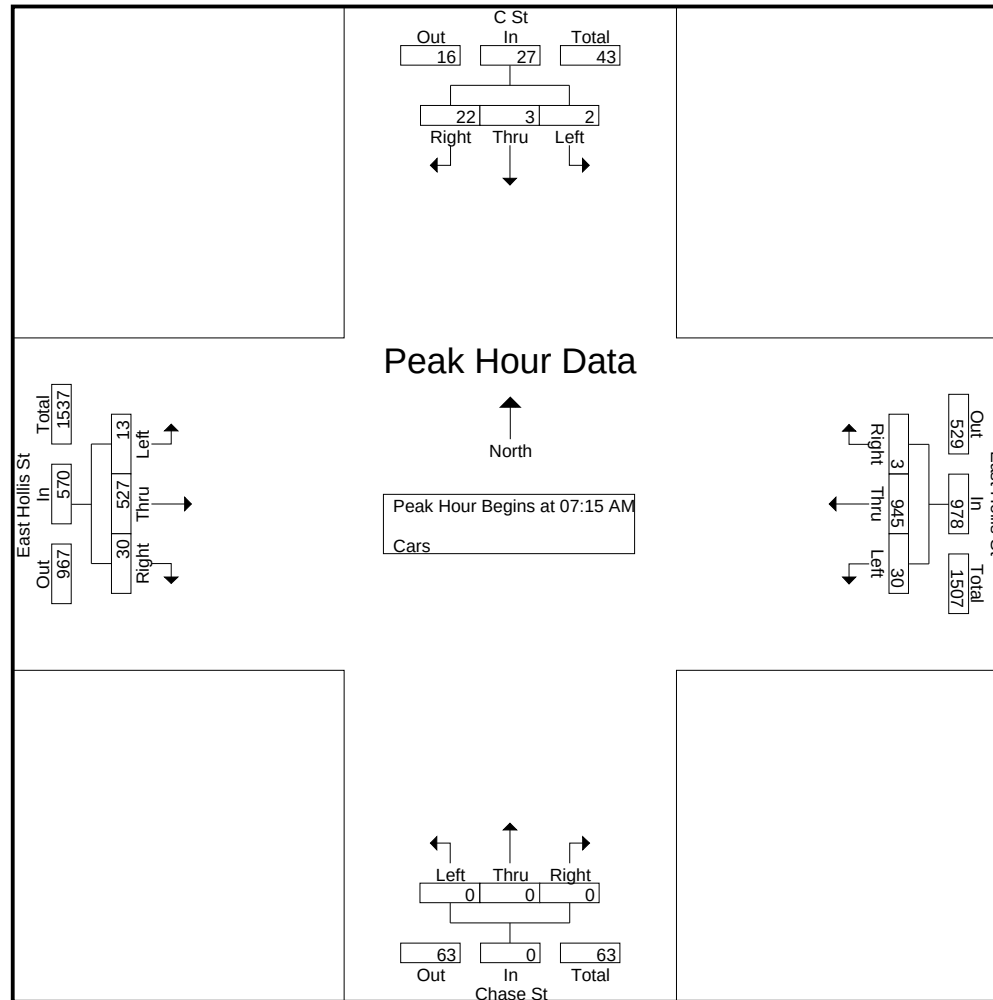
Page No : 7

N/S Street : C Street / Chase Street

E/W Street: East Hollis Street

City/State : Nashua, NH

Weather : Cloudy



Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1

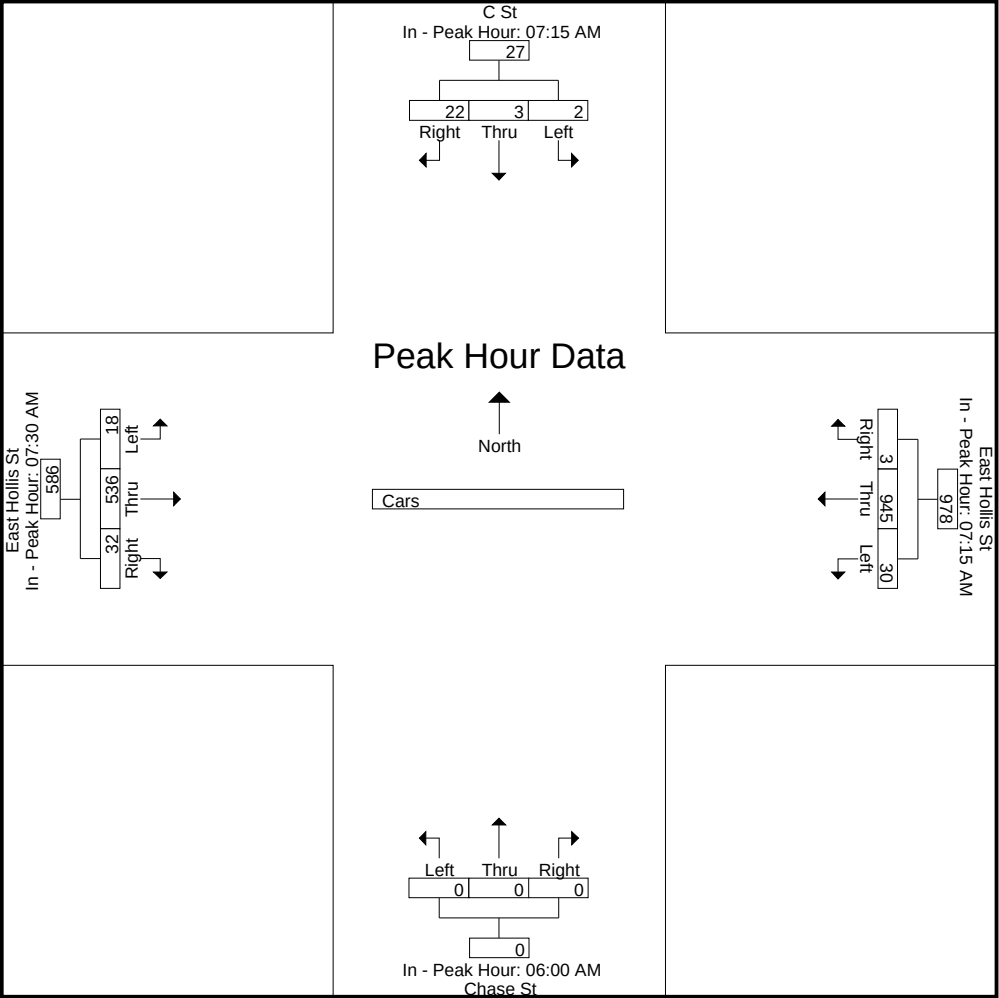
Peak Hour for Each Approach Begins at:

|              | 07:15 AM |      |      |      | 07:15 AM |      |      |      | 06:00 AM |      |      |      | 07:30 AM |      |      |      |
|--------------|----------|------|------|------|----------|------|------|------|----------|------|------|------|----------|------|------|------|
| +0 mins.     | 0        | 1    | 6    | 7    | 7        | 247  | 0    | 254  | 0        | 0    | 0    | 0    | 4        | 151  | 9    | 164  |
| +15 mins.    | 2        | 0    | 5    | 7    | 3        | 249  | 0    | 252  | 0        | 0    | 0    | 0    | 5        | 119  | 7    | 131  |
| +30 mins.    | 0        | 1    | 6    | 7    | 11       | 239  | 2    | 252  | 0        | 0    | 0    | 0    | 3        | 145  | 8    | 156  |
| +45 mins.    | 0        | 1    | 5    | 6    | 9        | 210  | 1    | 220  | 0        | 0    | 0    | 0    | 6        | 121  | 8    | 135  |
| Total Volume | 2        | 3    | 22   | 27   | 30       | 945  | 3    | 978  | 0        | 0    | 0    | 0    | 18       | 536  | 32   | 586  |
| % App. Total | 7.4      | 11.1 | 81.5 |      | 3.1      | 96.6 | 0.3  |      | 0        | 0    | 0    |      | 3.1      | 91.5 | 5.5  |      |
| PHF          | .250     | .750 | .917 | .964 | .682     | .949 | .375 | .963 | .000     | .000 | .000 | .000 | .750     | .887 | .889 | .893 |

Accurate Counts  
978-664-2565

N/S Street : C Street / Chase Street  
E/W Street: East Hollis Street  
City/State : Nashua, NH  
Weather : Cloudy

File Name : 18315002  
Site Code : 18315002  
Start Date : 4/10/2018  
Page No : 8





# Accurate Counts

978-664-2565

File Name : 18315002

Site Code : 18315002

Start Date : 4/10/2018

Page No : 9

N/S Street : C Street / Chase Street

E/W Street: East Hollis Street

City/State : Nashua, NH

Weather : Cloudy

## Groups Printed- Trucks

|             | C St<br>From North |      |       | East Hollis St<br>From East |      |       | Chase St<br>From South |      |       | East Hollis St<br>From West |      |       |            |
|-------------|--------------------|------|-------|-----------------------------|------|-------|------------------------|------|-------|-----------------------------|------|-------|------------|
| Start Time  | Left               | Thru | Right | Left                        | Thru | Right | Left                   | Thru | Right | Left                        | Thru | Right | Int. Total |
| 06:00 AM    | 0                  | 0    | 0     | 0                           | 0    | 0     | 0                      | 0    | 0     | 0                           | 5    | 0     | 5          |
| 06:15 AM    | 0                  | 0    | 0     | 0                           | 2    | 0     | 0                      | 0    | 0     | 0                           | 6    | 0     | 8          |
| 06:30 AM    | 0                  | 0    | 0     | 0                           | 1    | 0     | 0                      | 0    | 0     | 0                           | 10   | 0     | 11         |
| 06:45 AM    | 0                  | 0    | 0     | 0                           | 1    | 0     | 0                      | 0    | 0     | 0                           | 12   | 0     | 13         |
| Total       | 0                  | 0    | 0     | 0                           | 4    | 0     | 0                      | 0    | 0     | 0                           | 33   | 0     | 37         |
| 07:00 AM    | 0                  | 0    | 0     | 0                           | 4    | 0     | 0                      | 0    | 0     | 0                           | 4    | 0     | 8          |
| 07:15 AM    | 0                  | 0    | 0     | 0                           | 4    | 0     | 0                      | 0    | 0     | 0                           | 3    | 0     | 7          |
| 07:30 AM    | 0                  | 0    | 0     | 0                           | 7    | 0     | 0                      | 0    | 0     | 0                           | 4    | 0     | 11         |
| 07:45 AM    | 0                  | 0    | 0     | 0                           | 4    | 0     | 0                      | 0    | 0     | 0                           | 0    | 0     | 4          |
| Total       | 0                  | 0    | 0     | 0                           | 19   | 0     | 0                      | 0    | 0     | 0                           | 11   | 0     | 30         |
| 08:00 AM    | 0                  | 0    | 0     | 0                           | 5    | 0     | 0                      | 0    | 0     | 0                           | 0    | 0     | 5          |
| 08:15 AM    | 0                  | 0    | 0     | 0                           | 7    | 0     | 0                      | 0    | 0     | 0                           | 4    | 0     | 11         |
| 08:30 AM    | 0                  | 0    | 1     | 0                           | 16   | 1     | 0                      | 0    | 0     | 0                           | 2    | 0     | 20         |
| 08:45 AM    | 0                  | 0    | 0     | 0                           | 7    | 0     | 0                      | 0    | 0     | 0                           | 3    | 0     | 10         |
| Total       | 0                  | 0    | 1     | 0                           | 35   | 1     | 0                      | 0    | 0     | 0                           | 9    | 0     | 46         |
| Grand Total | 0                  | 0    | 1     | 0                           | 58   | 1     | 0                      | 0    | 0     | 0                           | 53   | 0     | 113        |
| Apprch %    | 0                  | 0    | 100   | 0                           | 98.3 | 1.7   | 0                      | 0    | 0     | 0                           | 100  | 0     |            |
| Total %     | 0                  | 0    | 0.9   | 0                           | 51.3 | 0.9   | 0                      | 0    | 0     | 0                           | 46.9 | 0     |            |

Accurate Counts  
978-664-2565

N/S Street : C Street / Chase Street  
E/W Street: East Hollis Street  
City/State : Nashua, NH  
Weather : Cloudy

File Name : 18315002  
Site Code : 18315002  
Start Date : 4/10/2018  
Page No : 10

|                                                            | C St<br>From North |      |       |            | East Hollis St<br>From East |      |       |            | Chase St<br>From South |      |       |            | East Hollis St<br>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 06:00 AM to 08:45 AM - Peak 1 of 1 |                    |      |       |            |                             |      |       |            |                        |      |       |            |                             |      |       |            |            |
| Peak Hour for Entire Intersection Begins at 08:00 AM       |                    |      |       |            |                             |      |       |            |                        |      |       |            |                             |      |       |            |            |
| 08:00 AM                                                   | 0                  | 0    | 0     | 0          | 0                           | 5    | 0     | 5          | 0                      | 0    | 0     | 0          | 0                           | 0    | 0     | 0          | 5          |
| 08:15 AM                                                   | 0                  | 0    | 0     | 0          | 0                           | 7    | 0     | 7          | 0                      | 0    | 0     | 0          | 0                           | 4    | 0     | 4          | 11         |
| 08:30 AM                                                   | 0                  | 0    | 1     | 1          | 0                           | 16   | 1     | 17         | 0                      | 0    | 0     | 0          | 0                           | 2    | 0     | 2          | 20         |
| 08:45 AM                                                   | 0                  | 0    | 0     | 0          | 0                           | 7    | 0     | 7          | 0                      | 0    | 0     | 0          | 0                           | 3    | 0     | 3          | 10         |
| Total Volume                                               | 0                  | 0    | 1     | 1          | 0                           | 35   | 1     | 36         | 0                      | 0    | 0     | 0          | 0                           | 9    | 0     | 9          | 46         |
| % App. Total                                               | 0                  | 0    | 100   |            | 0                           | 97.2 | 2.8   |            | 0                      | 0    | 0     |            | 0                           | 100  | 0     |            |            |
| PHF                                                        | .000               | .000 | .250  | .250       | .000                        | .547 | .250  | .529       | .000                   | .000 | .000  | .000       | .000                        | .563 | .000  | .563       | .575       |

# Accurate Counts

978-664-2565

File Name : 18315002

Site Code : 18315002

Start Date : 4/10/2018

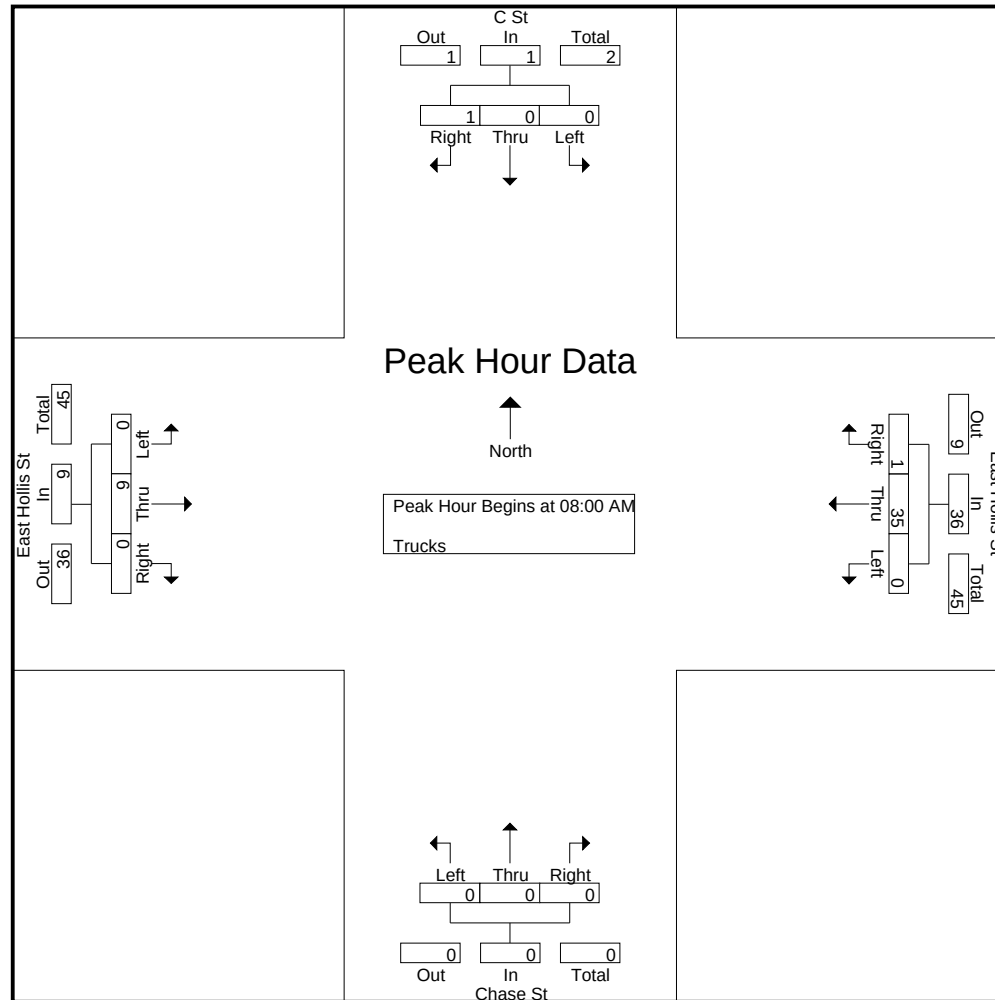
Page No : 11

N/S Street : C Street / Chase Street

E/W Street: East Hollis Street

City/State : Nashua, NH

Weather : Cloudy



Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1

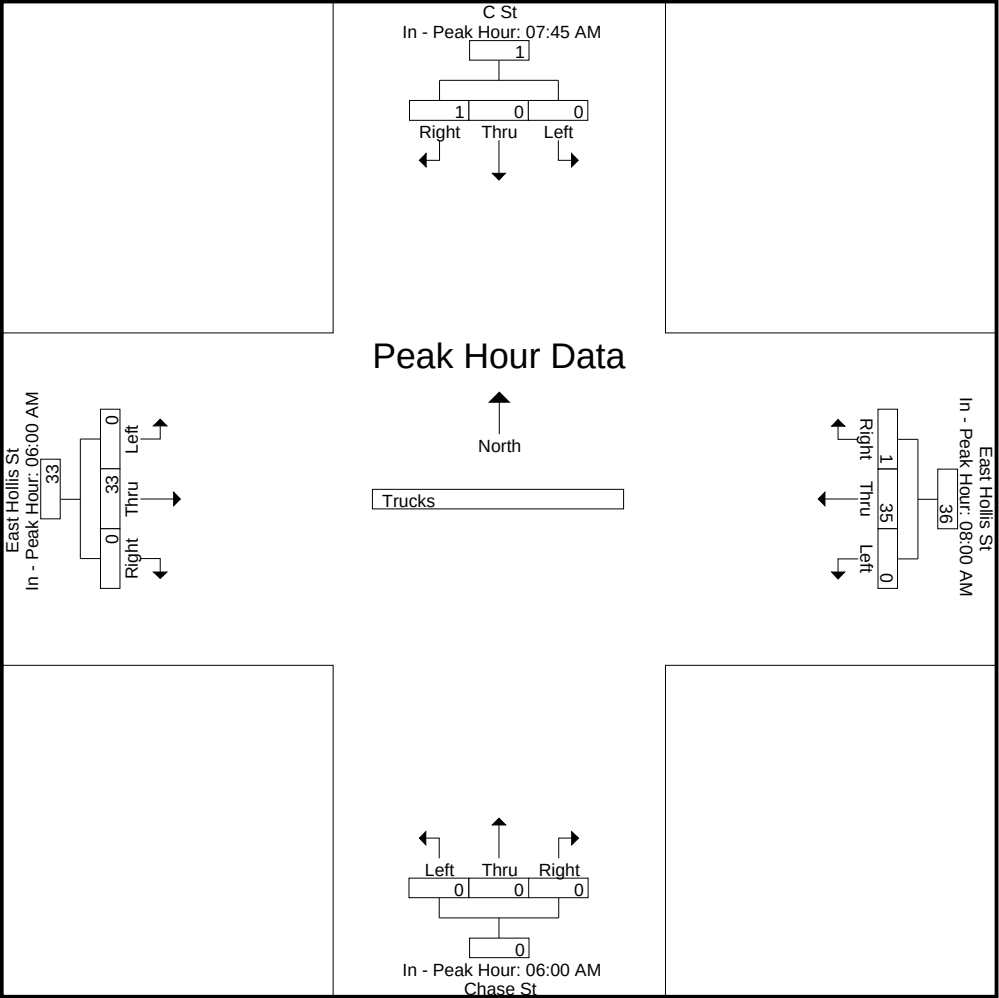
Peak Hour for Each Approach Begins at:

|              | 07:45 AM |      |      |      | 08:00 AM |      |      |      | 06:00 AM |      |      |      | 06:00 AM |      |      |      |
|--------------|----------|------|------|------|----------|------|------|------|----------|------|------|------|----------|------|------|------|
| +0 mins.     | 0        | 0    | 0    | 0    | 0        | 5    | 0    | 5    | 0        | 0    | 0    | 0    | 0        | 5    | 0    | 5    |
| +15 mins.    | 0        | 0    | 0    | 0    | 0        | 7    | 0    | 7    | 0        | 0    | 0    | 0    | 0        | 6    | 0    | 6    |
| +30 mins.    | 0        | 0    | 0    | 0    | 0        | 16   | 1    | 17   | 0        | 0    | 0    | 0    | 0        | 10   | 0    | 10   |
| +45 mins.    | 0        | 0    | 1    | 1    | 0        | 7    | 0    | 7    | 0        | 0    | 0    | 0    | 0        | 12   | 0    | 12   |
| Total Volume | 0        | 0    | 1    | 1    | 0        | 35   | 1    | 36   | 0        | 0    | 0    | 0    | 0        | 33   | 0    | 33   |
| % App. Total | 0        | 0    | 100  |      | 0        | 97.2 | 2.8  |      | 0        | 0    | 0    |      | 0        | 100  | 0    |      |
| PHF          | .000     | .000 | .250 | .250 | .000     | .547 | .250 | .529 | .000     | .000 | .000 | .000 | .000     | .688 | .000 | .688 |

Accurate Counts  
978-664-2565

N/S Street : C Street / Chase Street  
E/W Street: East Hollis Street  
City/State : Nashua, NH  
Weather : Cloudy

File Name : 18315002  
Site Code : 18315002  
Start Date : 4/10/2018  
Page No : 12



978-664-2565

File Name : 18315002  
Site Code : 18315002  
Start Date : 4/10/2018  
Page No : 13

[illegible]

978-664-2565

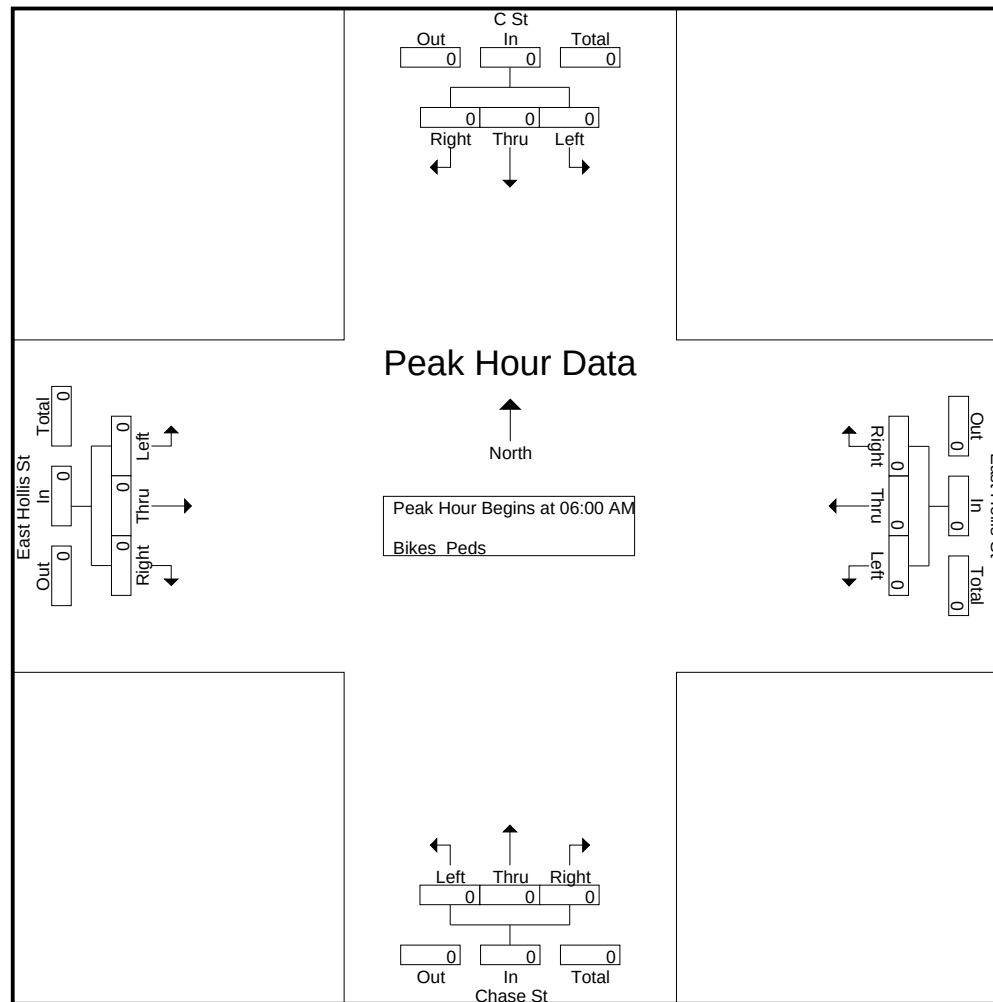
File Name : 18315002  
Site Code : 18315002  
Start Date : 4/10/2018  
Page No : 14

### Peak Hour for Entire Intersection Begins at 06:00 AM

978-664-2565

N/S Street : C Street / Chase Street  
E/W Street: East Hollis Street  
City/State : Nashua, NH  
Weather : Cloudy

File Name : 18315002  
Site Code : 18315002  
Start Date : 4/10/2018  
Page No : 15



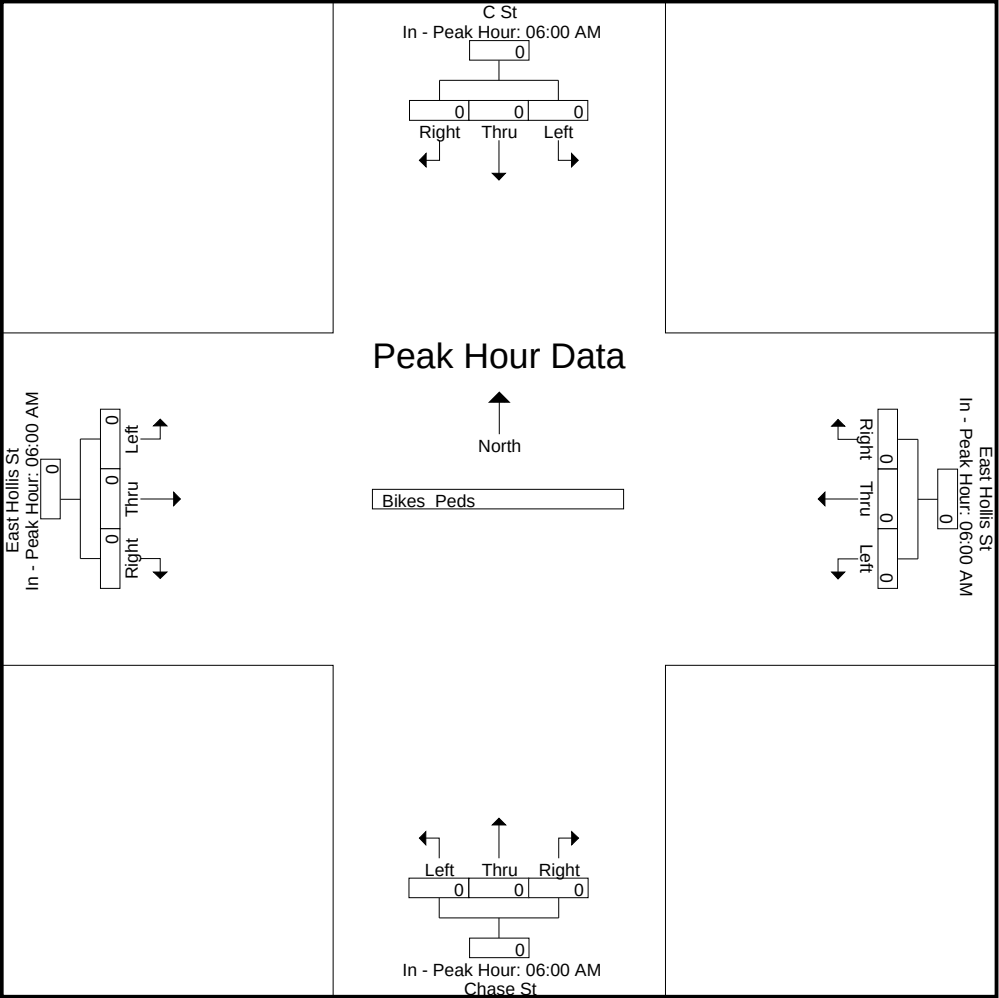
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

[illegible]

N/S Street : C Street / Chase Street  
E/W Street: East Hollis Street  
City/State : Nashua, NH  
Weather : Cloudy

File Name : 18315002  
Site Code : 18315002  
Start Date : 4/10/2018  
Page No : 16





978-664-2565

File Name : 18315002  
Site Code : 18315002  
Start Date : 4/10/2018  
Page No : 1

|             | C St<br>From North |      |       | East Hollis St<br>From East |      |       | Chase St<br>From South |      |       | East Hollis St<br>From West |      |       |            |
|-------------|--------------------|------|-------|-----------------------------|------|-------|------------------------|------|-------|-----------------------------|------|-------|------------|
| Start Time  | Left               | Thru | Right | Left                        | Thru | Right | Left                   | Thru | Right | Left                        | Thru | Right | Int. Total |
| 03:00 PM    | 1                  | 0    | 4     | 5                           | 145  | 2     | 0                      | 0    | 0     | 2                           | 196  | 7     | 362        |
| 03:15 PM    | 1                  | 1    | 4     | 2                           | 143  | 2     | 0                      | 0    | 0     | 5                           | 191  | 2     | 351        |
| 03:30 PM    | 2                  | 2    | 8     | 9                           | 159  | 1     | 0                      | 0    | 0     | 3                           | 195  | 3     | 382        |
| 03:45 PM    | 0                  | 2    | 7     | 12                          | 148  | 1     | 0                      | 0    | 0     | 2                           | 183  | 3     | 358        |
| Total       | 4                  | 5    | 23    | 28                          | 595  | 6     | 0                      | 0    | 0     | 12                          | 765  | 15    | 1453       |
| 04:00 PM    | 2                  | 1    | 9     | 6                           | 146  | 0     | 0                      | 0    | 0     | 7                           | 235  | 6     | 412        |
| 04:15 PM    | 1                  | 1    | 5     | 6                           | 138  | 0     | 0                      | 0    | 0     | 1                           | 231  | 3     | 386        |
| 04:30 PM    | 1                  | 0    | 5     | 3                           | 128  | 2     | 0                      | 0    | 0     | 1                           | 244  | 3     | 387        |
| 04:45 PM    | 1                  | 0    | 4     | 3                           | 163  | 3     | 0                      | 0    | 0     | 4                           | 249  | 4     | 431        |
| Total       | 5                  | 2    | 23    | 18                          | 575  | 5     | 0                      | 0    | 0     | 13                          | 959  | 16    | 1616       |
| 05:00 PM    | 1                  | 0    | 3     | 3                           | 155  | 1     | 0                      | 0    | 0     | 3                           | 220  | 3     | 389        |
| 05:15 PM    | 0                  | 1    | 7     | 6                           | 173  | 1     | 0                      | 0    | 0     | 4                           | 244  | 4     | 440        |
| 05:30 PM    | 2                  | 0    | 1     | 6                           | 162  | 1     | 0                      | 0    | 0     | 2                           | 210  | 5     | 389        |
| 05:45 PM    | 2                  | 1    | 5     | 4                           | 151  | 0     | 0                      | 0    | 0     | 8                           | 232  | 5     | 408        |
| Total       | 5                  | 2    | 16    | 19                          | 641  | 3     | 0                      | 0    | 0     | 17                          | 906  | 17    | 1626       |
| Grand Total | 14                 | 9    | 62    | 65                          | 1811 | 14    | 0                      | 0    | 0     | 42                          | 2630 | 48    | 4695       |
| Apprch %    | 16.5               | 10.6 | 72.9  | 3.4                         | 95.8 | 0.7   | 0                      | 0    | 0     | 1.5                         | 96.7 | 1.8   |            |
| Total %     | 0.3                | 0.2  | 1.3   | 1.4                         | 38.6 | 0.3   | 0                      | 0    | 0     | 0.9                         | 56   | 1     |            |
| Cars        | 14                 | 9    | 60    | 65                          | 1753 | 14    | 0                      | 0    | 0     | 42                          | 2612 | 48    | 4617       |
| % Cars      | 100                | 100  | 96.8  | 100                         | 96.8 | 100   | 0                      | 0    | 0     | 100                         | 99.3 | 100   | 98.3       |
| Trucks      | 0                  | 0    | 2     | 0                           | 58   | 0     | 0                      | 0    | 0     | 0                           | 18   | 0     | 78         |
| % Trucks    | 0                  | 0    | 3.2   | 0                           | 3.2  | 0     | 0                      | 0    | 0     | 0                           | 0.7  | 0     | 1.7        |

Accurate Counts  
978-664-2565

N/S Street : C Street / Chase Street  
E/W Street: East Hollis Street  
City/State : Nashua, NH  
Weather : Cloudy

File Name : 18315002  
Site Code : 18315002  
Start Date : 4/10/2018  
Page No : 2

|                                                            | C St<br>From North |      |       |            | East Hollis St<br>From East |      |       |            | Chase St<br>From South |      |       |            | East Hollis St<br>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 03:00 PM to 05:45 PM - Peak 1 of 1 |                    |      |       |            |                             |      |       |            |                        |      |       |            |                             |      |       |            |            |
| Peak Hour for Entire Intersection Begins at 04:45 PM       |                    |      |       |            |                             |      |       |            |                        |      |       |            |                             |      |       |            |            |
| 04:45 PM                                                   | 1                  | 0    | 4     | 5          | 3                           | 163  | 3     | 169        | 0                      | 0    | 0     | 0          | 4                           | 249  | 4     | 257        | 431        |
| 05:00 PM                                                   | 1                  | 0    | 3     | 4          | 3                           | 155  | 1     | 159        | 0                      | 0    | 0     | 0          | 3                           | 220  | 3     | 226        | 389        |
| 05:15 PM                                                   | 0                  | 1    | 7     | 8          | 6                           | 173  | 1     | 180        | 0                      | 0    | 0     | 0          | 4                           | 244  | 4     | 252        | 440        |
| 05:30 PM                                                   | 2                  | 0    | 1     | 3          | 6                           | 162  | 1     | 169        | 0                      | 0    | 0     | 0          | 2                           | 210  | 5     | 217        | 389        |
| Total Volume                                               | 4                  | 1    | 15    | 20         | 18                          | 653  | 6     | 677        | 0                      | 0    | 0     | 0          | 13                          | 923  | 16    | 952        | 1649       |
| % App. Total                                               | 20                 | 5    | 75    |            | 2.7                         | 96.5 | 0.9   |            | 0                      | 0    | 0     |            | 1.4                         | 97   | 1.7   |            |            |
| PHF                                                        | .500               | .250 | .536  | .625       | .750                        | .944 | .500  | .940       | .000                   | .000 | .000  | .000       | .813                        | .927 | .800  | .926       | .937       |
| Cars                                                       | 4                  | 1    | 15    | 20         | 18                          | 645  | 6     | 669        | 0                      | 0    | 0     | 0          | 13                          | 918  | 16    | 947        | 1636       |
| % Cars                                                     | 100                | 100  | 100   | 100        | 100                         | 98.8 | 100   | 98.8       | 0                      | 0    | 0     | 0          | 100                         | 99.5 | 100   | 99.5       | 99.2       |
| Trucks                                                     | 0                  | 0    | 0     | 0          | 0                           | 8    | 0     | 8          | 0                      | 0    | 0     | 0          | 0                           | 5    | 0     | 5          | 13         |
| % Trucks                                                   | 0                  | 0    | 0     | 0          | 0                           | 1.2  | 0     | 1.2        | 0                      | 0    | 0     | 0          | 0                           | 0.5  | 0     | 0.5        | 0.8        |

# Accurate Counts

978-664-2565

File Name : 18315002

Site Code : 18315002

Start Date : 4/10/2018

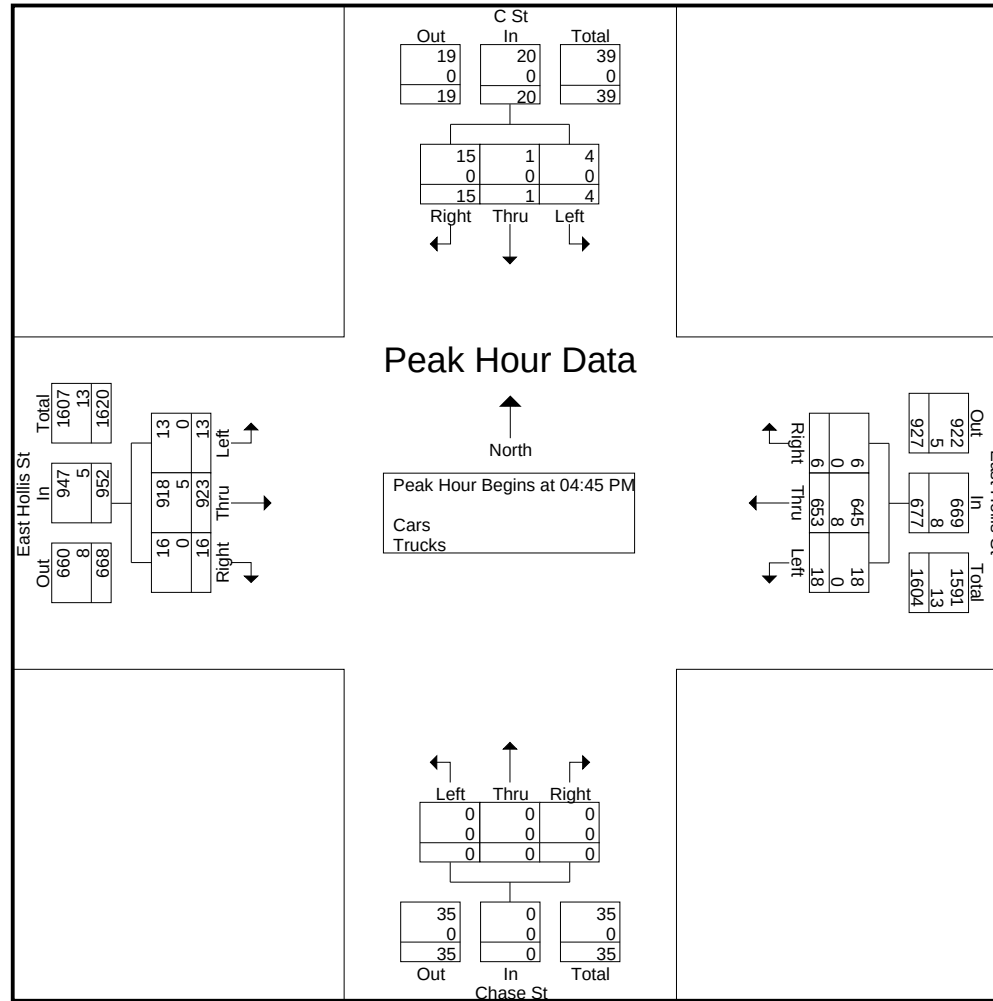
Page No : 3

N/S Street : C Street / Chase Street

E/W Street: East Hollis Street

City/State : Nashua, NH

Weather : Cloudy



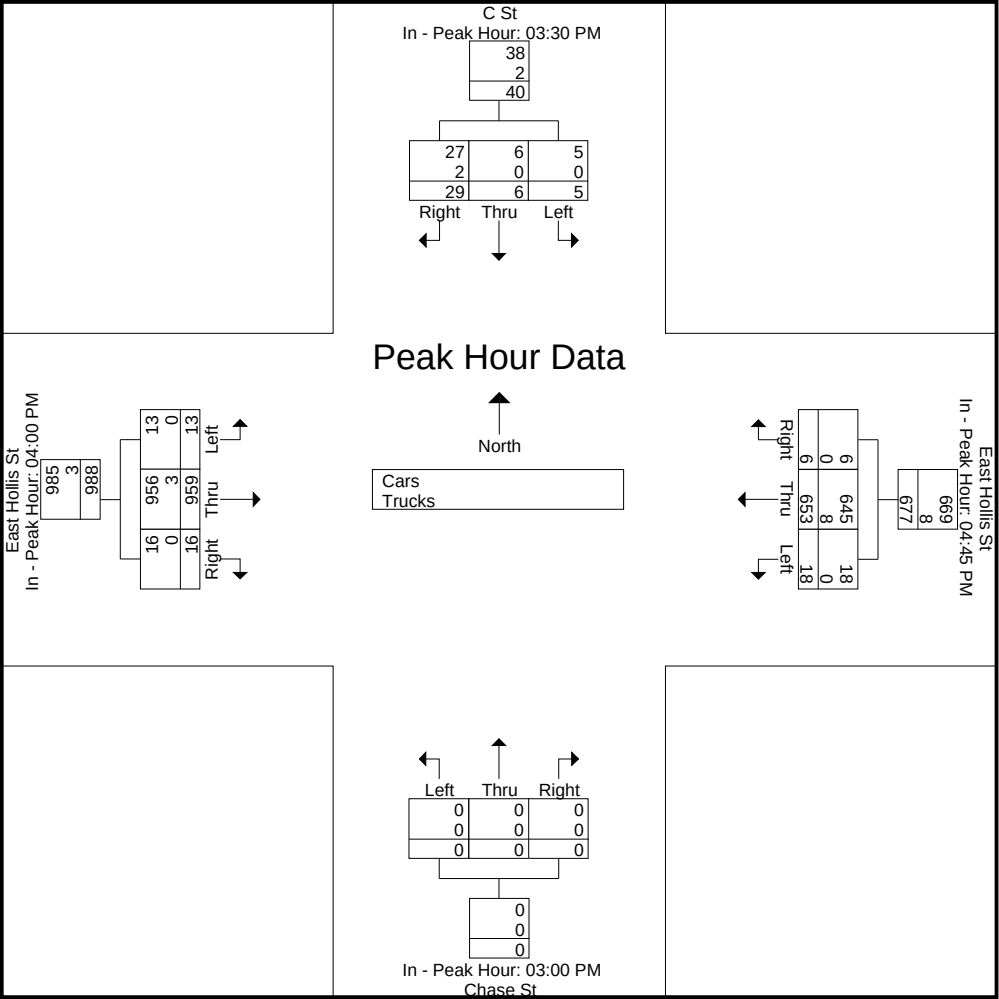
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

|              | 03:30 PM |      |      |      | 04:45 PM |      |      |      | 03:00 PM |      |      |      | 04:00 PM |      |      |      |
|--------------|----------|------|------|------|----------|------|------|------|----------|------|------|------|----------|------|------|------|
| +0 mins.     | 2        | 2    | 8    | 12   | 3        | 163  | 3    | 169  | 0        | 0    | 0    | 0    | 7        | 235  | 6    | 248  |
| +15 mins.    | 0        | 2    | 7    | 9    | 3        | 155  | 1    | 159  | 0        | 0    | 0    | 0    | 1        | 231  | 3    | 235  |
| +30 mins.    | 2        | 1    | 9    | 12   | 6        | 173  | 1    | 180  | 0        | 0    | 0    | 0    | 1        | 244  | 3    | 248  |
| +45 mins.    | 1        | 1    | 5    | 7    | 6        | 162  | 1    | 169  | 0        | 0    | 0    | 0    | 4        | 249  | 4    | 257  |
| Total Volume | 5        | 6    | 29   | 40   | 18       | 653  | 6    | 677  | 0        | 0    | 0    | 0    | 13       | 959  | 16   | 988  |
| % App. Total | 12.5     | 15   | 72.5 |      | 2.7      | 96.5 | 0.9  |      | 0        | 0    | 0    |      | 1.3      | 97.1 | 1.6  |      |
| PHF          | .625     | .750 | .806 | .833 | .750     | .944 | .500 | .940 | .000     | .000 | .000 | .000 | .464     | .963 | .667 | .961 |

Accurate Counts  
978-664-2565

|          |     |     |      |    |     |      |     |      |   |   |   |   |     |      |     |      |
|----------|-----|-----|------|----|-----|------|-----|------|---|---|---|---|-----|------|-----|------|
| Cars     | 5   | 6   | 27   | 38 | 18  | 645  | 6   | 669  | 0 | 0 | 0 | 0 | 13  | 956  | 16  | 985  |
| % Cars   | 100 | 100 | 93.1 | 95 | 100 | 98.8 | 100 | 98.8 | 0 | 0 | 0 | 0 | 100 | 99.7 | 100 | 99.7 |
| Trucks   | 0   | 0   | 2    | 2  | 0   | 8    | 0   | 8    | 0 | 0 | 0 | 0 | 0   | 3    | 0   | 3    |
| % Trucks | 0   | 0   | 6.9  | 5  | 0   | 1.2  | 0   | 1.2  | 0 | 0 | 0 | 0 | 0   | 0.3  | 0   | 0.3  |



# Accurate Counts

978-664-2565

N/S Street : C Street / Chase Street  
E/W Street: East Hollis Street  
City/State : Nashua, NH  
Weather : Cloudy

File Name : 18315002  
Site Code : 18315002  
Start Date : 4/10/2018  
Page No : 5

## Groups Printed- Cars

|             | C St<br>From North |      |       | East Hollis St<br>From East |      |       | Chase St<br>From South |      |       | East Hollis St<br>From West |      |       |            |
|-------------|--------------------|------|-------|-----------------------------|------|-------|------------------------|------|-------|-----------------------------|------|-------|------------|
| Start Time  | Left               | Thru | Right | Left                        | Thru | Right | Left                   | Thru | Right | Left                        | Thru | Right | Int. Total |
| 03:00 PM    | 1                  | 0    | 4     | 5                           | 142  | 2     | 0                      | 0    | 0     | 2                           | 194  | 7     | 357        |
| 03:15 PM    | 1                  | 1    | 4     | 2                           | 138  | 2     | 0                      | 0    | 0     | 5                           | 190  | 2     | 345        |
| 03:30 PM    | 2                  | 2    | 8     | 9                           | 153  | 1     | 0                      | 0    | 0     | 3                           | 191  | 3     | 372        |
| 03:45 PM    | 0                  | 2    | 5     | 12                          | 128  | 1     | 0                      | 0    | 0     | 2                           | 181  | 3     | 334        |
| Total       | 4                  | 5    | 21    | 28                          | 561  | 6     | 0                      | 0    | 0     | 12                          | 756  | 15    | 1408       |
| 04:00 PM    | 2                  | 1    | 9     | 6                           | 139  | 0     | 0                      | 0    | 0     | 7                           | 234  | 6     | 404        |
| 04:15 PM    | 1                  | 1    | 5     | 6                           | 134  | 0     | 0                      | 0    | 0     | 1                           | 230  | 3     | 381        |
| 04:30 PM    | 1                  | 0    | 5     | 3                           | 127  | 2     | 0                      | 0    | 0     | 1                           | 243  | 3     | 385        |
| 04:45 PM    | 1                  | 0    | 4     | 3                           | 161  | 3     | 0                      | 0    | 0     | 4                           | 249  | 4     | 429        |
| Total       | 5                  | 2    | 23    | 18                          | 561  | 5     | 0                      | 0    | 0     | 13                          | 956  | 16    | 1599       |
| 05:00 PM    | 1                  | 0    | 3     | 3                           | 152  | 1     | 0                      | 0    | 0     | 3                           | 220  | 3     | 386        |
| 05:15 PM    | 0                  | 1    | 7     | 6                           | 171  | 1     | 0                      | 0    | 0     | 4                           | 243  | 4     | 437        |
| 05:30 PM    | 2                  | 0    | 1     | 6                           | 161  | 1     | 0                      | 0    | 0     | 2                           | 206  | 5     | 384        |
| 05:45 PM    | 2                  | 1    | 5     | 4                           | 147  | 0     | 0                      | 0    | 0     | 8                           | 231  | 5     | 403        |
| Total       | 5                  | 2    | 16    | 19                          | 631  | 3     | 0                      | 0    | 0     | 17                          | 900  | 17    | 1610       |
| Grand Total | 14                 | 9    | 60    | 65                          | 1753 | 14    | 0                      | 0    | 0     | 42                          | 2612 | 48    | 4617       |
| Apprch %    | 16.9               | 10.8 | 72.3  | 3.5                         | 95.7 | 0.8   | 0                      | 0    | 0     | 1.6                         | 96.7 | 1.8   |            |
| Total %     | 0.3                | 0.2  | 1.3   | 1.4                         | 38   | 0.3   | 0                      | 0    | 0     | 0.9                         | 56.6 | 1     |            |

Accurate Counts  
978-664-2565

N/S Street : C Street / Chase Street  
E/W Street: East Hollis Street  
City/State : Nashua, NH  
Weather : Cloudy

File Name : 18315002  
Site Code : 18315002  
Start Date : 4/10/2018  
Page No : 6

|                                                            | C St<br>From North |      |       |            | East Hollis St<br>From East |      |       |            | Chase St<br>From South |      |       |            | East Hollis St<br>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 03:00 PM to 05:45 PM - Peak 1 of 1 |                    |      |       |            |                             |      |       |            |                        |      |       |            |                             |      |       |            |            |
| Peak Hour for Entire Intersection Begins at 04:30 PM       |                    |      |       |            |                             |      |       |            |                        |      |       |            |                             |      |       |            |            |
| 04:30 PM                                                   | 1                  | 0    | 5     | 6          | 3                           | 127  | 2     | 132        | 0                      | 0    | 0     | 0          | 1                           | 243  | 3     | 247        | 385        |
| 04:45 PM                                                   | 1                  | 0    | 4     | 5          | 3                           | 161  | 3     | 167        | 0                      | 0    | 0     | 0          | 4                           | 249  | 4     | 257        | 429        |
| 05:00 PM                                                   | 1                  | 0    | 3     | 4          | 3                           | 152  | 1     | 156        | 0                      | 0    | 0     | 0          | 3                           | 220  | 3     | 226        | 386        |
| 05:15 PM                                                   | 0                  | 1    | 7     | 8          | 6                           | 171  | 1     | 178        | 0                      | 0    | 0     | 0          | 4                           | 243  | 4     | 251        | 437        |
| Total Volume                                               | 3                  | 1    | 19    | 23         | 15                          | 611  | 7     | 633        | 0                      | 0    | 0     | 0          | 12                          | 955  | 14    | 981        | 1637       |
| % App. Total                                               | 13                 | 4.3  | 82.6  |            | 2.4                         | 96.5 | 1.1   |            | 0                      | 0    | 0     |            | 1.2                         | 97.3 | 1.4   |            |            |
| PHF                                                        | .750               | .250 | .679  | .719       | .625                        | .893 | .583  | .889       | .000                   | .000 | .000  | .000       | .750                        | .959 | .875  | .954       | .936       |

# Accurate Counts

978-664-2565

File Name : 18315002

Site Code : 18315002

Start Date : 4/10/2018

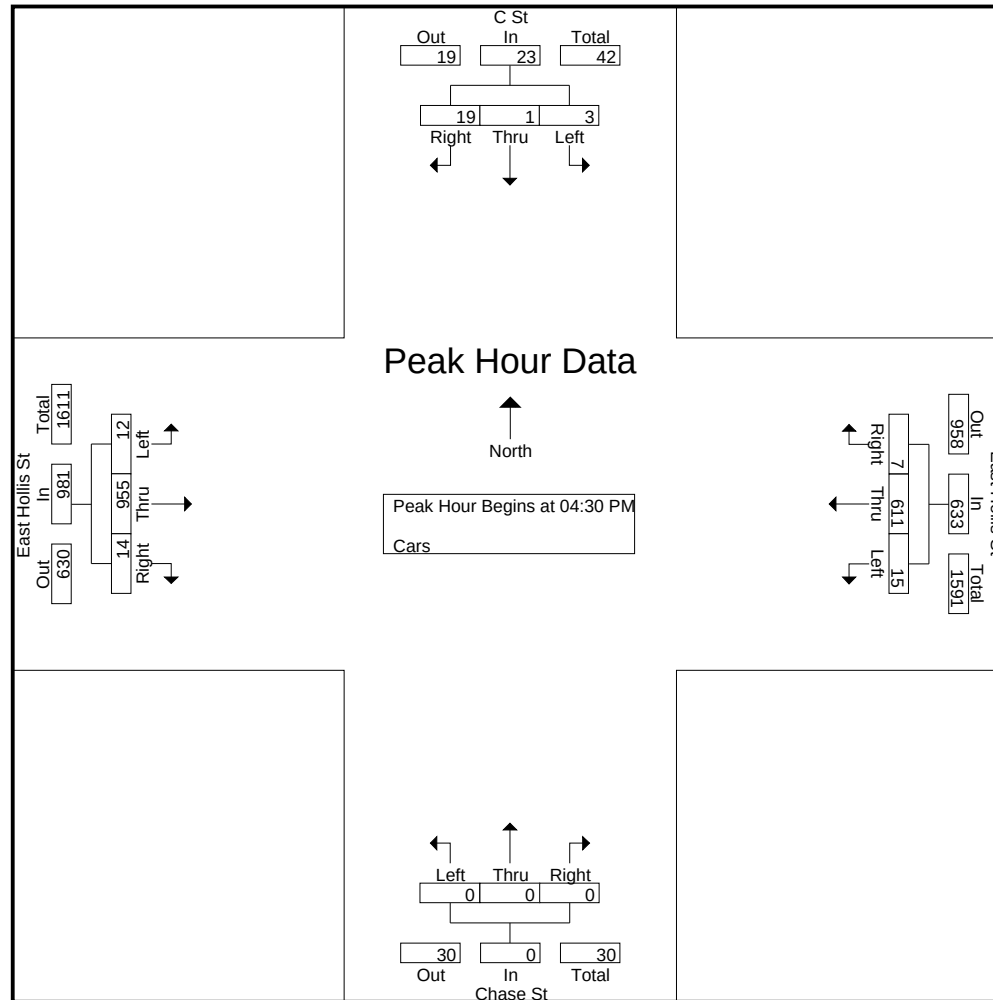
Page No : 7

N/S Street : C Street / Chase Street

E/W Street: East Hollis Street

City/State : Nashua, NH

Weather : Cloudy



Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

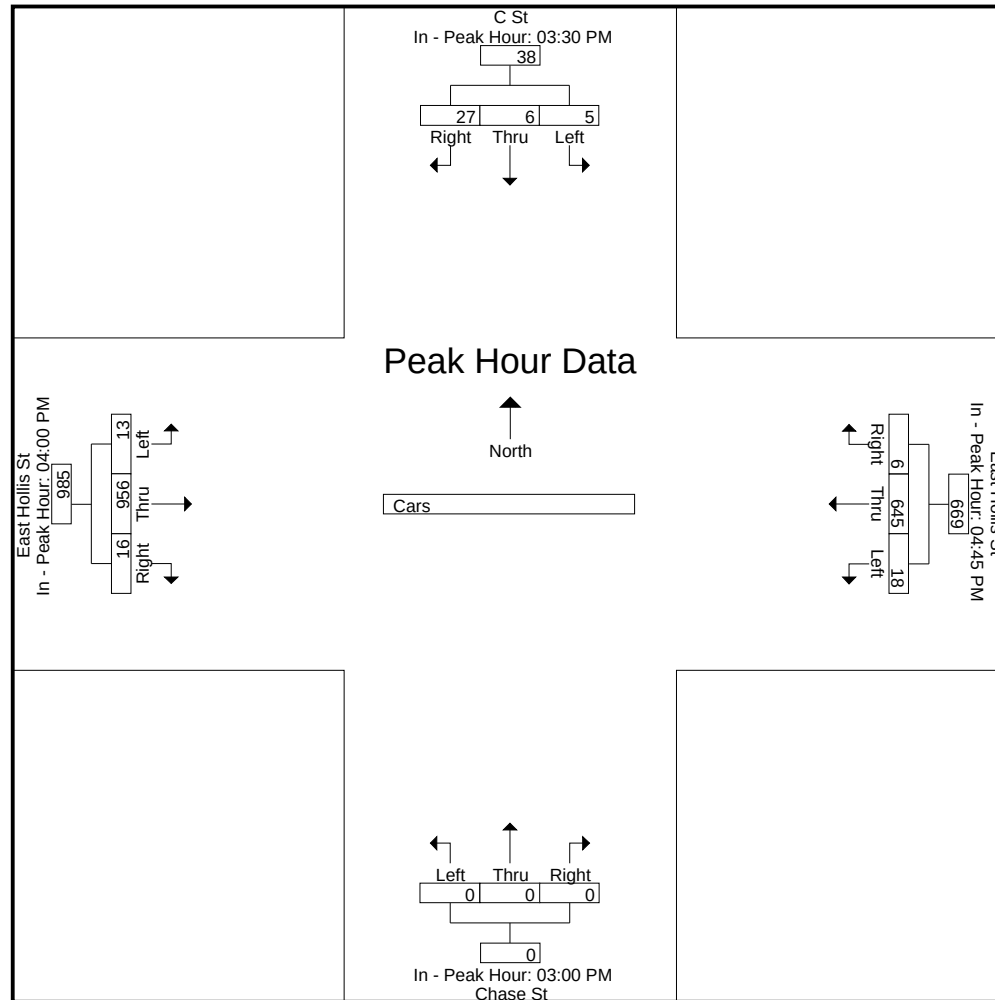
|              | 03:30 PM |      |      |      | 04:45 PM |      |      |      | 03:00 PM |      |      |      | 04:00 PM |      |      |      |
|--------------|----------|------|------|------|----------|------|------|------|----------|------|------|------|----------|------|------|------|
| +0 mins.     | 2        | 2    | 8    | 12   | 3        | 161  | 3    | 167  | 0        | 0    | 0    | 0    | 7        | 234  | 6    | 247  |
| +15 mins.    | 0        | 2    | 5    | 7    | 3        | 152  | 1    | 156  | 0        | 0    | 0    | 0    | 1        | 230  | 3    | 234  |
| +30 mins.    | 2        | 1    | 9    | 12   | 6        | 171  | 1    | 178  | 0        | 0    | 0    | 0    | 1        | 243  | 3    | 247  |
| +45 mins.    | 1        | 1    | 5    | 7    | 6        | 161  | 1    | 168  | 0        | 0    | 0    | 0    | 4        | 249  | 4    | 257  |
| Total Volume | 5        | 6    | 27   | 38   | 18       | 645  | 6    | 669  | 0        | 0    | 0    | 0    | 13       | 956  | 16   | 985  |
| % App. Total | 13.2     | 15.8 | 71.1 |      | 2.7      | 96.4 | 0.9  |      | 0        | 0    | 0    |      | 1.3      | 97.1 | 1.6  |      |
| PHF          | .625     | .750 | .750 | .792 | .750     | .943 | .500 | .940 | .000     | .000 | .000 | .000 | .464     | .960 | .667 | .958 |

# Accurate Counts

978-664-2565

File Name : 18315002  
Site Code : 18315002  
Start Date : 4/10/2018  
Page No : 8

N/S Street : C Street / Chase Street  
E/W Street: East Hollis Street  
City/State : Nashua, NH  
Weather : Cloudy





# Accurate Counts

978-664-2565

N/S Street : C Street / Chase Street  
E/W Street: East Hollis Street  
City/State : Nashua, NH  
Weather : Cloudy

File Name : 18315002  
Site Code : 18315002  
Start Date : 4/10/2018  
Page No : 9

## Groups Printed- Trucks

|             | C St<br>From North |      |       | East Hollis St<br>From East |      |       | Chase St<br>From South |      |       | East Hollis St<br>From West |      |       |            |
|-------------|--------------------|------|-------|-----------------------------|------|-------|------------------------|------|-------|-----------------------------|------|-------|------------|
| Start Time  | Left               | Thru | Right | Left                        | Thru | Right | Left                   | Thru | Right | Left                        | Thru | Right | Int. Total |
| 03:00 PM    | 0                  | 0    | 0     | 0                           | 3    | 0     | 0                      | 0    | 0     | 0                           | 2    | 0     | 5          |
| 03:15 PM    | 0                  | 0    | 0     | 0                           | 5    | 0     | 0                      | 0    | 0     | 0                           | 1    | 0     | 6          |
| 03:30 PM    | 0                  | 0    | 0     | 0                           | 6    | 0     | 0                      | 0    | 0     | 0                           | 4    | 0     | 10         |
| 03:45 PM    | 0                  | 0    | 2     | 0                           | 20   | 0     | 0                      | 0    | 0     | 0                           | 2    | 0     | 24         |
| Total       | 0                  | 0    | 2     | 0                           | 34   | 0     | 0                      | 0    | 0     | 0                           | 9    | 0     | 45         |
| 04:00 PM    | 0                  | 0    | 0     | 0                           | 7    | 0     | 0                      | 0    | 0     | 0                           | 1    | 0     | 8          |
| 04:15 PM    | 0                  | 0    | 0     | 0                           | 4    | 0     | 0                      | 0    | 0     | 0                           | 1    | 0     | 5          |
| 04:30 PM    | 0                  | 0    | 0     | 0                           | 1    | 0     | 0                      | 0    | 0     | 0                           | 1    | 0     | 2          |
| 04:45 PM    | 0                  | 0    | 0     | 0                           | 2    | 0     | 0                      | 0    | 0     | 0                           | 0    | 0     | 2          |
| Total       | 0                  | 0    | 0     | 0                           | 14   | 0     | 0                      | 0    | 0     | 0                           | 3    | 0     | 17         |
| 05:00 PM    | 0                  | 0    | 0     | 0                           | 3    | 0     | 0                      | 0    | 0     | 0                           | 0    | 0     | 3          |
| 05:15 PM    | 0                  | 0    | 0     | 0                           | 2    | 0     | 0                      | 0    | 0     | 0                           | 1    | 0     | 3          |
| 05:30 PM    | 0                  | 0    | 0     | 0                           | 1    | 0     | 0                      | 0    | 0     | 0                           | 4    | 0     | 5          |
| 05:45 PM    | 0                  | 0    | 0     | 0                           | 4    | 0     | 0                      | 0    | 0     | 0                           | 1    | 0     | 5          |
| Total       | 0                  | 0    | 0     | 0                           | 10   | 0     | 0                      | 0    | 0     | 0                           | 6    | 0     | 16         |
| Grand Total | 0                  | 0    | 2     | 0                           | 58   | 0     | 0                      | 0    | 0     | 0                           | 18   | 0     | 78         |
| Apprch %    | 0                  | 0    | 100   | 0                           | 100  | 0     | 0                      | 0    | 0     | 0                           | 100  | 0     |            |
| Total %     | 0                  | 0    | 2.6   | 0                           | 74.4 | 0     | 0                      | 0    | 0     | 0                           | 23.1 | 0     |            |

Accurate Counts  
978-664-2565

N/S Street : C Street / Chase Street  
E/W Street: East Hollis Street  
City/State : Nashua, NH  
Weather : Cloudy

File Name : 18315002  
Site Code : 18315002  
Start Date : 4/10/2018  
Page No : 10

|                                                            | C St<br>From North |      |       |            | East Hollis St<br>From East |      |       |            | Chase St<br>From South |      |       |            | East Hollis St<br>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 03:00 PM to 05:45 PM - Peak 1 of 1 |                    |      |       |            |                             |      |       |            |                        |      |       |            |                             |      |       |            |            |
| Peak Hour for Entire Intersection Begins at 03:15 PM       |                    |      |       |            |                             |      |       |            |                        |      |       |            |                             |      |       |            |            |
| 03:15 PM                                                   | 0                  | 0    | 0     | 0          | 0                           | 5    | 0     | 5          | 0                      | 0    | 0     | 0          | 0                           | 1    | 0     | 1          | 6          |
| 03:30 PM                                                   | 0                  | 0    | 0     | 0          | 0                           | 6    | 0     | 6          | 0                      | 0    | 0     | 0          | 0                           | 4    | 0     | 4          | 10         |
| 03:45 PM                                                   | 0                  | 0    | 2     | 2          | 0                           | 20   | 0     | 20         | 0                      | 0    | 0     | 0          | 0                           | 2    | 0     | 2          | 24         |
| 04:00 PM                                                   | 0                  | 0    | 0     | 0          | 0                           | 7    | 0     | 7          | 0                      | 0    | 0     | 0          | 0                           | 1    | 0     | 1          | 8          |
| Total Volume                                               | 0                  | 0    | 2     | 2          | 0                           | 38   | 0     | 38         | 0                      | 0    | 0     | 0          | 0                           | 8    | 0     | 8          | 48         |
| % App. Total                                               | 0                  | 0    | 100   |            | 0                           | 100  | 0     |            | 0                      | 0    | 0     |            | 0                           | 100  | 0     |            |            |
| PHF                                                        | .000               | .000 | .250  | .250       | .000                        | .475 | .000  | .475       | .000                   | .000 | .000  | .000       | .000                        | .500 | .000  | .500       | .500       |

# Accurate Counts

978-664-2565

File Name : 18315002

Site Code : 18315002

Start Date : 4/10/2018

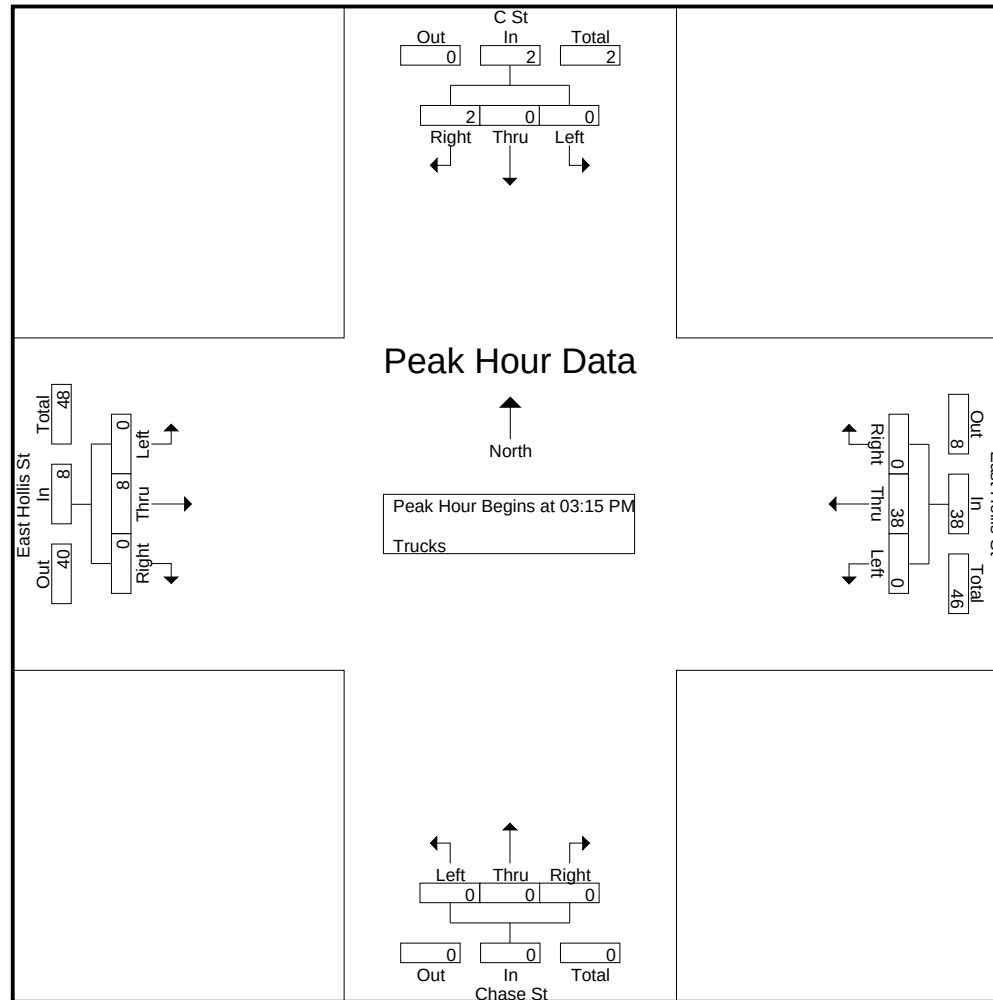
Page No : 11

N/S Street : C Street / Chase Street

E/W Street: East Hollis Street

City/State : Nashua, NH

Weather : Cloudy



Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1

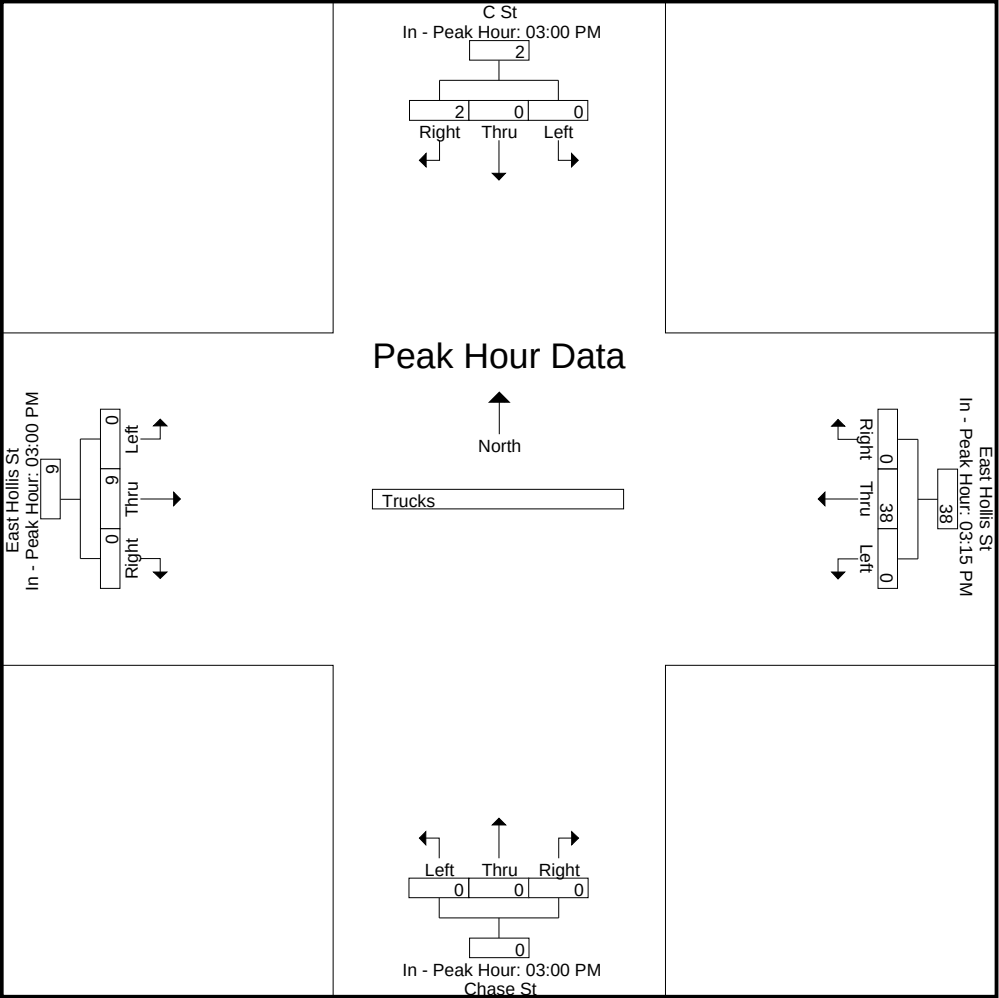
Peak Hour for Each Approach Begins at:

|              | 03:00 PM |      |      |      | 03:15 PM |      |      |      | 03:00 PM |      |      |      | 03:00 PM |      |      |      |
|--------------|----------|------|------|------|----------|------|------|------|----------|------|------|------|----------|------|------|------|
| +0 mins.     | 0        | 0    | 0    | 0    | 0        | 5    | 0    | 5    | 0        | 0    | 0    | 0    | 0        | 2    | 0    | 2    |
| +15 mins.    | 0        | 0    | 0    | 0    | 0        | 6    | 0    | 6    | 0        | 0    | 0    | 0    | 0        | 1    | 0    | 1    |
| +30 mins.    | 0        | 0    | 0    | 0    | 0        | 20   | 0    | 20   | 0        | 0    | 0    | 0    | 0        | 4    | 0    | 4    |
| +45 mins.    | 0        | 0    | 2    | 2    | 0        | 7    | 0    | 7    | 0        | 0    | 0    | 0    | 0        | 2    | 0    | 2    |
| Total Volume | 0        | 0    | 2    | 2    | 0        | 38   | 0    | 38   | 0        | 0    | 0    | 0    | 0        | 9    | 0    | 9    |
| % App. Total | 0        | 0    | 100  |      | 0        | 100  | 0    |      | 0        | 0    | 0    |      | 0        | 100  | 0    |      |
| PHF          | .000     | .000 | .250 | .250 | .000     | .475 | .000 | .475 | .000     | .000 | .000 | .000 | .000     | .563 | .000 | .563 |

Accurate Counts  
978-664-2565

N/S Street : C Street / Chase Street  
E/W Street: East Hollis Street  
City/State : Nashua, NH  
Weather : Cloudy

File Name : 18315002  
Site Code : 18315002  
Start Date : 4/10/2018  
Page No : 12



# Accurate Counts

978-664-2565

File Name : 18315002

Site Code : 18315002

Start Date : 4/10/2018

Page No : 13

N/S Street : C Street / Chase Street

E/W Street: East Hollis Street

City/State : Nashua, NH

Weather : Cloudy

Groups Printed- Bikes Peds

|             | C St<br>From North |      |       |      | East Hollis St<br>From East |      |       |      | Chase St<br>From South |      |       |      | East Hollis St<br>From West |      |       |      | Exclu. Total | Inclu. Total | Int. Total |
|-------------|--------------------|------|-------|------|-----------------------------|------|-------|------|------------------------|------|-------|------|-----------------------------|------|-------|------|--------------|--------------|------------|
| Start Time  | Left               | Thru | Right | Peds | Left                        | Thru | Right | Peds | Left                   | Thru | Right | Peds | Left                        | Thru | Right | Peds |              |              |            |
| 03:00 PM    | 0                  | 0    | 0     | 1    | 0                           | 0    | 0     | 2    | 0                      | 0    | 0     | 1    | 0                           | 0    | 0     | 4    | 8            | 0            | 8          |
| 03:15 PM    | 0                  | 0    | 0     | 0    | 0                           | 0    | 0     | 2    | 0                      | 0    | 0     | 0    | 0                           | 0    | 0     | 5    | 7            | 0            | 7          |
| 03:30 PM    | 0                  | 0    | 0     | 0    | 0                           | 1    | 0     | 0    | 0                      | 0    | 0     | 1    | 0                           | 0    | 0     | 0    | 1            | 1            | 2          |
| 03:45 PM    | 0                  | 0    | 0     | 1    | 0                           | 1    | 0     | 1    | 0                      | 0    | 0     | 0    | 0                           | 0    | 0     | 0    | 2            | 1            | 3          |
| Total       | 0                  | 0    | 0     | 2    | 0                           | 2    | 0     | 5    | 0                      | 0    | 0     | 2    | 0                           | 0    | 0     | 9    | 18           | 2            | 20         |
| 04:00 PM    | 0                  | 0    | 0     | 1    | 0                           | 0    | 0     | 2    | 0                      | 0    | 0     | 0    | 0                           | 0    | 0     | 3    | 6            | 0            | 6          |
| 04:15 PM    | 0                  | 0    | 0     | 0    | 0                           | 0    | 0     | 3    | 0                      | 0    | 0     | 0    | 0                           | 0    | 0     | 3    | 6            | 0            | 6          |
| 04:30 PM    | 0                  | 0    | 0     | 0    | 0                           | 0    | 0     | 3    | 0                      | 0    | 0     | 0    | 0                           | 0    | 0     | 5    | 8            | 0            | 8          |
| 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     | 1    | 0                           | 0    | 0     | 8    | 0                      | 0    | 0     | 0    | 0                           | 0    | 0     | 11   | 20           | 0            | 20         |
| 05:00 PM    | 0                  | 0    | 0     | 0    | 0                           | 0    | 0     | 3    | 0                      | 0    | 0     | 4    | 0                           | 1    | 0     | 1    | 8            | 1            | 9          |
| 05:15 PM    | 0                  | 0    | 0     | 0    | 0                           | 0    | 0     | 3    | 0                      | 0    | 0     | 0    | 0                           | 0    | 0     | 2    | 5            | 0            | 5          |
| 05:30 PM    | 0                  | 0    | 0     | 0    | 0                           | 0    | 0     | 0    | 0                      | 0    | 0     | 0    | 0                           | 0    | 0     | 4    | 4            | 0            | 4          |
| 05:45 PM    | 0                  | 0    | 0     | 0    | 0                           | 0    | 0     | 3    | 0                      | 0    | 0     | 0    | 0                           | 0    | 0     | 2    | 5            | 0            | 5          |
| Total       | 0                  | 0    | 0     | 0    | 0                           | 0    | 0     | 9    | 0                      | 0    | 0     | 4    | 0                           | 1    | 0     | 9    | 22           | 1            | 23         |
| Grand Total | 0                  | 0    | 0     | 3    | 0                           | 2    | 0     | 22   | 0                      | 0    | 0     | 6    | 0                           | 1    | 0     | 29   | 60           | 3            | 63         |
| Apprch %    | 0                  | 0    | 0     |      | 0                           | 100  | 0     |      | 0                      | 0    | 0     |      | 0                           | 100  | 0     |      |              |              |            |
| Total %     | 0                  | 0    | 0     |      | 0                           | 66.7 | 0     |      | 0                      | 0    | 0     |      | 0                           | 33.3 | 0     |      | 95.2         | 4.8          |            |

978-664-2565

File Name : 18315002  
Site Code : 18315002  
Start Date : 4/10/2018  
Page No : 14

[illegible]

# Accurate Counts

978-664-2565

File Name : 18315002

Site Code : 18315002

Start Date : 4/10/2018

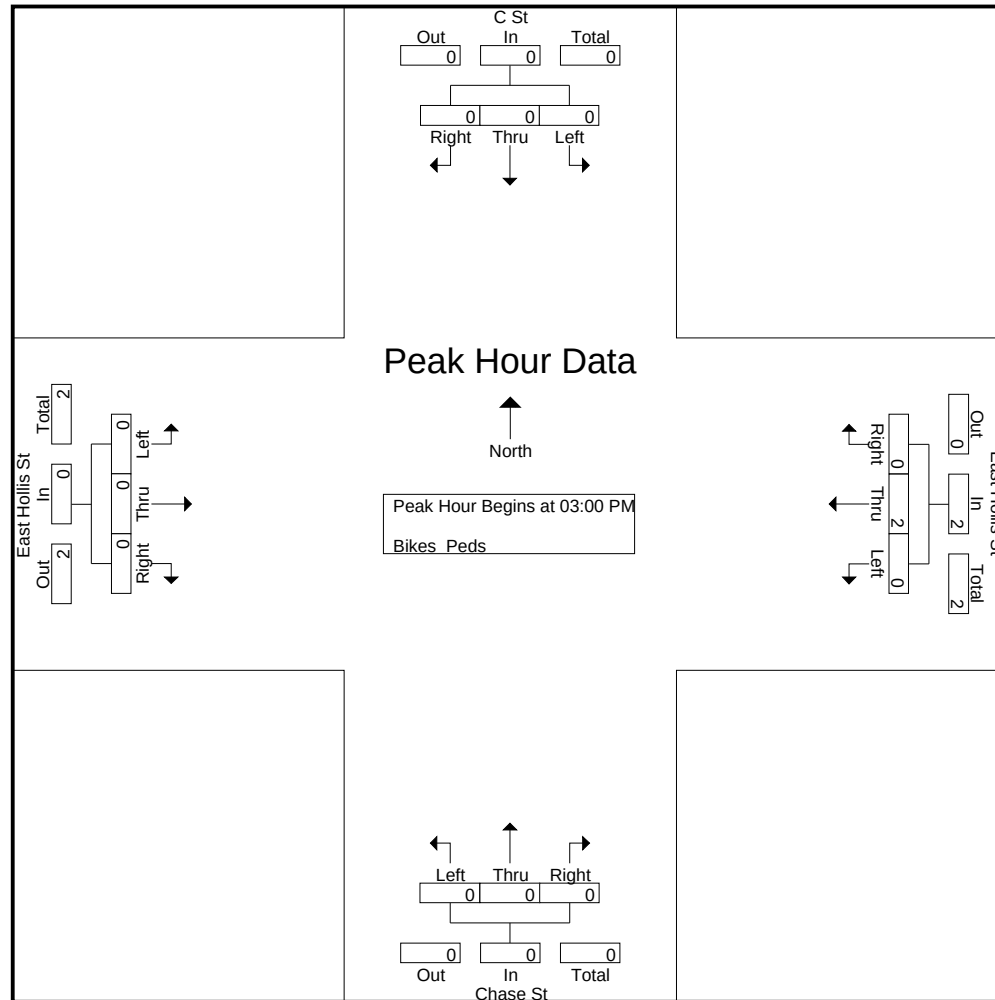
Page No : 15

N/S Street : C Street / Chase Street

E/W Street: East Hollis Street

City/State : Nashua, NH

Weather : Cloudy



Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1

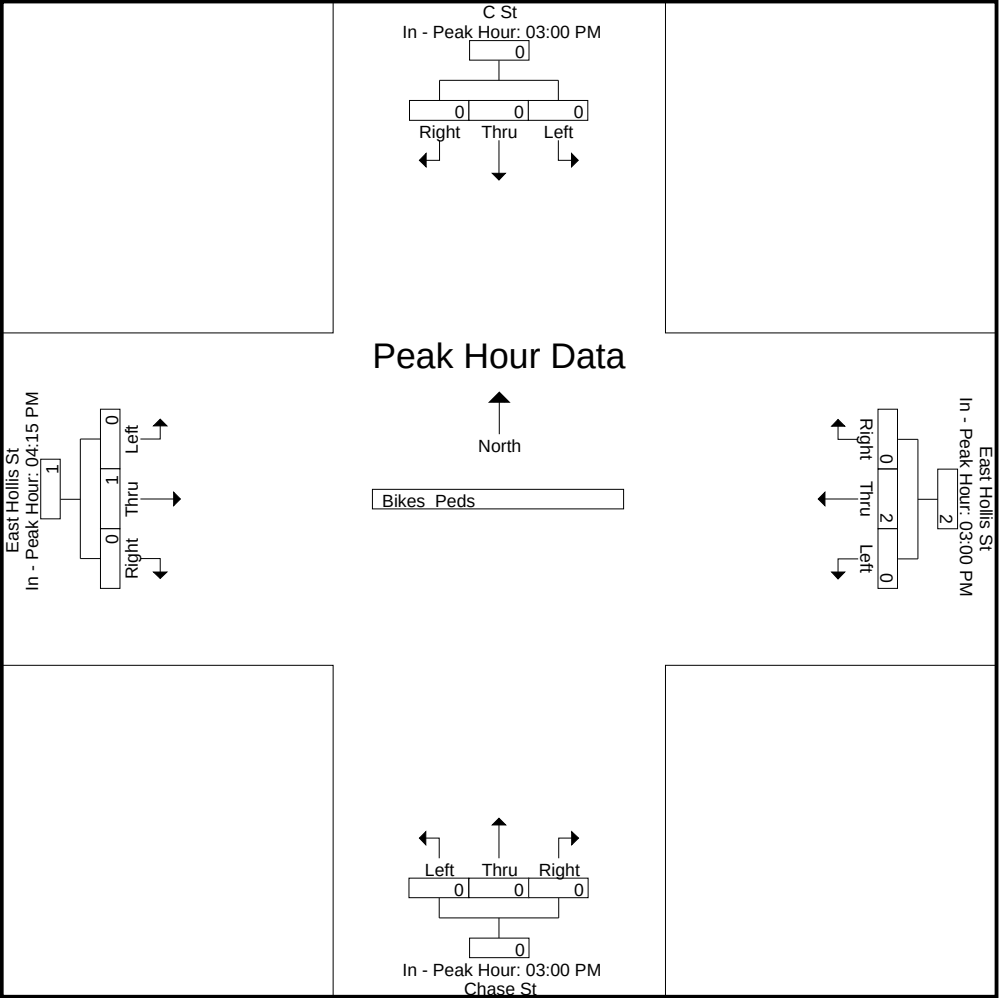
Peak Hour for Each Approach Begins at:

|              | 03:00 PM |      |      |      | 03:00 PM |      |      |      | 03:00 PM |      |      |      | 04:15 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        | 1    | 0    | 1    | 0        | 0    | 0    | 0    | 0        | 0    | 0    | 0    |
| +45 mins.    | 0        | 0    | 0    | 0    | 0        | 1    | 0    | 1    | 0        | 0    | 0    | 0    | 0        | 1    | 0    | 1    |
| Total Volume | 0        | 0    | 0    | 0    | 0        | 2    | 0    | 2    | 0        | 0    | 0    | 0    | 0        | 1    | 0    | 1    |
| % App. Total | 0        | 0    | 0    | 0    | 0        | 100  | 0    | 0    | 0        | 0    | 0    | 0    | 0        | 100  | 0    | 0    |
| PHF          | .000     | .000 | .000 | .000 | .000     | .500 | .000 | .500 | .000     | .000 | .000 | .000 | .000     | .250 | .000 | .250 |

Accurate Counts  
978-664-2565

N/S Street : C Street / Chase Street  
E/W Street: East Hollis Street  
City/State : Nashua, NH  
Weather : Cloudy

File Name : 18315002  
Site Code : 18315002  
Start Date : 4/10/2018  
Page No : 16





# Accurate Counts

978-664-2565

N/S Street : D Street / Hobbs Avenue  
E/W Street: East Hollis Street  
City/State : Nashua, NH  
Weather : Cloudy

File Name : 18315003  
Site Code : 18315003  
Start Date : 4/10/2018  
Page No : 1

## Groups Printed- Cars - Trucks

|             | D St<br>From North |      |       | East Hollis St<br>From East |      |       | Hobbs Ave<br>From South |      |       | East Hollis St<br>From West |      |       |            |
|-------------|--------------------|------|-------|-----------------------------|------|-------|-------------------------|------|-------|-----------------------------|------|-------|------------|
| Start Time  | Left               | Thru | Right | Left                        | Thru | Right | Left                    | Thru | Right | Left                        | Thru | Right | Int. Total |
| 06:00 AM    | 0                  | 0    | 0     | 0                           | 79   | 0     | 6                       | 0    | 4     | 1                           | 75   | 0     | 165        |
| 06:15 AM    | 0                  | 0    | 0     | 0                           | 100  | 0     | 2                       | 1    | 6     | 0                           | 91   | 0     | 200        |
| 06:30 AM    | 0                  | 0    | 0     | 0                           | 174  | 0     | 3                       | 0    | 9     | 2                           | 100  | 0     | 288        |
| 06:45 AM    | 0                  | 0    | 0     | 0                           | 176  | 4     | 4                       | 0    | 5     | 0                           | 122  | 0     | 311        |
| Total       | 0                  | 0    | 0     | 0                           | 529  | 4     | 15                      | 1    | 24    | 3                           | 388  | 0     | 964        |
| 07:00 AM    | 0                  | 0    | 1     | 0                           | 187  | 1     | 6                       | 0    | 3     | 2                           | 109  | 0     | 309        |
| 07:15 AM    | 0                  | 0    | 1     | 0                           | 242  | 2     | 2                       | 0    | 3     | 1                           | 113  | 0     | 364        |
| 07:30 AM    | 0                  | 0    | 1     | 0                           | 268  | 0     | 2                       | 0    | 10    | 4                           | 150  | 0     | 435        |
| 07:45 AM    | 0                  | 0    | 0     | 0                           | 260  | 2     | 2                       | 0    | 10    | 2                           | 123  | 0     | 399        |
| Total       | 0                  | 0    | 3     | 0                           | 957  | 5     | 12                      | 0    | 26    | 9                           | 495  | 0     | 1507       |
| 08:00 AM    | 0                  | 0    | 1     | 0                           | 222  | 2     | 3                       | 0    | 4     | 9                           | 133  | 0     | 374        |
| 08:15 AM    | 0                  | 0    | 0     | 0                           | 188  | 1     | 4                       | 0    | 5     | 6                           | 127  | 0     | 331        |
| 08:30 AM    | 0                  | 0    | 0     | 0                           | 195  | 2     | 1                       | 0    | 2     | 0                           | 114  | 0     | 314        |
| 08:45 AM    | 0                  | 0    | 0     | 0                           | 185  | 1     | 0                       | 1    | 5     | 5                           | 105  | 0     | 302        |
| Total       | 0                  | 0    | 1     | 0                           | 790  | 6     | 8                       | 1    | 16    | 20                          | 479  | 0     | 1321       |
| Grand Total | 0                  | 0    | 4     | 0                           | 2276 | 15    | 35                      | 2    | 66    | 32                          | 1362 | 0     | 3792       |
| Apprch %    | 0                  | 0    | 100   | 0                           | 99.3 | 0.7   | 34                      | 1.9  | 64.1  | 2.3                         | 97.7 | 0     |            |
| Total %     | 0                  | 0    | 0.1   | 0                           | 60   | 0.4   | 0.9                     | 0.1  | 1.7   | 0.8                         | 35.9 | 0     |            |
| Cars        | 0                  | 0    | 4     | 0                           | 2222 | 15    | 35                      | 2    | 65    | 32                          | 1298 | 0     | 3673       |
| % Cars      | 0                  | 0    | 100   | 0                           | 97.6 | 100   | 100                     | 100  | 98.5  | 100                         | 95.3 | 0     | 96.9       |
| Trucks      | 0                  | 0    | 0     | 0                           | 54   | 0     | 0                       | 0    | 1     | 0                           | 64   | 0     | 119        |
| % Trucks    | 0                  | 0    | 0     | 0                           | 2.4  | 0     | 0                       | 0    | 1.5   | 0                           | 4.7  | 0     | 3.1        |

# Accurate Counts

978-664-2565

N/S Street : D Street / Hobbs Avenue  
 E/W Street: East Hollis Street  
 City/State : Nashua, NH  
 Weather : Cloudy

File Name : 18315003  
 Site Code : 18315003  
 Start Date : 4/10/2018  
 Page No : 2

|                                                            | D St<br>From North |      |       |            | East Hollis St<br>From East |      |       |            | Hobbs Ave<br>From South |      |       |            | East Hollis St<br>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 06:00 AM to 08:45 AM - Peak 1 of 1 |                    |      |       |            |                             |      |       |            |                         |      |       |            |                             |      |       |            |            |
| Peak Hour for Entire Intersection Begins at 07:15 AM       |                    |      |       |            |                             |      |       |            |                         |      |       |            |                             |      |       |            |            |
| 07:15 AM                                                   | 0                  | 0    | 1     | 1          | 0                           | 242  | 2     | 244        | 2                       | 0    | 3     | 5          | 1                           | 113  | 0     | 114        | 364        |
| 07:30 AM                                                   | 0                  | 0    | 1     | 1          | 0                           | 268  | 0     | 268        | 2                       | 0    | 10    | 12         | 4                           | 150  | 0     | 154        | 435        |
| 07:45 AM                                                   | 0                  | 0    | 0     | 0          | 0                           | 260  | 2     | 262        | 2                       | 0    | 10    | 12         | 2                           | 123  | 0     | 125        | 399        |
| 08:00 AM                                                   | 0                  | 0    | 1     | 1          | 0                           | 222  | 2     | 224        | 3                       | 0    | 4     | 7          | 9                           | 133  | 0     | 142        | 374        |
| Total Volume                                               | 0                  | 0    | 3     | 3          | 0                           | 992  | 6     | 998        | 9                       | 0    | 27    | 36         | 16                          | 519  | 0     | 535        | 1572       |
| % App. Total                                               | 0                  | 0    | 100   |            | 0                           | 99.4 | 0.6   |            | 25                      | 0    | 75    |            | 3                           | 97   | 0     |            |            |
| PHF                                                        | .000               | .000 | .750  | .750       | .000                        | .925 | .750  | .931       | .750                    | .000 | .675  | .750       | .444                        | .865 | .000  | .869       | .903       |
| Cars                                                       | 0                  | 0    | 3     | 3          | 0                           | 973  | 6     | 979        | 9                       | 0    | 26    | 35         | 16                          | 509  | 0     | 525        | 1542       |
| % Cars                                                     | 0                  | 0    | 100   | 100        | 0                           | 98.1 | 100   | 98.1       | 100                     | 0    | 96.3  | 97.2       | 100                         | 98.1 | 0     | 98.1       | 98.1       |
| Trucks                                                     | 0                  | 0    | 0     | 0          | 0                           | 19   | 0     | 19         | 0                       | 0    | 1     | 1          | 0                           | 10   | 0     | 10         | 30         |
| % Trucks                                                   | 0                  | 0    | 0     | 0          | 0                           | 1.9  | 0     | 1.9        | 0                       | 0    | 3.7   | 2.8        | 0                           | 1.9  | 0     | 1.9        | 1.9        |

# Accurate Counts

978-664-2565

File Name : 18315003

Site Code : 18315003

Start Date : 4/10/2018

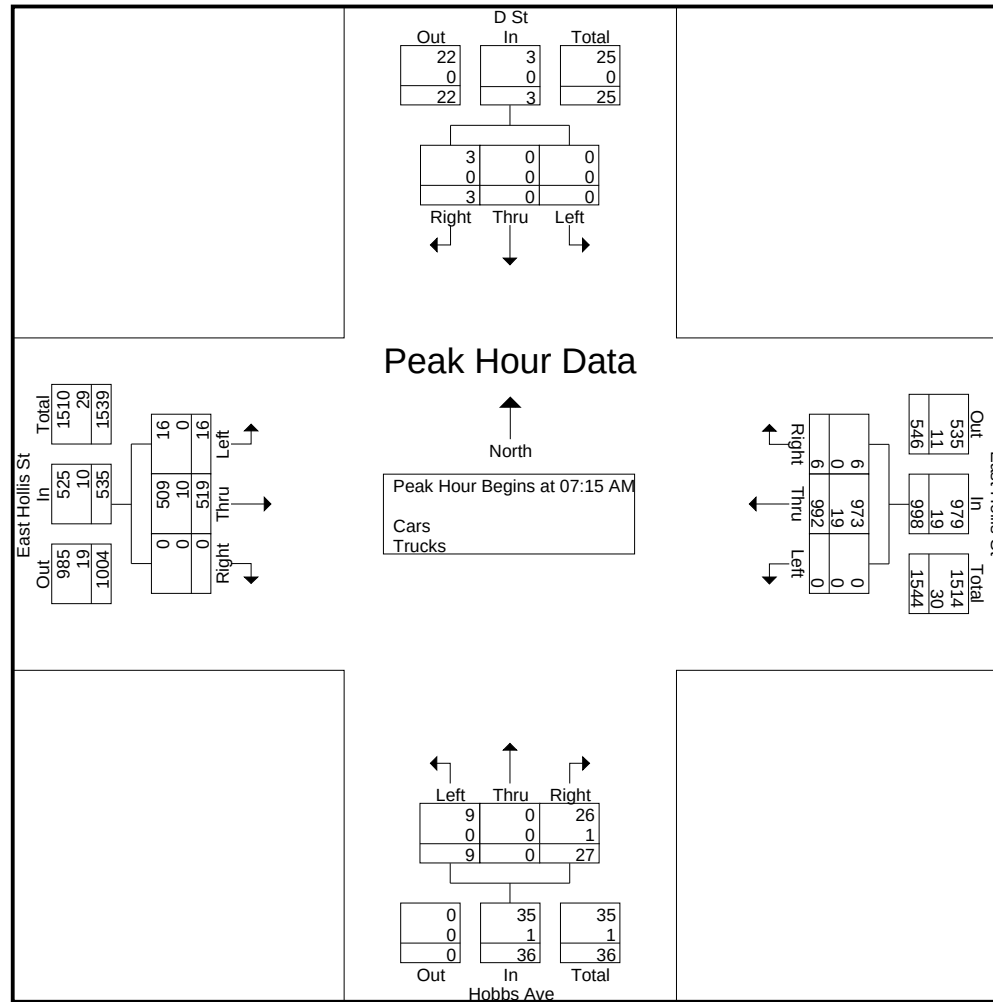
Page No : 3

N/S Street : D Street / Hobbs Avenue

E/W Street: East Hollis Street

City/State : Nashua, NH

Weather : Cloudy



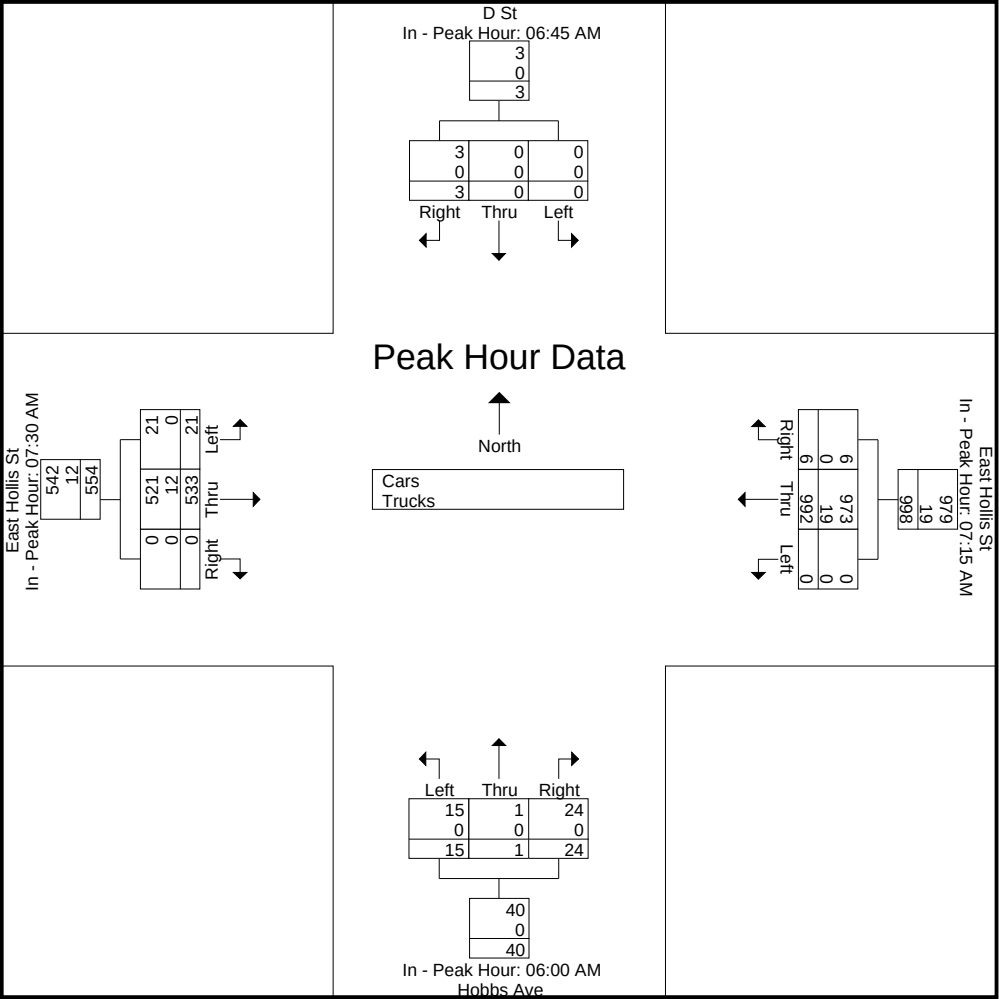
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

|              | 06:45 AM |      |      |      | 07:15 AM |      |      |      | 06:00 AM |      |      |      | 07:30 AM |      |      |      |
|--------------|----------|------|------|------|----------|------|------|------|----------|------|------|------|----------|------|------|------|
| +0 mins.     | 0        | 0    | 0    | 0    | 0        | 242  | 2    | 244  | 6        | 0    | 4    | 10   | 4        | 150  | 0    | 154  |
| +15 mins.    | 0        | 0    | 1    | 1    | 0        | 268  | 0    | 268  | 2        | 1    | 6    | 9    | 2        | 123  | 0    | 125  |
| +30 mins.    | 0        | 0    | 1    | 1    | 0        | 260  | 2    | 262  | 3        | 0    | 9    | 12   | 9        | 133  | 0    | 142  |
| +45 mins.    | 0        | 0    | 1    | 1    | 0        | 222  | 2    | 224  | 4        | 0    | 5    | 9    | 6        | 127  | 0    | 133  |
| Total Volume | 0        | 0    | 3    | 3    | 0        | 992  | 6    | 998  | 15       | 1    | 24   | 40   | 21       | 533  | 0    | 554  |
| % App. Total | 0        | 0    | 100  |      | 0        | 99.4 | 0.6  |      | 37.5     | 2.5  | 60   |      | 3.8      | 96.2 | 0    |      |
| PHF          | .000     | .000 | .750 | .750 | .000     | .925 | .750 | .931 | .625     | .250 | .667 | .833 | .583     | .888 | .000 | .899 |

Accurate Counts  
978-664-2565

|          |   |   |     |     |   |      |     |      |     |     |     |     |     |      |   |      |
|----------|---|---|-----|-----|---|------|-----|------|-----|-----|-----|-----|-----|------|---|------|
| Cars     | 0 | 0 | 3   | 3   | 0 | 973  | 6   | 979  | 15  | 1   | 24  | 40  | 21  | 521  | 0 | 542  |
| % Cars   | 0 | 0 | 100 | 100 | 0 | 98.1 | 100 | 98.1 | 100 | 100 | 100 | 100 | 100 | 97.7 | 0 | 97.8 |
| Trucks   | 0 | 0 | 0   | 0   | 0 | 19   | 0   | 19   | 0   | 0   | 0   | 0   | 0   | 12   | 0 | 12   |
| % Trucks | 0 | 0 | 0   | 0   | 0 | 1.9  | 0   | 1.9  | 0   | 0   | 0   | 0   | 0   | 2.3  | 0 | 2.2  |



# Accurate Counts

978-664-2565

N/S Street : D Street / Hobbs Avenue  
E/W Street: East Hollis Street  
City/State : Nashua, NH  
Weather : Cloudy

File Name : 18315003  
Site Code : 18315003  
Start Date : 4/10/2018  
Page No : 5

## Groups Printed- Cars

|             | D St<br>From North |      |       | East Hollis St<br>From East |      |       | Hobbs Ave<br>From South |      |       | East Hollis St<br>From West |      |       |            |
|-------------|--------------------|------|-------|-----------------------------|------|-------|-------------------------|------|-------|-----------------------------|------|-------|------------|
| Start Time  | Left               | Thru | Right | Left                        | Thru | Right | Left                    | Thru | Right | Left                        | Thru | Right | Int. Total |
| 06:00 AM    | 0                  | 0    | 0     | 0                           | 77   | 0     | 6                       | 0    | 4     | 1                           | 66   | 0     | 154        |
| 06:15 AM    | 0                  | 0    | 0     | 0                           | 99   | 0     | 2                       | 1    | 6     | 0                           | 85   | 0     | 193        |
| 06:30 AM    | 0                  | 0    | 0     | 0                           | 173  | 0     | 3                       | 0    | 9     | 2                           | 90   | 0     | 277        |
| 06:45 AM    | 0                  | 0    | 0     | 0                           | 175  | 4     | 4                       | 0    | 5     | 0                           | 109  | 0     | 297        |
| Total       | 0                  | 0    | 0     | 0                           | 524  | 4     | 15                      | 1    | 24    | 3                           | 350  | 0     | 921        |
| 07:00 AM    | 0                  | 0    | 1     | 0                           | 184  | 1     | 6                       | 0    | 3     | 2                           | 105  | 0     | 302        |
| 07:15 AM    | 0                  | 0    | 1     | 0                           | 239  | 2     | 2                       | 0    | 3     | 1                           | 110  | 0     | 358        |
| 07:30 AM    | 0                  | 0    | 1     | 0                           | 262  | 0     | 2                       | 0    | 9     | 4                           | 144  | 0     | 422        |
| 07:45 AM    | 0                  | 0    | 0     | 0                           | 257  | 2     | 2                       | 0    | 10    | 2                           | 122  | 0     | 395        |
| Total       | 0                  | 0    | 3     | 0                           | 942  | 5     | 12                      | 0    | 25    | 9                           | 481  | 0     | 1477       |
| 08:00 AM    | 0                  | 0    | 1     | 0                           | 215  | 2     | 3                       | 0    | 4     | 9                           | 133  | 0     | 367        |
| 08:15 AM    | 0                  | 0    | 0     | 0                           | 183  | 1     | 4                       | 0    | 5     | 6                           | 122  | 0     | 321        |
| 08:30 AM    | 0                  | 0    | 0     | 0                           | 178  | 2     | 1                       | 0    | 2     | 0                           | 111  | 0     | 294        |
| 08:45 AM    | 0                  | 0    | 0     | 0                           | 180  | 1     | 0                       | 1    | 5     | 5                           | 101  | 0     | 293        |
| Total       | 0                  | 0    | 1     | 0                           | 756  | 6     | 8                       | 1    | 16    | 20                          | 467  | 0     | 1275       |
| Grand Total | 0                  | 0    | 4     | 0                           | 2222 | 15    | 35                      | 2    | 65    | 32                          | 1298 | 0     | 3673       |
| Apprch %    | 0                  | 0    | 100   | 0                           | 99.3 | 0.7   | 34.3                    | 2    | 63.7  | 2.4                         | 97.6 | 0     |            |
| Total %     | 0                  | 0    | 0.1   | 0                           | 60.5 | 0.4   | 1                       | 0.1  | 1.8   | 0.9                         | 35.3 | 0     |            |

Accurate Counts  
978-664-2565

N/S Street : D Street / Hobbs Avenue  
E/W Street: East Hollis Street  
City/State : Nashua, NH  
Weather : Cloudy

File Name : 18315003  
Site Code : 18315003  
Start Date : 4/10/2018  
Page No : 6

|                                                            | D St<br>From North |      |       |            | East Hollis St<br>From East |      |       |            | Hobbs Ave<br>From South |      |       |            | East Hollis St<br>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 06:00 AM to 08:45 AM - Peak 1 of 1 |                    |      |       |            |                             |      |       |            |                         |      |       |            |                             |      |       |            |            |
| Peak Hour for Entire Intersection Begins at 07:15 AM       |                    |      |       |            |                             |      |       |            |                         |      |       |            |                             |      |       |            |            |
| 07:15 AM                                                   | 0                  | 0    | 1     | 1          | 0                           | 239  | 2     | 241        | 2                       | 0    | 3     | 5          | 1                           | 110  | 0     | 111        | 358        |
| 07:30 AM                                                   | 0                  | 0    | 1     | 1          | 0                           | 262  | 0     | 262        | 2                       | 0    | 9     | 11         | 4                           | 144  | 0     | 148        | 422        |
| 07:45 AM                                                   | 0                  | 0    | 0     | 0          | 0                           | 257  | 2     | 259        | 2                       | 0    | 10    | 12         | 2                           | 122  | 0     | 124        | 395        |
| 08:00 AM                                                   | 0                  | 0    | 1     | 1          | 0                           | 215  | 2     | 217        | 3                       | 0    | 4     | 7          | 9                           | 133  | 0     | 142        | 367        |
| Total Volume                                               | 0                  | 0    | 3     | 3          | 0                           | 973  | 6     | 979        | 9                       | 0    | 26    | 35         | 16                          | 509  | 0     | 525        | 1542       |
| % App. Total                                               | 0                  | 0    | 100   |            | 0                           | 99.4 | 0.6   |            | 25.7                    | 0    | 74.3  |            | 3                           | 97   | 0     |            |            |
| PHF                                                        | .000               | .000 | .750  | .750       | .000                        | .928 | .750  | .934       | .750                    | .000 | .650  | .729       | .444                        | .884 | .000  | .887       | .914       |

# Accurate Counts

978-664-2565

File Name : 18315003

Site Code : 18315003

Start Date : 4/10/2018

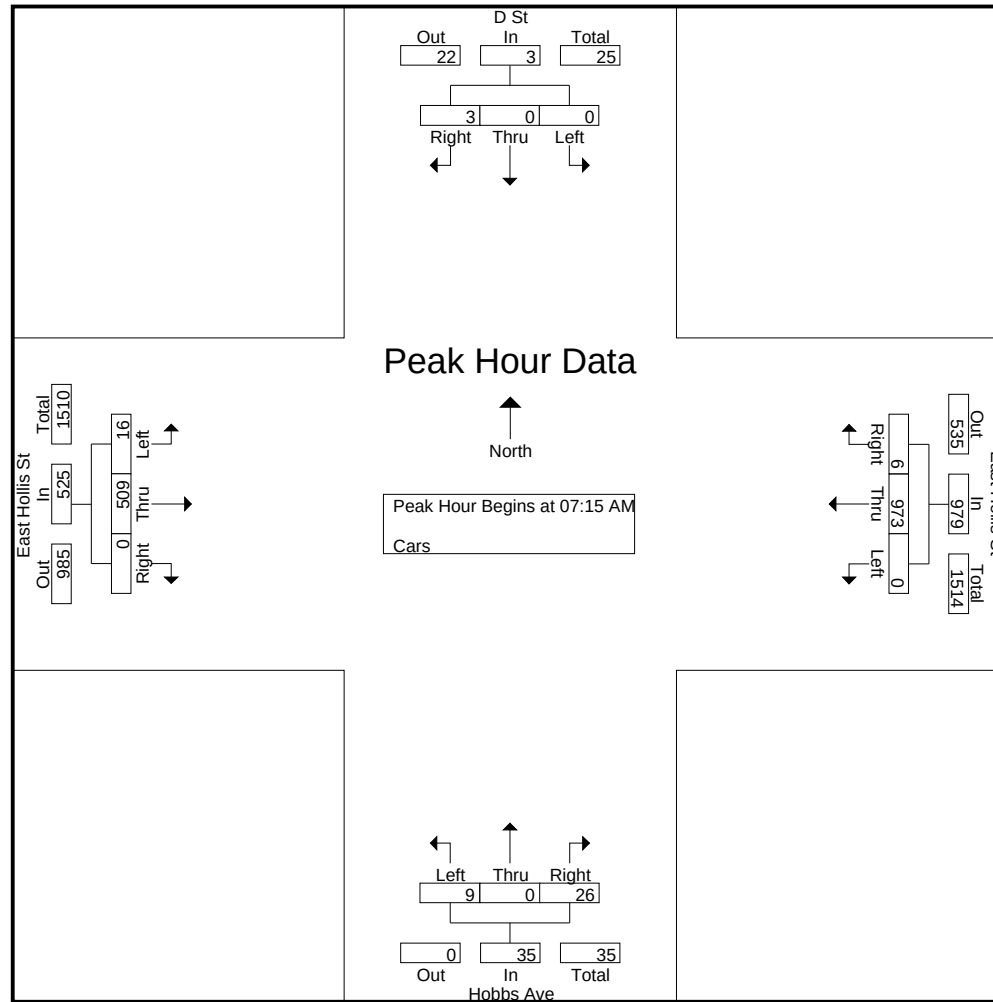
Page No : 7

N/S Street : D Street / Hobbs Avenue

E/W Street: East Hollis Street

City/State : Nashua, NH

Weather : Cloudy



Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1

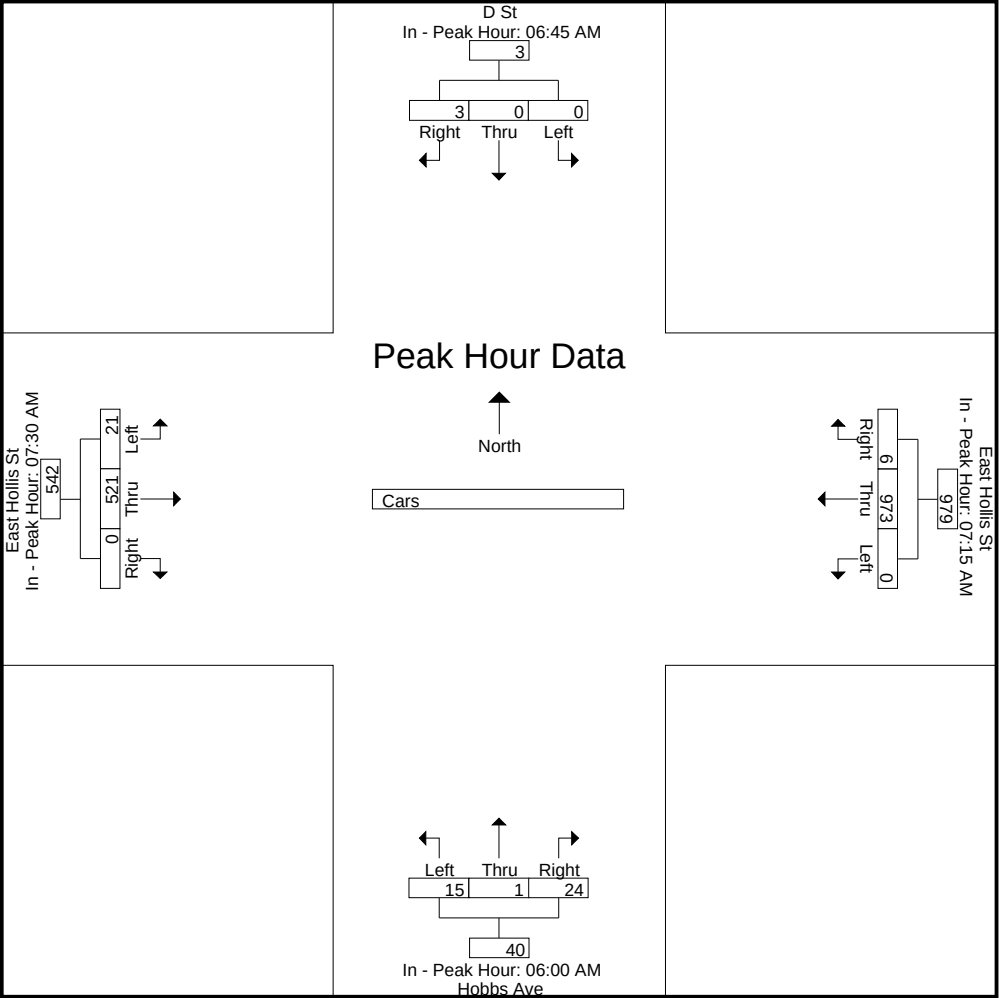
Peak Hour for Each Approach Begins at:

|              | 06:45 AM |      |      |      | 07:15 AM |      |      |      | 06:00 AM |      |      |      | 07:30 AM |      |      |      |
|--------------|----------|------|------|------|----------|------|------|------|----------|------|------|------|----------|------|------|------|
| +0 mins.     | 0        | 0    | 0    | 0    | 0        | 239  | 2    | 241  | 6        | 0    | 4    | 10   | 4        | 144  | 0    | 148  |
| +15 mins.    | 0        | 0    | 1    | 1    | 0        | 262  | 0    | 262  | 2        | 1    | 6    | 9    | 2        | 122  | 0    | 124  |
| +30 mins.    | 0        | 0    | 1    | 1    | 0        | 257  | 2    | 259  | 3        | 0    | 9    | 12   | 9        | 133  | 0    | 142  |
| +45 mins.    | 0        | 0    | 1    | 1    | 0        | 215  | 2    | 217  | 4        | 0    | 5    | 9    | 6        | 122  | 0    | 128  |
| Total Volume | 0        | 0    | 3    | 3    | 0        | 973  | 6    | 979  | 15       | 1    | 24   | 40   | 21       | 521  | 0    | 542  |
| % App. Total | 0        | 0    | 100  |      | 0        | 99.4 | 0.6  |      | 37.5     | 2.5  | 60   |      | 3.9      | 96.1 | 0    |      |
| PHF          | .000     | .000 | .750 | .750 | .000     | .928 | .750 | .934 | .625     | .250 | .667 | .833 | .583     | .905 | .000 | .916 |

Accurate Counts  
978-664-2565

N/S Street : D Street / Hobbs Avenue  
E/W Street: East Hollis Street  
City/State : Nashua, NH  
Weather : Cloudy

File Name : 18315003  
Site Code : 18315003  
Start Date : 4/10/2018  
Page No : 8





# Accurate Counts

978-664-2565

File Name : 18315003

Site Code : 18315003

Start Date : 4/10/2018

Page No : 9

N/S Street : D Street / Hobbs Avenue

E/W Street: East Hollis Street

City/State : Nashua, NH

Weather : Cloudy

## Groups Printed- Trucks

|             | D St<br>From North |      |       | East Hollis St<br>From East |      |       | Hobbs Ave<br>From South |      |       | East Hollis St<br>From West |      |       |            |
|-------------|--------------------|------|-------|-----------------------------|------|-------|-------------------------|------|-------|-----------------------------|------|-------|------------|
| Start Time  | Left               | Thru | Right | Left                        | Thru | Right | Left                    | Thru | Right | Left                        | Thru | Right | Int. Total |
| 06:00 AM    | 0                  | 0    | 0     | 0                           | 2    | 0     | 0                       | 0    | 0     | 0                           | 9    | 0     | 11         |
| 06:15 AM    | 0                  | 0    | 0     | 0                           | 1    | 0     | 0                       | 0    | 0     | 0                           | 6    | 0     | 7          |
| 06:30 AM    | 0                  | 0    | 0     | 0                           | 1    | 0     | 0                       | 0    | 0     | 0                           | 10   | 0     | 11         |
| 06:45 AM    | 0                  | 0    | 0     | 0                           | 1    | 0     | 0                       | 0    | 0     | 0                           | 13   | 0     | 14         |
| Total       | 0                  | 0    | 0     | 0                           | 5    | 0     | 0                       | 0    | 0     | 0                           | 38   | 0     | 43         |
| 07:00 AM    | 0                  | 0    | 0     | 0                           | 3    | 0     | 0                       | 0    | 0     | 0                           | 4    | 0     | 7          |
| 07:15 AM    | 0                  | 0    | 0     | 0                           | 3    | 0     | 0                       | 0    | 0     | 0                           | 3    | 0     | 6          |
| 07:30 AM    | 0                  | 0    | 0     | 0                           | 6    | 0     | 0                       | 0    | 1     | 0                           | 6    | 0     | 13         |
| 07:45 AM    | 0                  | 0    | 0     | 0                           | 3    | 0     | 0                       | 0    | 0     | 0                           | 1    | 0     | 4          |
| Total       | 0                  | 0    | 0     | 0                           | 15   | 0     | 0                       | 0    | 1     | 0                           | 14   | 0     | 30         |
| 08:00 AM    | 0                  | 0    | 0     | 0                           | 7    | 0     | 0                       | 0    | 0     | 0                           | 0    | 0     | 7          |
| 08:15 AM    | 0                  | 0    | 0     | 0                           | 5    | 0     | 0                       | 0    | 0     | 0                           | 5    | 0     | 10         |
| 08:30 AM    | 0                  | 0    | 0     | 0                           | 17   | 0     | 0                       | 0    | 0     | 0                           | 3    | 0     | 20         |
| 08:45 AM    | 0                  | 0    | 0     | 0                           | 5    | 0     | 0                       | 0    | 0     | 0                           | 4    | 0     | 9          |
| Total       | 0                  | 0    | 0     | 0                           | 34   | 0     | 0                       | 0    | 0     | 0                           | 12   | 0     | 46         |
| Grand Total | 0                  | 0    | 0     | 0                           | 54   | 0     | 0                       | 0    | 1     | 0                           | 64   | 0     | 119        |
| Apprch %    | 0                  | 0    | 0     | 0                           | 100  | 0     | 0                       | 0    | 100   | 0                           | 100  | 0     |            |
| Total %     | 0                  | 0    | 0     | 0                           | 45.4 | 0     | 0                       | 0    | 0.8   | 0                           | 53.8 | 0     |            |

Accurate Counts  
978-664-2565

N/S Street : D Street / Hobbs Avenue  
E/W Street: East Hollis Street  
City/State : Nashua, NH  
Weather : Cloudy

File Name : 18315003  
Site Code : 18315003  
Start Date : 4/10/2018  
Page No : 10

|                                                            | D St<br>From North |      |       |            | East Hollis St<br>From East |      |       |            | Hobbs Ave<br>From South |      |       |            | East Hollis St<br>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 06:00 AM to 08:45 AM - Peak 1 of 1 |                    |      |       |            |                             |      |       |            |                         |      |       |            |                             |      |       |            |            |
| Peak Hour for Entire Intersection Begins at 08:00 AM       |                    |      |       |            |                             |      |       |            |                         |      |       |            |                             |      |       |            |            |
| 08:00 AM                                                   | 0                  | 0    | 0     | 0          | 0                           | 7    | 0     | 7          | 0                       | 0    | 0     | 0          | 0                           | 0    | 0     | 0          | 7          |
| 08:15 AM                                                   | 0                  | 0    | 0     | 0          | 0                           | 5    | 0     | 5          | 0                       | 0    | 0     | 0          | 0                           | 5    | 0     | 5          | 10         |
| 08:30 AM                                                   | 0                  | 0    | 0     | 0          | 0                           | 17   | 0     | 17         | 0                       | 0    | 0     | 0          | 0                           | 3    | 0     | 3          | 20         |
| 08:45 AM                                                   | 0                  | 0    | 0     | 0          | 0                           | 5    | 0     | 5          | 0                       | 0    | 0     | 0          | 0                           | 4    | 0     | 4          | 9          |
| Total Volume                                               | 0                  | 0    | 0     | 0          | 0                           | 34   | 0     | 34         | 0                       | 0    | 0     | 0          | 0                           | 12   | 0     | 12         | 46         |
| % App. Total                                               | 0                  | 0    | 0     |            | 0                           | 100  | 0     |            | 0                       | 0    | 0     |            | 0                           | 100  | 0     |            |            |
| PHF                                                        | .000               | .000 | .000  | .000       | .000                        | .500 | .000  | .500       | .000                    | .000 | .000  | .000       | .000                        | .600 | .000  | .600       | .575       |

# Accurate Counts

978-664-2565

File Name : 18315003

Site Code : 18315003

Start Date : 4/10/2018

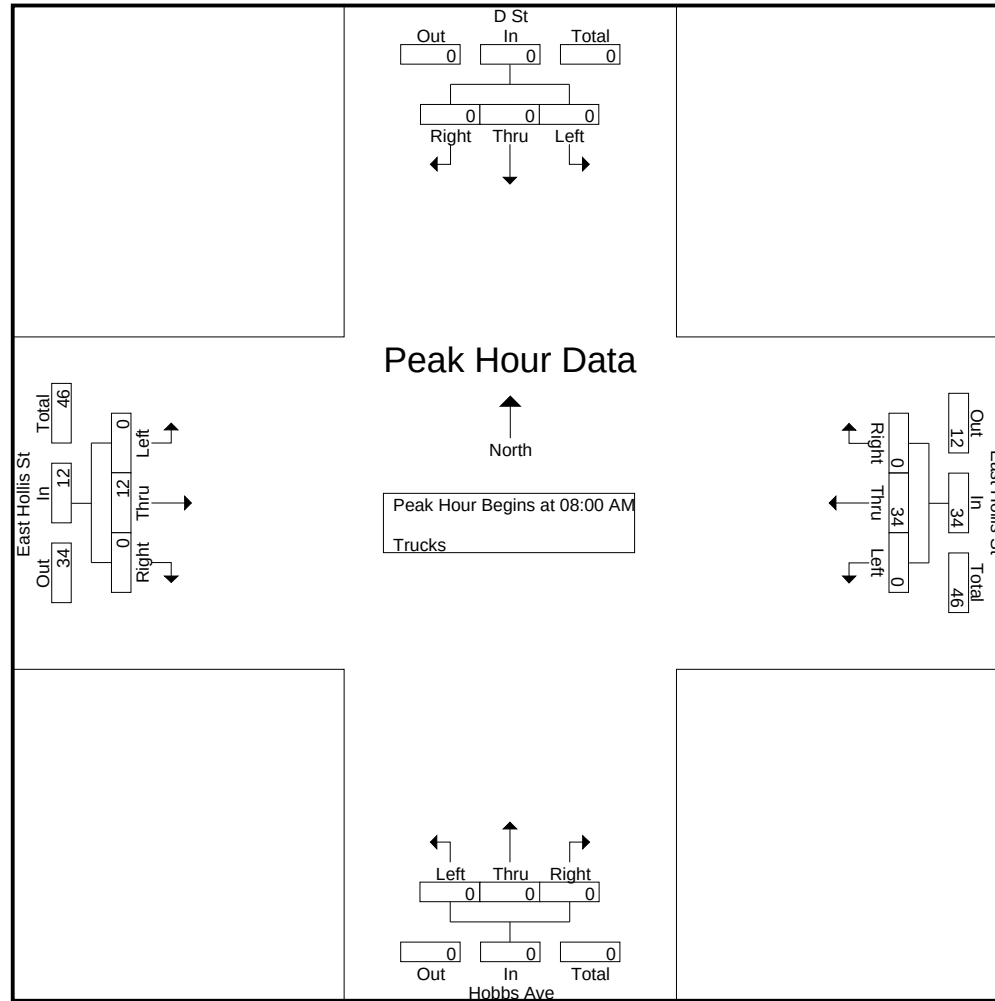
Page No : 11

N/S Street : D Street / Hobbs Avenue

E/W Street: East Hollis Street

City/State : Nashua, NH

Weather : Cloudy



Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1

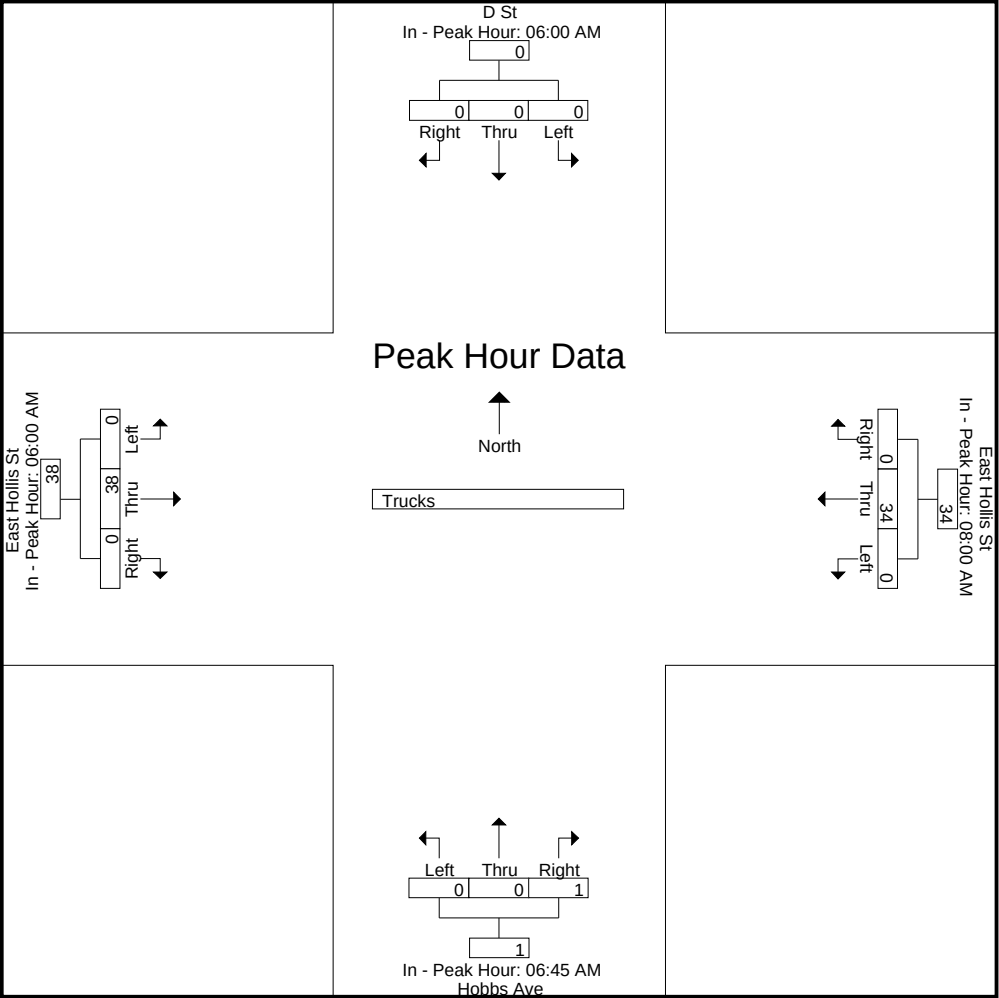
Peak Hour for Each Approach Begins at:

|              | 06:00 AM |      |      |      | 08:00 AM |      |      |      | 06:45 AM |      |      |      | 06:00 AM |      |      |      |
|--------------|----------|------|------|------|----------|------|------|------|----------|------|------|------|----------|------|------|------|
| +0 mins.     | 0        | 0    | 0    | 0    | 0        | 7    | 0    | 7    | 0        | 0    | 0    | 0    | 0        | 9    | 0    | 9    |
| +15 mins.    | 0        | 0    | 0    | 0    | 0        | 5    | 0    | 5    | 0        | 0    | 0    | 0    | 0        | 6    | 0    | 6    |
| +30 mins.    | 0        | 0    | 0    | 0    | 0        | 17   | 0    | 17   | 0        | 0    | 0    | 0    | 0        | 10   | 0    | 10   |
| +45 mins.    | 0        | 0    | 0    | 0    | 0        | 5    | 0    | 5    | 0        | 0    | 1    | 1    | 0        | 13   | 0    | 13   |
| Total Volume | 0        | 0    | 0    | 0    | 0        | 34   | 0    | 34   | 0        | 0    | 1    | 1    | 0        | 38   | 0    | 38   |
| % App. Total | 0        | 0    | 0    | 0    | 0        | 100  | 0    | 100  | 0        | 0    | 100  | 100  | 0        | 100  | 0    | 100  |
| PHF          | .000     | .000 | .000 | .000 | .000     | .500 | .000 | .500 | .000     | .000 | .250 | .250 | .000     | .731 | .000 | .731 |

Accurate Counts  
978-664-2565

N/S Street : D Street / Hobbs Avenue  
E/W Street: East Hollis Street  
City/State : Nashua, NH  
Weather : Cloudy

File Name : 18315003  
Site Code : 18315003  
Start Date : 4/10/2018  
Page No : 12



# Accurate Counts

978-664-2565

File Name : 18315003

Site Code : 18315003

Start Date : 4/10/2018

Page No : 13

N/S Street : D Street / Hobbs Avenue

E/W Street: East Hollis Street

City/State : Nashua, NH

Weather : Cloudy

## Groups Printed- Bikes Peds

|             | D St<br>From North |      |       |      | East Hollis St<br>From East |      |       |      | Hobbs Ave<br>From South |      |       |      | East Hollis St<br>From West |      |       |      | Exclu. Total | Inclu. Total | Int. Total |
|-------------|--------------------|------|-------|------|-----------------------------|------|-------|------|-------------------------|------|-------|------|-----------------------------|------|-------|------|--------------|--------------|------------|
| Start Time  | Left               | Thru | Right | Peds | Left                        | Thru | Right | Peds | Left                    | Thru | Right | Peds | Left                        | Thru | Right | Peds |              |              |            |
| 06:00 AM    | 0                  | 0    | 0     | 0    | 0                           | 0    | 0     | 0    | 0                       | 0    | 0     | 0    | 0                           | 0    | 0     | 0    | 0            | 0            | 0          |
| 06:15 AM    | 0                  | 0    | 0     | 0    | 0                           | 0    | 0     | 0    | 0                       | 0    | 0     | 0    | 0                           | 0    | 0     | 0    | 0            | 0            | 0          |
| 06:30 AM    | 0                  | 0    | 0     | 0    | 0                           | 0    | 0     | 1    | 0                       | 0    | 0     | 0    | 0                           | 0    | 0     | 0    | 1            | 0            | 1          |
| 06:45 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     | 1    | 0                       | 0    | 0     | 0    | 0                           | 0    | 0     | 0    | 1            | 0            | 1          |
| 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                           | 1    | 0     | 0    | 0            | 1            | 1          |
| 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                           | 1    | 0     | 0    | 0            | 1            | 1          |
| 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     | 1    | 0                           | 0    | 0     | 0    | 1            | 0            | 1          |
| 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                           | 1    | 0     | 0    | 0                       | 0    | 0     | 0    | 0                           | 0    | 0     | 0    | 0            | 1            | 1          |
| Total       | 0                  | 0    | 0     | 0    | 0                           | 1    | 0     | 0    | 0                       | 0    | 0     | 1    | 0                           | 0    | 0     | 0    | 1            | 1            | 2          |
| Grand Total | 0                  | 0    | 0     | 0    | 0                           | 1    | 0     | 1    | 0                       | 0    | 0     | 1    | 0                           | 1    | 0     | 0    | 2            | 2            | 4          |
| Apprch %    | 0                  | 0    | 0     |      | 0                           | 100  | 0     |      | 0                       | 0    | 0     |      | 0                           | 100  | 0     |      |              |              |            |
| Total %     | 0                  | 0    | 0     |      | 0                           | 50   | 0     |      | 0                       | 0    | 0     |      | 0                           | 50   | 0     |      | 50           | 50           |            |

Accurate Counts  
978-664-2565

N/S Street : D Street / Hobbs Avenue  
E/W Street: East Hollis Street  
City/State : Nashua, NH  
Weather : Cloudy

File Name : 18315003  
Site Code : 18315003  
Start Date : 4/10/2018  
Page No : 14

|                                                            | D St<br>From North |      |       |            | East Hollis St<br>From East |      |       |            | Hobbs Ave<br>From South |      |       |            | East Hollis St<br>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 06:00 AM to 08:45 AM - Peak 1 of 1 |                    |      |       |            |                             |      |       |            |                         |      |       |            |                             |      |       |            |            |
| Peak Hour for Entire Intersection Begins at 06:30 AM       |                    |      |       |            |                             |      |       |            |                         |      |       |            |                             |      |       |            |            |
| 06:30 AM                                                   | 0                  | 0    | 0     | 0          | 0                           | 0    | 0     | 0          | 0                       | 0    | 0     | 0          | 0                           | 0    | 0     | 0          | 0          |
| 06:45 AM                                                   | 0                  | 0    | 0     | 0          | 0                           | 0    | 0     | 0          | 0                       | 0    | 0     | 0          | 0                           | 0    | 0     | 0          | 0          |
| 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                           | 1    | 0     | 1          | 1          |
| Total Volume                                               | 0                  | 0    | 0     | 0          | 0                           | 0    | 0     | 0          | 0                       | 0    | 0     | 0          | 0                           | 1    | 0     | 1          | 1          |
| % App. Total                                               | 0                  | 0    | 0     |            | 0                           | 0    | 0     |            | 0                       | 0    | 0     |            | 0                           | 100  | 0     |            |            |
| PHF                                                        | .000               | .000 | .000  | .000       | .000                        | .000 | .000  | .000       | .000                    | .000 | .000  | .000       | .000                        | .250 | .000  | .250       | .250       |

# Accurate Counts

978-664-2565

File Name : 18315003

Site Code : 18315003

Start Date : 4/10/2018

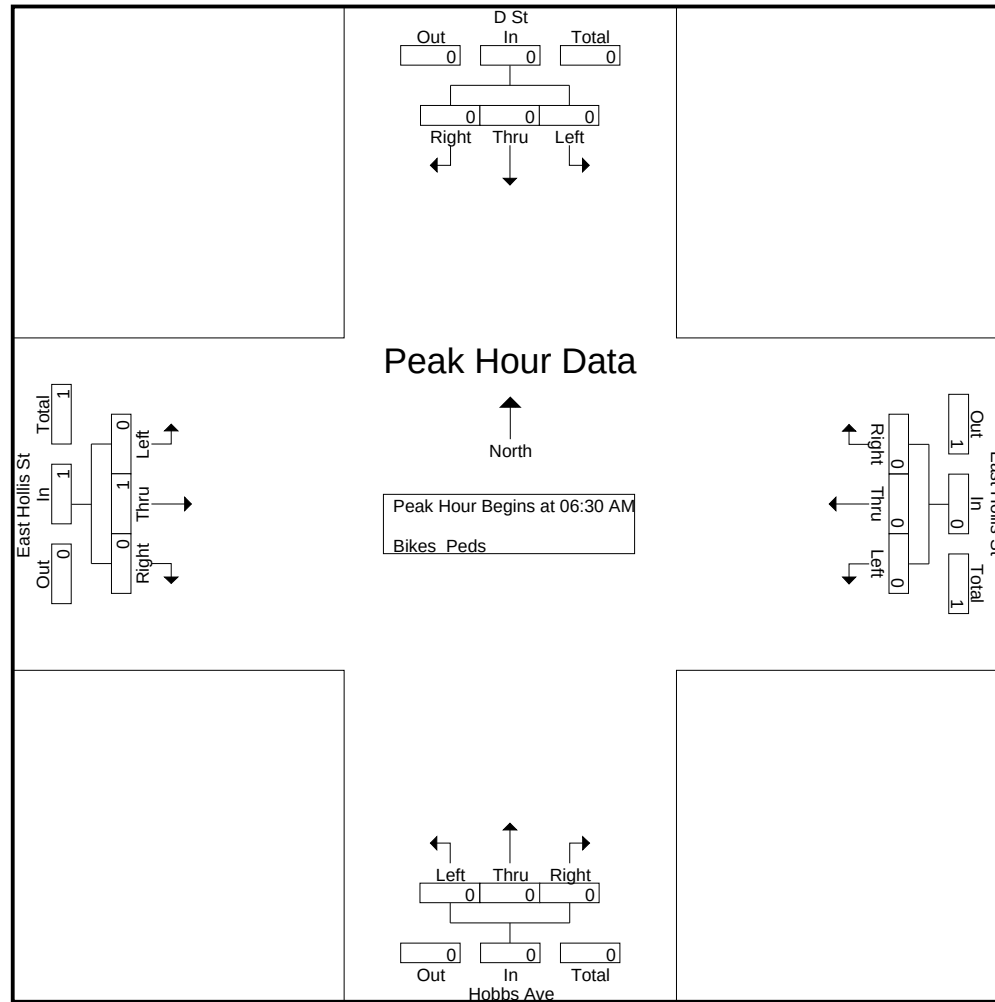
Page No : 15

N/S Street : D Street / Hobbs Avenue

E/W Street: East Hollis Street

City/State : Nashua, NH

Weather : Cloudy



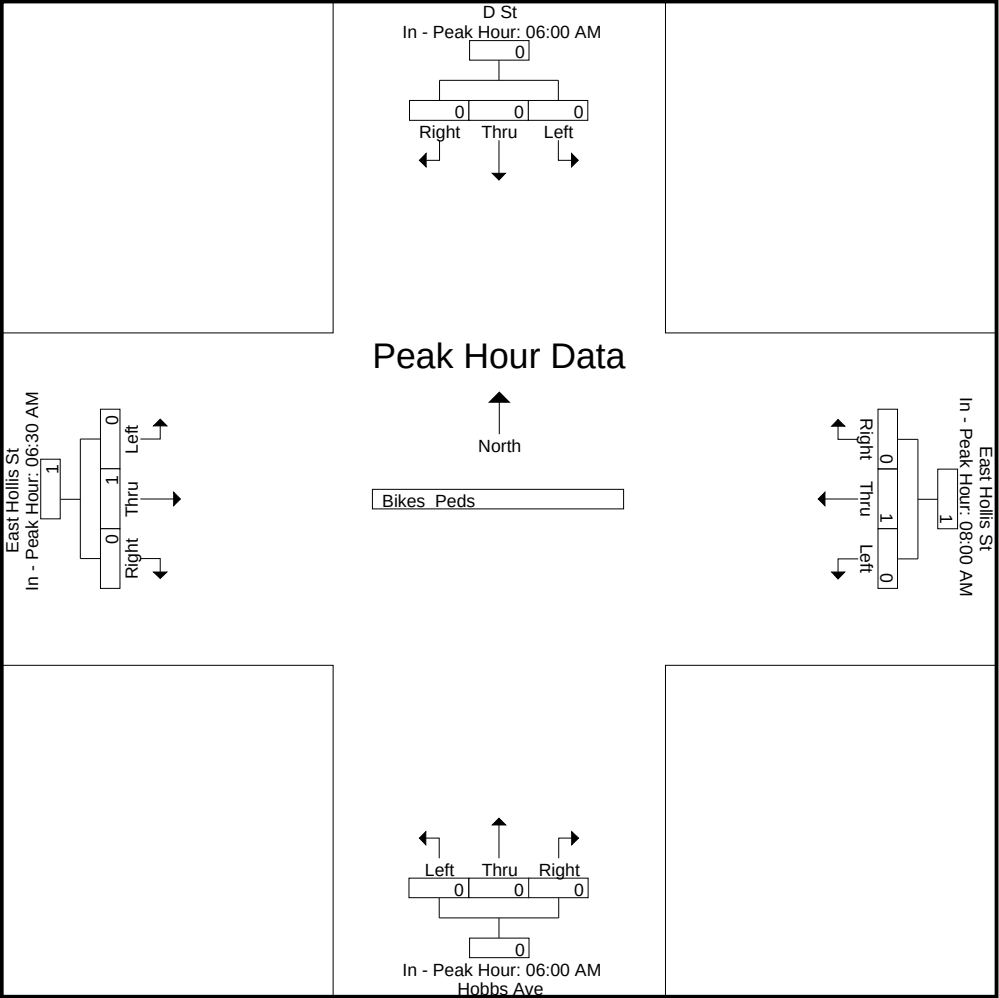
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

|              | 06:00 AM |      |      |      | 08:00 AM |      |      |      | 06:00 AM |      |      |      | 06:30 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        | 1    | 0    | 1    | 0        | 0    | 0    | 0    | 0        | 1    | 0    | 1    |
| Total Volume | 0        | 0    | 0    | 0    | 0        | 1    | 0    | 1    | 0        | 0    | 0    | 0    | 0        | 1    | 0    | 1    |
| % App. Total | 0        | 0    | 0    | 0    | 0        | 100  | 0    | 0    | 0        | 0    | 0    | 0    | 0        | 100  | 0    | 0    |
| PHF          | .000     | .000 | .000 | .000 | .000     | .250 | .000 | .250 | .000     | .000 | .000 | .000 | .000     | .250 | .000 | .250 |

N/S Street : D Street / Hobbs Avenue  
E/W Street: East Hollis Street  
City/State : Nashua, NH  
Weather : Cloudy

File Name : 18315003  
Site Code : 18315003  
Start Date : 4/10/2018  
Page No : 16





978-664-2565

File Name : 18315003  
Site Code : 18315003  
Start Date : 4/10/2018  
Page No : 1

|             | D St<br>From North |      |       | East Hollis St<br>From East |      |       | Hobbs Ave<br>From South |      |       | East Hollis St<br>From West |      |       |            |
|-------------|--------------------|------|-------|-----------------------------|------|-------|-------------------------|------|-------|-----------------------------|------|-------|------------|
| Start Time  | Left               | Thru | Right | Left                        | Thru | Right | Left                    | Thru | Right | Left                        | Thru | Right | Int. Total |
| 03:00 PM    | 0                  | 0    | 0     | 0                           | 148  | 2     | 5                       | 0    | 12    | 4                           | 200  | 0     | 371        |
| 03:15 PM    | 0                  | 0    | 1     | 1                           | 139  | 0     | 3                       | 1    | 4     | 3                           | 179  | 0     | 331        |
| 03:30 PM    | 0                  | 0    | 5     | 0                           | 163  | 4     | 2                       | 0    | 10    | 8                           | 193  | 0     | 385        |
| 03:45 PM    | 0                  | 0    | 0     | 0                           | 168  | 2     | 3                       | 0    | 15    | 2                           | 182  | 0     | 372        |
| Total       | 0                  | 0    | 6     | 1                           | 618  | 8     | 13                      | 1    | 41    | 17                          | 754  | 0     | 1459       |
| 04:00 PM    | 1                  | 0    | 0     | 0                           | 140  | 0     | 6                       | 1    | 28    | 3                           | 242  | 0     | 421        |
| 04:15 PM    | 0                  | 0    | 0     | 0                           | 137  | 0     | 1                       | 0    | 18    | 3                           | 226  | 0     | 385        |
| 04:30 PM    | 1                  | 0    | 0     | 0                           | 124  | 2     | 6                       | 0    | 23    | 2                           | 237  | 0     | 395        |
| 04:45 PM    | 0                  | 0    | 0     | 0                           | 170  | 1     | 3                       | 0    | 24    | 4                           | 230  | 0     | 432        |
| Total       | 2                  | 0    | 0     | 0                           | 571  | 3     | 16                      | 1    | 93    | 12                          | 935  | 0     | 1633       |
| 05:00 PM    | 0                  | 0    | 0     | 0                           | 157  | 0     | 1                       | 0    | 34    | 1                           | 224  | 0     | 417        |
| 05:15 PM    | 0                  | 0    | 0     | 0                           | 165  | 1     | 5                       | 1    | 41    | 3                           | 247  | 0     | 463        |
| 05:30 PM    | 0                  | 0    | 0     | 0                           | 175  | 0     | 2                       | 0    | 36    | 4                           | 214  | 0     | 431        |
| 05:45 PM    | 0                  | 0    | 0     | 0                           | 160  | 0     | 2                       | 0    | 17    | 11                          | 234  | 0     | 424        |
| Total       | 0                  | 0    | 0     | 0                           | 657  | 1     | 10                      | 1    | 128   | 19                          | 919  | 0     | 1735       |
| Grand Total | 2                  | 0    | 6     | 1                           | 1846 | 12    | 39                      | 3    | 262   | 48                          | 2608 | 0     | 4827       |
| Apprch %    | 25                 | 0    | 75    | 0.1                         | 99.3 | 0.6   | 12.8                    | 1    | 86.2  | 1.8                         | 98.2 | 0     |            |
| Total %     | 0                  | 0    | 0.1   | 0                           | 38.2 | 0.2   | 0.8                     | 0.1  | 5.4   | 1                           | 54   | 0     |            |
| Cars        | 2                  | 0    | 6     | 1                           | 1803 | 12    | 39                      | 3    | 262   | 48                          | 2587 | 0     | 4763       |
| % Cars      | 100                | 0    | 100   | 100                         | 97.7 | 100   | 100                     | 100  | 100   | 100                         | 99.2 | 0     | 98.7       |
| Trucks      | 0                  | 0    | 0     | 0                           | 43   | 0     | 0                       | 0    | 0     | 0                           | 21   | 0     | 64         |
| % Trucks    | 0                  | 0    | 0     | 0                           | 2.3  | 0     | 0                       | 0    | 0     | 0                           | 0.8  | 0     | 1.3        |

Accurate Counts  
978-664-2565

N/S Street : D Street / Hobbs Avenue  
E/W Street: East Hollis Street  
City/State : Nashua, NH  
Weather : Cloudy

File Name : 18315003  
Site Code : 18315003  
Start Date : 4/10/2018  
Page No : 2

|                                                            | D St<br>From North |      |       |            | East Hollis St<br>From East |      |       |            | Hobbs Ave<br>From South |      |       |            | East Hollis St<br>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 03:00 PM to 05:45 PM - Peak 1 of 1 |                    |      |       |            |                             |      |       |            |                         |      |       |            |                             |      |       |            |            |
| Peak Hour for Entire Intersection Begins at 04:45 PM       |                    |      |       |            |                             |      |       |            |                         |      |       |            |                             |      |       |            |            |
| 04:45 PM                                                   | 0                  | 0    | 0     | 0          | 0                           | 170  | 1     | 171        | 3                       | 0    | 24    | 27         | 4                           | 230  | 0     | 234        | 432        |
| 05:00 PM                                                   | 0                  | 0    | 0     | 0          | 0                           | 157  | 0     | 157        | 1                       | 0    | 34    | 35         | 1                           | 224  | 0     | 225        | 417        |
| 05:15 PM                                                   | 0                  | 0    | 0     | 0          | 0                           | 165  | 1     | 166        | 5                       | 1    | 41    | 47         | 3                           | 247  | 0     | 250        | 463        |
| 05:30 PM                                                   | 0                  | 0    | 0     | 0          | 0                           | 175  | 0     | 175        | 2                       | 0    | 36    | 38         | 4                           | 214  | 0     | 218        | 431        |
| Total Volume                                               | 0                  | 0    | 0     | 0          | 0                           | 667  | 2     | 669        | 11                      | 1    | 135   | 147        | 12                          | 915  | 0     | 927        | 1743       |
| % App. Total                                               | 0                  | 0    | 0     |            | 0                           | 99.7 | 0.3   |            | 7.5                     | 0.7  | 91.8  |            | 1.3                         | 98.7 | 0     |            |            |
| PHF                                                        | .000               | .000 | .000  | .000       | .000                        | .953 | .500  | .956       | .550                    | .250 | .823  | .782       | .750                        | .926 | .000  | .927       | .941       |
| Cars                                                       | 0                  | 0    | 0     | 0          | 0                           | 663  | 2     | 665        | 11                      | 1    | 135   | 147        | 12                          | 910  | 0     | 922        | 1734       |
| % Cars                                                     | 0                  | 0    | 0     | 0          | 0                           | 99.4 | 100   | 99.4       | 100                     | 100  | 100   | 100        | 100                         | 99.5 | 0     | 99.5       | 99.5       |
| Trucks                                                     | 0                  | 0    | 0     | 0          | 0                           | 4    | 0     | 4          | 0                       | 0    | 0     | 0          | 0                           | 5    | 0     | 5          | 9          |
| % Trucks                                                   | 0                  | 0    | 0     | 0          | 0                           | 0.6  | 0     | 0.6        | 0                       | 0    | 0     | 0          | 0                           | 0.5  | 0     | 0.5        | 0.5        |

# Accurate Counts

978-664-2565

File Name : 18315003

Site Code : 18315003

Start Date : 4/10/2018

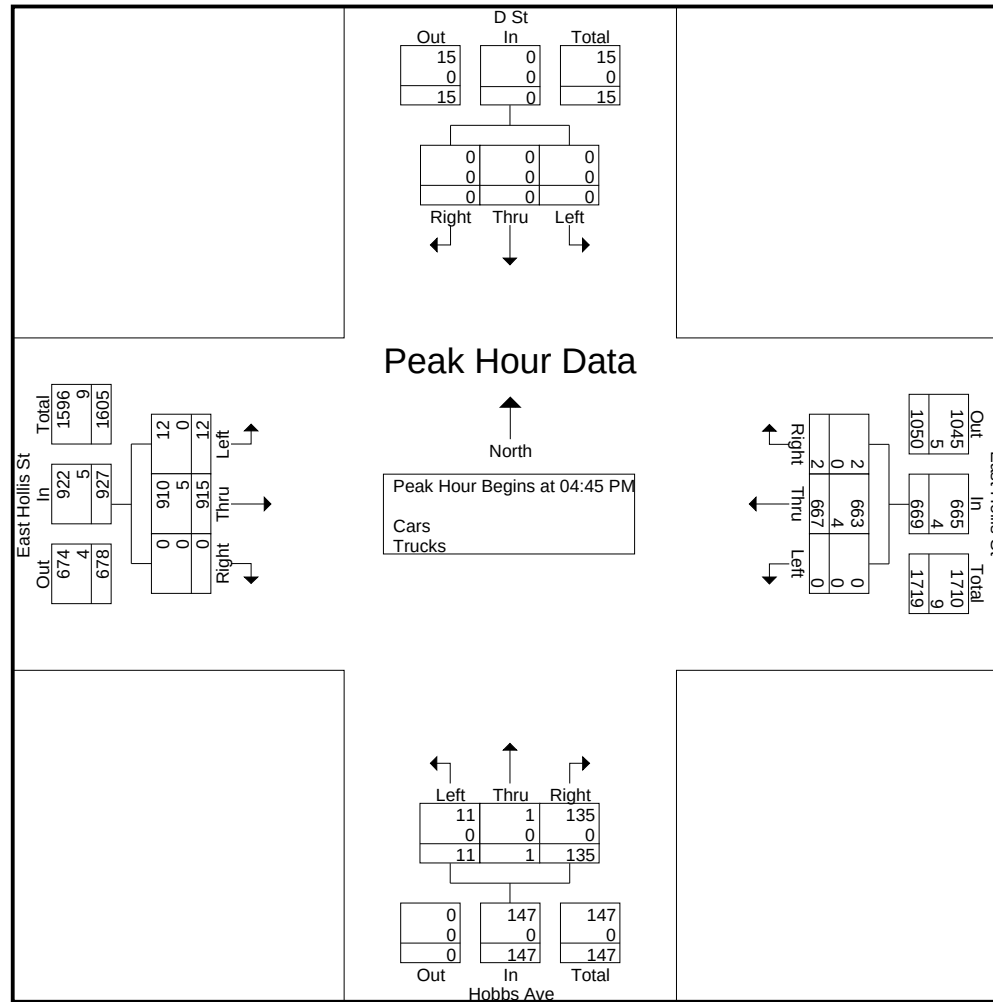
Page No : 3

N/S Street : D Street / Hobbs Avenue

E/W Street: East Hollis Street

City/State : Nashua, NH

Weather : Cloudy



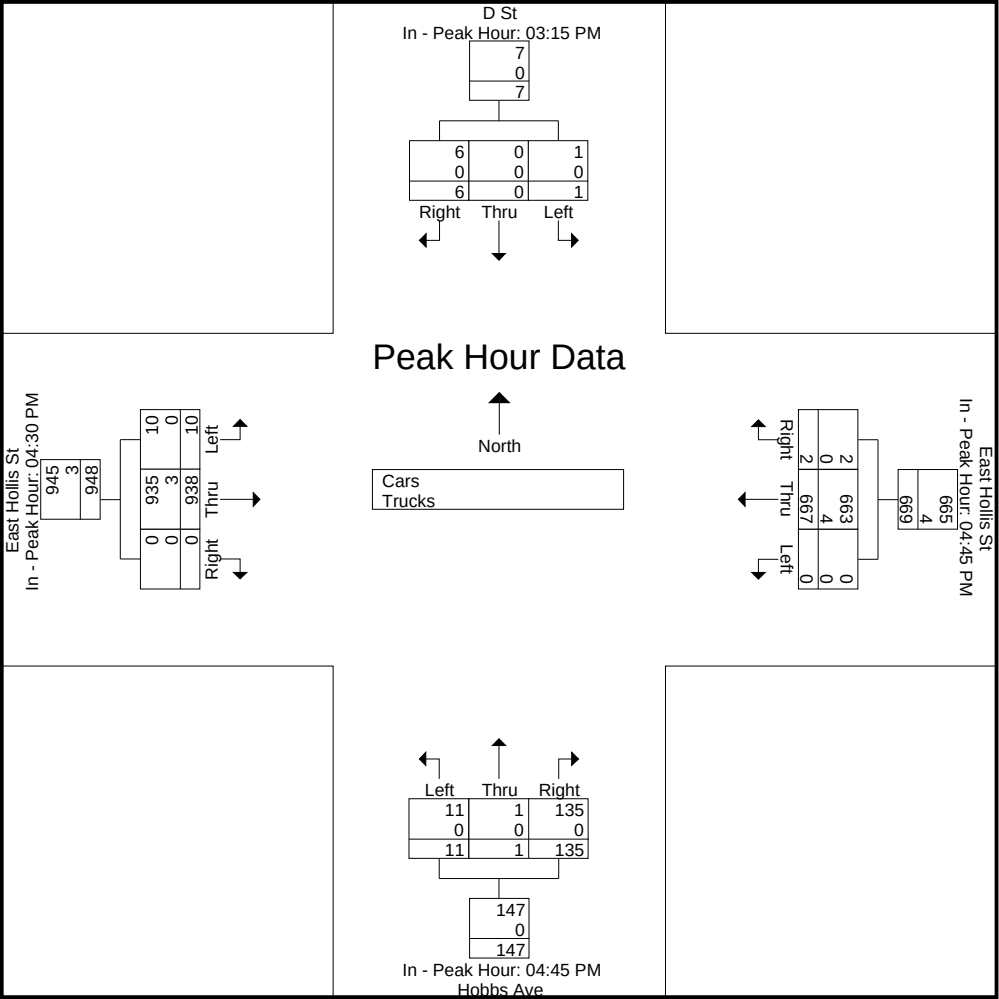
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

|              | 03:15 PM |      |      |      | 04:45 PM |      |      |      | 04:45 PM |      |      |      | 04:30 PM |      |      |      |
|--------------|----------|------|------|------|----------|------|------|------|----------|------|------|------|----------|------|------|------|
| +0 mins.     | 0        | 0    | 1    | 1    | 0        | 170  | 1    | 171  | 3        | 0    | 24   | 27   | 2        | 237  | 0    | 239  |
| +15 mins.    | 0        | 0    | 5    | 5    | 0        | 157  | 0    | 157  | 1        | 0    | 34   | 35   | 4        | 230  | 0    | 234  |
| +30 mins.    | 0        | 0    | 0    | 0    | 0        | 165  | 1    | 166  | 5        | 1    | 41   | 47   | 1        | 224  | 0    | 225  |
| +45 mins.    | 1        | 0    | 0    | 1    | 0        | 175  | 0    | 175  | 2        | 0    | 36   | 38   | 3        | 247  | 0    | 250  |
| Total Volume | 1        | 0    | 6    | 7    | 0        | 667  | 2    | 669  | 11       | 1    | 135  | 147  | 10       | 938  | 0    | 948  |
| % App. Total | 14.3     | 0    | 85.7 |      | 0        | 99.7 | 0.3  |      | 7.5      | 0.7  | 91.8 |      | 1.1      | 98.9 | 0    |      |
| PHF          | .250     | .000 | .300 | .350 | .000     | .953 | .500 | .956 | .550     | .250 | .823 | .782 | .625     | .949 | .000 | .948 |

Accurate Counts  
978-664-2565

|          |     |   |     |     |   |      |     |      |     |     |     |     |     |      |   |      |
|----------|-----|---|-----|-----|---|------|-----|------|-----|-----|-----|-----|-----|------|---|------|
| Cars     | 1   | 0 | 6   | 7   | 0 | 663  | 2   | 665  | 11  | 1   | 135 | 147 | 10  | 935  | 0 | 945  |
| % Cars   | 100 | 0 | 100 | 100 | 0 | 99.4 | 100 | 99.4 | 100 | 100 | 100 | 100 | 100 | 99.7 | 0 | 99.7 |
| Trucks   | 0   | 0 | 0   | 0   | 0 | 4    | 0   | 4    | 0   | 0   | 0   | 0   | 0   | 3    | 0 | 3    |
| % Trucks | 0   | 0 | 0   | 0   | 0 | 0.6  | 0   | 0.6  | 0   | 0   | 0   | 0   | 0   | 0.3  | 0 | 0.3  |



# Accurate Counts

978-664-2565

File Name : 18315003

Site Code : 18315003

Start Date : 4/10/2018

Page No : 5

N/S Street : D Street / Hobbs Avenue

E/W Street: East Hollis Street

City/State : Nashua, NH

Weather : Cloudy

## Groups Printed- Cars

|             | D St<br>From North |      |       | East Hollis St<br>From East |      |       | Hobbs Ave<br>From South |      |       | East Hollis St<br>From West |      |       |            |
|-------------|--------------------|------|-------|-----------------------------|------|-------|-------------------------|------|-------|-----------------------------|------|-------|------------|
| Start Time  | Left               | Thru | Right | Left                        | Thru | Right | Left                    | Thru | Right | Left                        | Thru | Right | Int. Total |
| 03:00 PM    | 0                  | 0    | 0     | 0                           | 147  | 2     | 5                       | 0    | 12    | 4                           | 196  | 0     | 366        |
| 03:15 PM    | 0                  | 0    | 1     | 1                           | 135  | 0     | 3                       | 1    | 4     | 3                           | 178  | 0     | 326        |
| 03:30 PM    | 0                  | 0    | 5     | 0                           | 159  | 4     | 2                       | 0    | 10    | 8                           | 189  | 0     | 377        |
| 03:45 PM    | 0                  | 0    | 0     | 0                           | 149  | 2     | 3                       | 0    | 15    | 2                           | 180  | 0     | 351        |
| Total       | 0                  | 0    | 6     | 1                           | 590  | 8     | 13                      | 1    | 41    | 17                          | 743  | 0     | 1420       |
| 04:00 PM    | 1                  | 0    | 0     | 0                           | 134  | 0     | 6                       | 1    | 28    | 3                           | 240  | 0     | 413        |
| 04:15 PM    | 0                  | 0    | 0     | 0                           | 135  | 0     | 1                       | 0    | 18    | 3                           | 225  | 0     | 382        |
| 04:30 PM    | 1                  | 0    | 0     | 0                           | 123  | 2     | 6                       | 0    | 23    | 2                           | 236  | 0     | 393        |
| 04:45 PM    | 0                  | 0    | 0     | 0                           | 169  | 1     | 3                       | 0    | 24    | 4                           | 229  | 0     | 430        |
| Total       | 2                  | 0    | 0     | 0                           | 561  | 3     | 16                      | 1    | 93    | 12                          | 930  | 0     | 1618       |
| 05:00 PM    | 0                  | 0    | 0     | 0                           | 155  | 0     | 1                       | 0    | 34    | 1                           | 224  | 0     | 415        |
| 05:15 PM    | 0                  | 0    | 0     | 0                           | 165  | 1     | 5                       | 1    | 41    | 3                           | 246  | 0     | 462        |
| 05:30 PM    | 0                  | 0    | 0     | 0                           | 174  | 0     | 2                       | 0    | 36    | 4                           | 211  | 0     | 427        |
| 05:45 PM    | 0                  | 0    | 0     | 0                           | 158  | 0     | 2                       | 0    | 17    | 11                          | 233  | 0     | 421        |
| Total       | 0                  | 0    | 0     | 0                           | 652  | 1     | 10                      | 1    | 128   | 19                          | 914  | 0     | 1725       |
| Grand Total | 2                  | 0    | 6     | 1                           | 1803 | 12    | 39                      | 3    | 262   | 48                          | 2587 | 0     | 4763       |
| Apprch %    | 25                 | 0    | 75    | 0.1                         | 99.3 | 0.7   | 12.8                    | 1    | 86.2  | 1.8                         | 98.2 | 0     |            |
| Total %     | 0                  | 0    | 0.1   | 0                           | 37.9 | 0.3   | 0.8                     | 0.1  | 5.5   | 1                           | 54.3 | 0     |            |

Accurate Counts  
978-664-2565

N/S Street : D Street / Hobbs Avenue  
E/W Street: East Hollis Street  
City/State : Nashua, NH  
Weather : Cloudy

File Name : 18315003  
Site Code : 18315003  
Start Date : 4/10/2018  
Page No : 6

|                                                            | D St<br>From North |      |       |            | East Hollis St<br>From East |      |       |            | Hobbs Ave<br>From South |      |       |            | East Hollis St<br>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 03:00 PM to 05:45 PM - Peak 1 of 1 |                    |      |       |            |                             |      |       |            |                         |      |       |            |                             |      |       |            |            |
| Peak Hour for Entire Intersection Begins at 04:45 PM       |                    |      |       |            |                             |      |       |            |                         |      |       |            |                             |      |       |            |            |
| 04:45 PM                                                   | 0                  | 0    | 0     | 0          | 0                           | 169  | 1     | 170        | 3                       | 0    | 24    | 27         | 4                           | 229  | 0     | 233        | 430        |
| 05:00 PM                                                   | 0                  | 0    | 0     | 0          | 0                           | 155  | 0     | 155        | 1                       | 0    | 34    | 35         | 1                           | 224  | 0     | 225        | 415        |
| 05:15 PM                                                   | 0                  | 0    | 0     | 0          | 0                           | 165  | 1     | 166        | 5                       | 1    | 41    | 47         | 3                           | 246  | 0     | 249        | 462        |
| 05:30 PM                                                   | 0                  | 0    | 0     | 0          | 0                           | 174  | 0     | 174        | 2                       | 0    | 36    | 38         | 4                           | 211  | 0     | 215        | 427        |
| Total Volume                                               | 0                  | 0    | 0     | 0          | 0                           | 663  | 2     | 665        | 11                      | 1    | 135   | 147        | 12                          | 910  | 0     | 922        | 1734       |
| % App. Total                                               | 0                  | 0    | 0     |            | 0                           | 99.7 | 0.3   |            | 7.5                     | 0.7  | 91.8  |            | 1.3                         | 98.7 | 0     |            |            |
| PHF                                                        | .000               | .000 | .000  | .000       | .000                        | .953 | .500  | .955       | .550                    | .250 | .823  | .782       | .750                        | .925 | .000  | .926       | .938       |

# Accurate Counts

978-664-2565

File Name : 18315003

Site Code : 18315003

Start Date : 4/10/2018

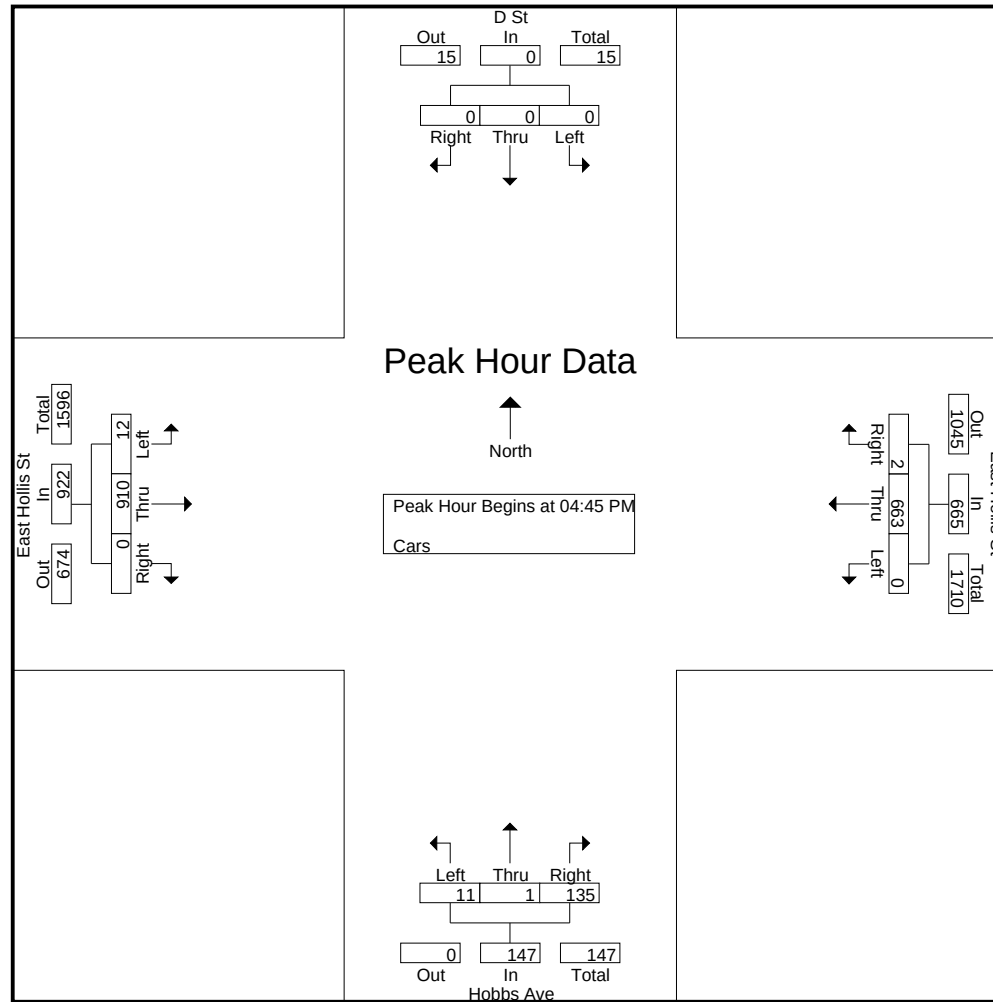
Page No : 7

N/S Street : D Street / Hobbs Avenue

E/W Street: East Hollis Street

City/State : Nashua, NH

Weather : Cloudy



Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1

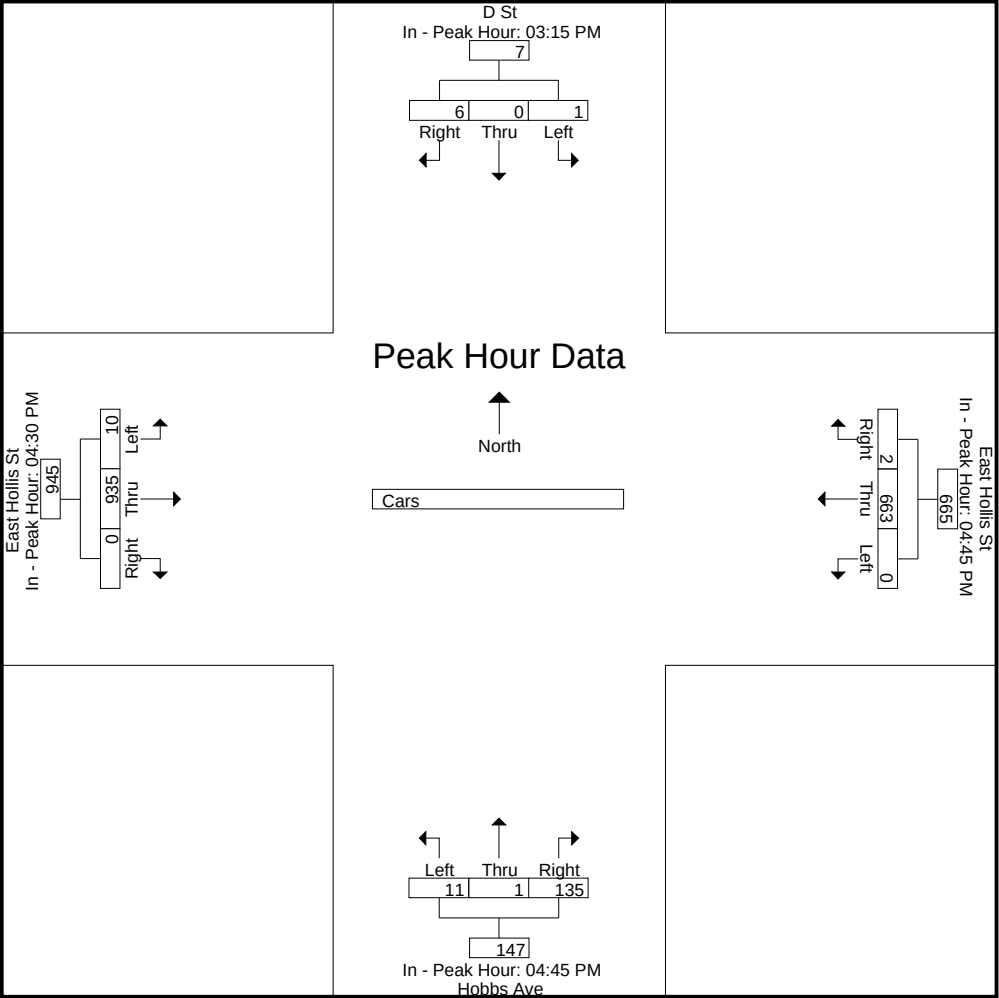
Peak Hour for Each Approach Begins at:

|              | 03:15 PM |      |      |      | 04:45 PM |      |      |      | 04:45 PM |      |      |      | 04:30 PM |      |      |      |
|--------------|----------|------|------|------|----------|------|------|------|----------|------|------|------|----------|------|------|------|
| +0 mins.     | 0        | 0    | 1    | 1    | 0        | 169  | 1    | 170  | 3        | 0    | 24   | 27   | 2        | 236  | 0    | 238  |
| +15 mins.    | 0        | 0    | 5    | 5    | 0        | 155  | 0    | 155  | 1        | 0    | 34   | 35   | 4        | 229  | 0    | 233  |
| +30 mins.    | 0        | 0    | 0    | 0    | 0        | 165  | 1    | 166  | 5        | 1    | 41   | 47   | 1        | 224  | 0    | 225  |
| +45 mins.    | 1        | 0    | 0    | 1    | 0        | 174  | 0    | 174  | 2        | 0    | 36   | 38   | 3        | 246  | 0    | 249  |
| Total Volume | 1        | 0    | 6    | 7    | 0        | 663  | 2    | 665  | 11       | 1    | 135  | 147  | 10       | 935  | 0    | 945  |
| % App. Total | 14.3     | 0    | 85.7 |      | 0        | 99.7 | 0.3  |      | 7.5      | 0.7  | 91.8 |      | 1.1      | 98.9 | 0    |      |
| PHF          | .250     | .000 | .300 | .350 | .000     | .953 | .500 | .955 | .550     | .250 | .823 | .782 | .625     | .950 | .000 | .949 |

Accurate Counts  
978-664-2565

N/S Street : D Street / Hobbs Avenue  
E/W Street: East Hollis Street  
City/State : Nashua, NH  
Weather : Cloudy

File Name : 18315003  
Site Code : 18315003  
Start Date : 4/10/2018  
Page No : 8





# Accurate Counts

978-664-2565

N/S Street : D Street / Hobbs Avenue  
E/W Street: East Hollis Street  
City/State : Nashua, NH  
Weather : Cloudy

File Name : 18315003  
Site Code : 18315003  
Start Date : 4/10/2018  
Page No : 9

## Groups Printed- Trucks

|             | D St<br>From North |      |       | East Hollis St<br>From East |      |       | Hobbs Ave<br>From South |      |       | East Hollis St<br>From West |      |       |            |
|-------------|--------------------|------|-------|-----------------------------|------|-------|-------------------------|------|-------|-----------------------------|------|-------|------------|
| Start Time  | Left               | Thru | Right | Left                        | Thru | Right | Left                    | Thru | Right | Left                        | Thru | Right | Int. Total |
| 03:00 PM    | 0                  | 0    | 0     | 0                           | 1    | 0     | 0                       | 0    | 0     | 0                           | 4    | 0     | 5          |
| 03:15 PM    | 0                  | 0    | 0     | 0                           | 4    | 0     | 0                       | 0    | 0     | 0                           | 1    | 0     | 5          |
| 03:30 PM    | 0                  | 0    | 0     | 0                           | 4    | 0     | 0                       | 0    | 0     | 0                           | 4    | 0     | 8          |
| 03:45 PM    | 0                  | 0    | 0     | 0                           | 19   | 0     | 0                       | 0    | 0     | 0                           | 2    | 0     | 21         |
| Total       | 0                  | 0    | 0     | 0                           | 28   | 0     | 0                       | 0    | 0     | 0                           | 11   | 0     | 39         |
| 04:00 PM    | 0                  | 0    | 0     | 0                           | 6    | 0     | 0                       | 0    | 0     | 0                           | 2    | 0     | 8          |
| 04:15 PM    | 0                  | 0    | 0     | 0                           | 2    | 0     | 0                       | 0    | 0     | 0                           | 1    | 0     | 3          |
| 04:30 PM    | 0                  | 0    | 0     | 0                           | 1    | 0     | 0                       | 0    | 0     | 0                           | 1    | 0     | 2          |
| 04:45 PM    | 0                  | 0    | 0     | 0                           | 1    | 0     | 0                       | 0    | 0     | 0                           | 1    | 0     | 2          |
| Total       | 0                  | 0    | 0     | 0                           | 10   | 0     | 0                       | 0    | 0     | 0                           | 5    | 0     | 15         |
| 05:00 PM    | 0                  | 0    | 0     | 0                           | 2    | 0     | 0                       | 0    | 0     | 0                           | 0    | 0     | 2          |
| 05:15 PM    | 0                  | 0    | 0     | 0                           | 0    | 0     | 0                       | 0    | 0     | 0                           | 1    | 0     | 1          |
| 05:30 PM    | 0                  | 0    | 0     | 0                           | 1    | 0     | 0                       | 0    | 0     | 0                           | 3    | 0     | 4          |
| 05:45 PM    | 0                  | 0    | 0     | 0                           | 2    | 0     | 0                       | 0    | 0     | 0                           | 1    | 0     | 3          |
| Total       | 0                  | 0    | 0     | 0                           | 5    | 0     | 0                       | 0    | 0     | 0                           | 5    | 0     | 10         |
| Grand Total | 0                  | 0    | 0     | 0                           | 43   | 0     | 0                       | 0    | 0     | 0                           | 21   | 0     | 64         |
| Apprch %    | 0                  | 0    | 0     | 0                           | 100  | 0     | 0                       | 0    | 0     | 0                           | 100  | 0     |            |
| Total %     | 0                  | 0    | 0     | 0                           | 67.2 | 0     | 0                       | 0    | 0     | 0                           | 32.8 | 0     |            |

Accurate Counts  
978-664-2565

N/S Street : D Street / Hobbs Avenue  
E/W Street: East Hollis Street  
City/State : Nashua, NH  
Weather : Cloudy

File Name : 18315003  
Site Code : 18315003  
Start Date : 4/10/2018  
Page No : 10

|                                                            | D St<br>From North |      |       |            | East Hollis St<br>From East |      |       |            | Hobbs Ave<br>From South |      |       |            | East Hollis St<br>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 03:00 PM to 05:45 PM - Peak 1 of 1 |                    |      |       |            |                             |      |       |            |                         |      |       |            |                             |      |       |            |            |
| Peak Hour for Entire Intersection Begins at 03:15 PM       |                    |      |       |            |                             |      |       |            |                         |      |       |            |                             |      |       |            |            |
| 03:15 PM                                                   | 0                  | 0    | 0     | 0          | 0                           | 4    | 0     | 4          | 0                       | 0    | 0     | 0          | 0                           | 1    | 0     | 1          | 5          |
| 03:30 PM                                                   | 0                  | 0    | 0     | 0          | 0                           | 4    | 0     | 4          | 0                       | 0    | 0     | 0          | 0                           | 4    | 0     | 4          | 8          |
| 03:45 PM                                                   | 0                  | 0    | 0     | 0          | 0                           | 19   | 0     | 19         | 0                       | 0    | 0     | 0          | 0                           | 2    | 0     | 2          | 21         |
| 04:00 PM                                                   | 0                  | 0    | 0     | 0          | 0                           | 6    | 0     | 6          | 0                       | 0    | 0     | 0          | 0                           | 2    | 0     | 2          | 8          |
| Total Volume                                               | 0                  | 0    | 0     | 0          | 0                           | 33   | 0     | 33         | 0                       | 0    | 0     | 0          | 0                           | 9    | 0     | 9          | 42         |
| % App. Total                                               | 0                  | 0    | 0     |            | 0                           | 100  | 0     |            | 0                       | 0    | 0     |            | 0                           | 100  | 0     |            |            |
| PHF                                                        | .000               | .000 | .000  | .000       | .000                        | .434 | .000  | .434       | .000                    | .000 | .000  | .000       | .000                        | .563 | .000  | .563       | .500       |

# Accurate Counts

978-664-2565

File Name : 18315003

Site Code : 18315003

Start Date : 4/10/2018

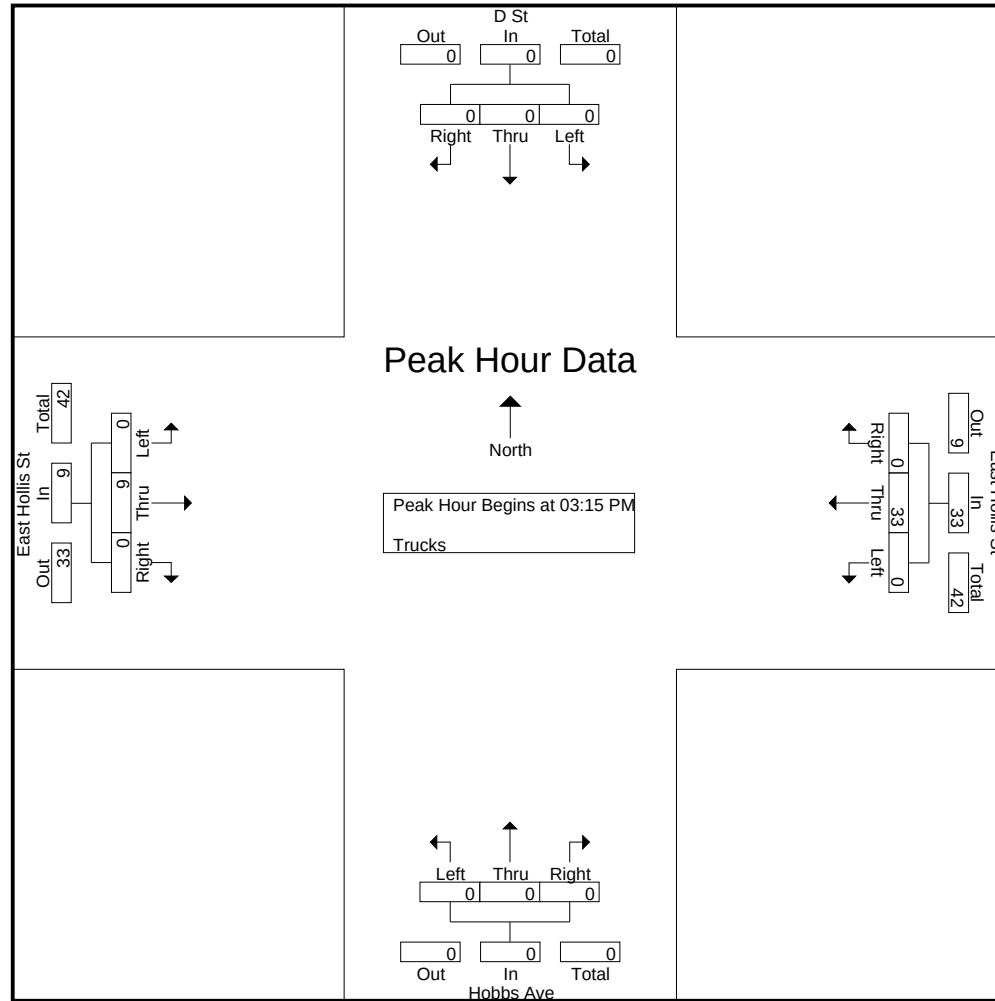
Page No : 11

N/S Street : D Street / Hobbs Avenue

E/W Street: East Hollis Street

City/State : Nashua, NH

Weather : Cloudy



Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1

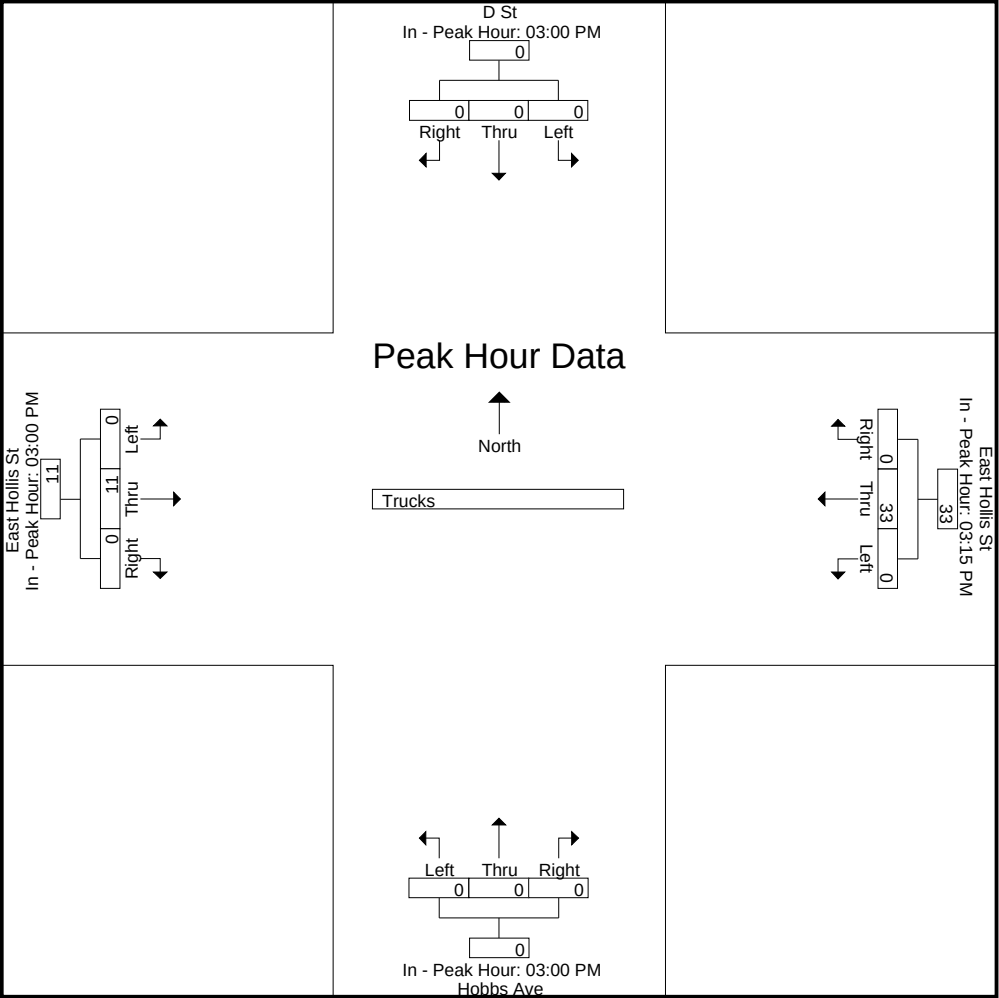
Peak Hour for Each Approach Begins at:

|              | 03:00 PM |      |      |      | 03:15 PM |      |      |      | 03:00 PM |      |      |      | 03:00 PM |      |      |      |
|--------------|----------|------|------|------|----------|------|------|------|----------|------|------|------|----------|------|------|------|
| +0 mins.     | 0        | 0    | 0    | 0    | 0        | 4    | 0    | 4    | 0        | 0    | 0    | 0    | 0        | 4    | 0    | 4    |
| +15 mins.    | 0        | 0    | 0    | 0    | 0        | 4    | 0    | 4    | 0        | 0    | 0    | 0    | 0        | 1    | 0    | 1    |
| +30 mins.    | 0        | 0    | 0    | 0    | 0        | 19   | 0    | 19   | 0        | 0    | 0    | 0    | 0        | 4    | 0    | 4    |
| +45 mins.    | 0        | 0    | 0    | 0    | 0        | 6    | 0    | 6    | 0        | 0    | 0    | 0    | 0        | 2    | 0    | 2    |
| Total Volume | 0        | 0    | 0    | 0    | 0        | 33   | 0    | 33   | 0        | 0    | 0    | 0    | 0        | 11   | 0    | 11   |
| % App. Total | 0        | 0    | 0    | 0    | 0        | 100  | 0    | 100  | 0        | 0    | 0    | 0    | 0        | 100  | 0    | 100  |
| PHF          | .000     | .000 | .000 | .000 | .000     | .434 | .000 | .434 | .000     | .000 | .000 | .000 | .000     | .688 | .000 | .688 |

Accurate Counts  
978-664-2565

N/S Street : D Street / Hobbs Avenue  
E/W Street: East Hollis Street  
City/State : Nashua, NH  
Weather : Cloudy

File Name : 18315003  
Site Code : 18315003  
Start Date : 4/10/2018  
Page No : 12



# Accurate Counts

978-664-2565

File Name : 18315003

Site Code : 18315003

Start Date : 4/10/2018

Page No : 13

N/S Street : D Street / Hobbs Avenue

E/W Street: East Hollis Street

City/State : Nashua, NH

Weather : Cloudy

## Groups Printed- Bikes Peds

|             | D St<br>From North |      |       |      | East Hollis St<br>From East |      |       |      | Hobbs Ave<br>From South |      |       |      | East Hollis St<br>From West |      |       |      | Exclu. Total | Inclu. Total | Int. Total |
|-------------|--------------------|------|-------|------|-----------------------------|------|-------|------|-------------------------|------|-------|------|-----------------------------|------|-------|------|--------------|--------------|------------|
| Start Time  | Left               | Thru | Right | Peds | Left                        | Thru | Right | Peds | Left                    | Thru | Right | Peds | Left                        | Thru | Right | Peds |              |              |            |
| 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                           | 1    | 0     | 0    | 0                       | 0    | 0     | 0    | 0                           | 0    | 0     | 0    | 0            | 1            | 1          |
| Total       | 0                  | 0    | 0     | 0    | 0                           | 1    | 0     | 0    | 0                       | 0    | 0     | 0    | 0                           | 0    | 0     | 0    | 0            | 1            | 1          |
| 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     | 1    | 0                           | 0    | 0     | 0    | 1            | 0            | 1          |
| 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     | 1    | 0                           | 0    | 0     | 0    | 1            | 0            | 1          |
| 05:00 PM    | 0                  | 0    | 0     | 0    | 0                           | 0    | 0     | 0    | 0                       | 0    | 0     | 1    | 0                           | 0    | 0     | 0    | 1            | 0            | 1          |
| 05:15 PM    | 0                  | 0    | 0     | 0    | 0                           | 0    | 0     | 0    | 1                       | 0    | 0     | 0    | 0                           | 0    | 0     | 0    | 1            | 0            | 1          |
| 05:30 PM    | 0                  | 0    | 0     | 0    | 0                           | 0    | 0     | 0    | 0                       | 0    | 0     | 0    | 0                           | 0    | 0     | 0    | 1            | 0            | 1          |
| 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    | 1                       | 0    | 0     | 0    | 0                           | 0    | 0     | 0    | 3            | 0            | 3          |
| Grand Total | 0                  | 0    | 0     | 0    | 0                           | 1    | 0     | 1    | 0                       | 0    | 0     | 3    | 0                           | 0    | 0     | 0    | 4            | 1            | 5          |
| Apprch %    | 0                  | 0    | 0     |      | 0                           | 100  | 0     |      | 0                       | 0    | 0     |      | 0                           | 0    | 0     |      |              |              |            |
| Total %     | 0                  | 0    | 0     |      | 0                           | 100  | 0     |      | 0                       | 0    | 0     |      | 0                           | 0    | 0     |      | 80           | 20           |            |

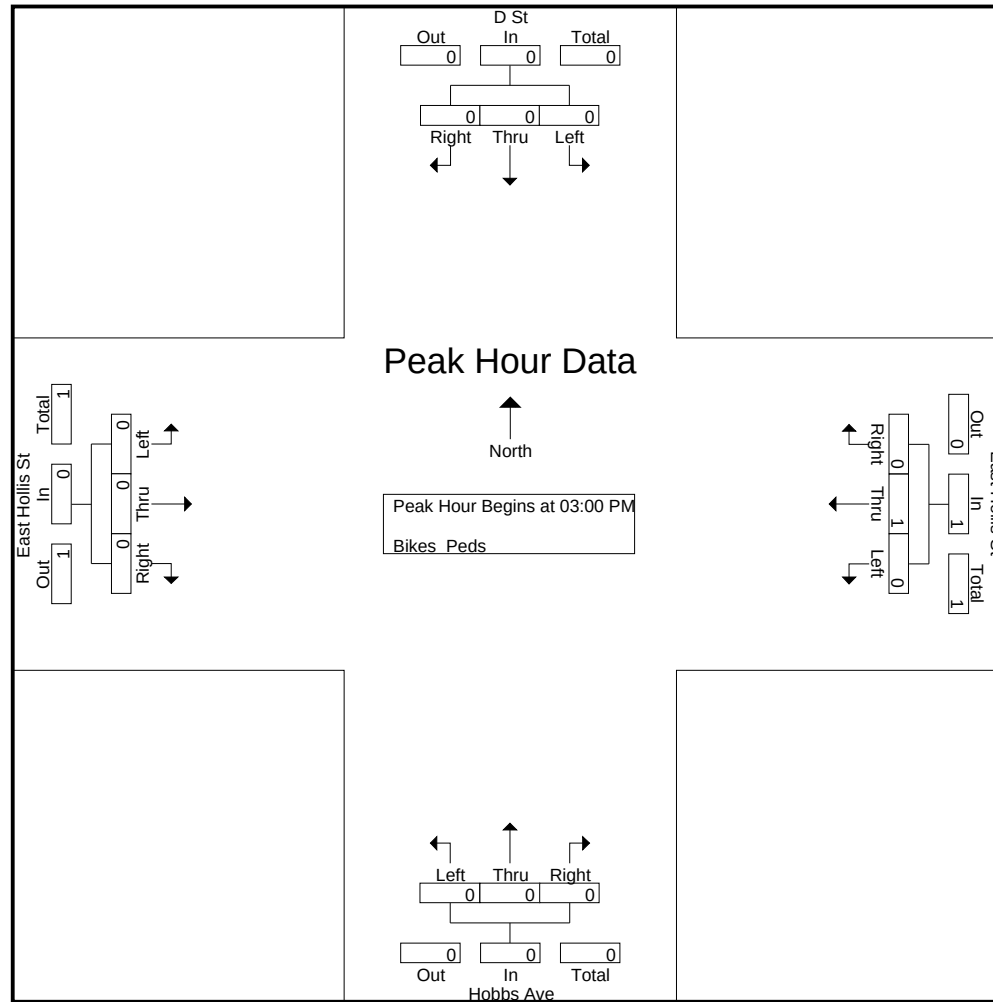
978-664-2565

File Name : 18315003  
Site Code : 18315003  
Start Date : 4/10/2018  
Page No : 14

[illegible]

978-664-2565

File Name : 18315003  
Site Code : 18315003  
Start Date : 4/10/2018  
Page No : 15

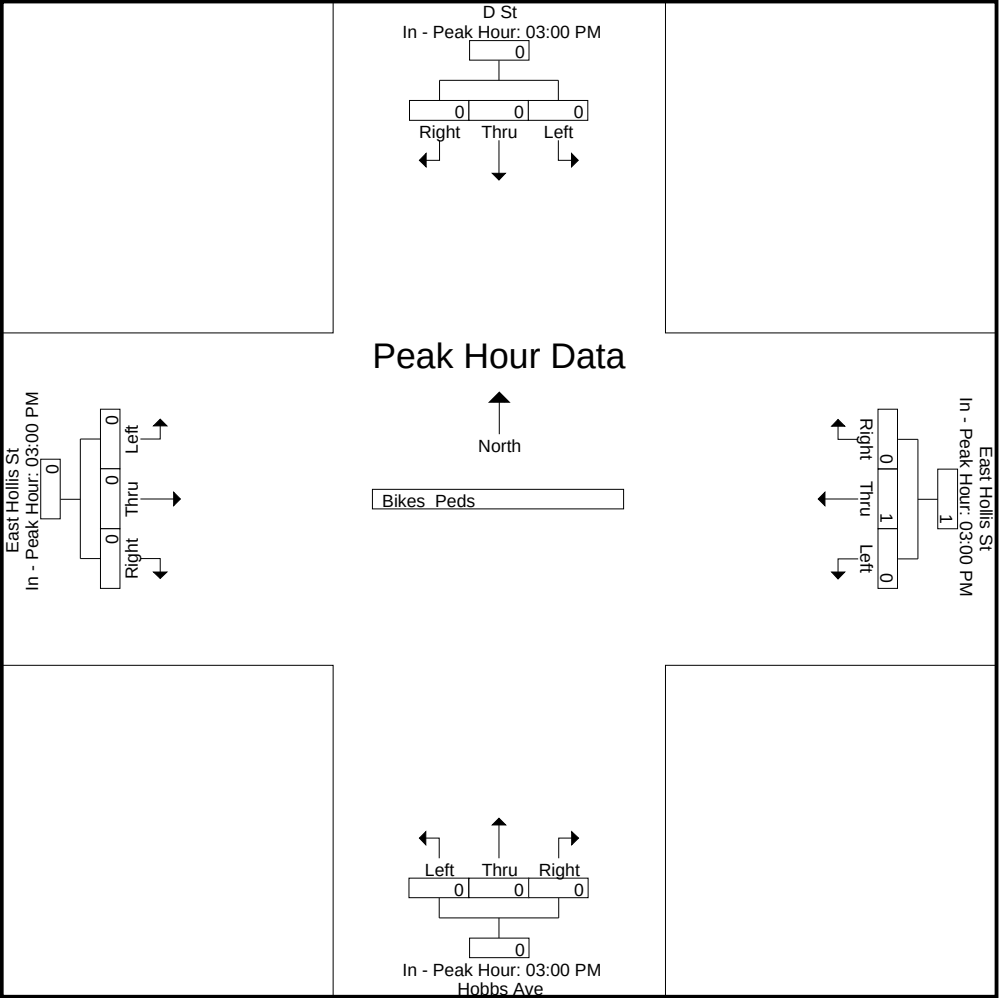


Peak Hour for Each Approach Begins at:

[illegible]

N/S Street : D Street / Hobbs Avenue  
E/W Street: East Hollis Street  
City/State : Nashua, NH  
Weather : Cloudy

File Name : 18315003  
Site Code : 18315003  
Start Date : 4/10/2018  
Page No : 16





# Accurate Counts

978-664-2565

N/S Street : E Street  
E/W Street: East Hollis Street  
City/State : Nashua, NH  
Weather : Cloudy

File Name : 18315004  
Site Code : 18315004  
Start Date : 4/10/2018  
Page No : 1

## Groups Printed- Cars - Trucks

| Start Time  | E St<br>From North |       | East Hollis St<br>From East |       | East Hollis St<br>From West |      | Int. Total |
|-------------|--------------------|-------|-----------------------------|-------|-----------------------------|------|------------|
|             | Left               | Right | Thru                        | Right | Left                        | Thru |            |
| 06:00 AM    | 0                  | 1     | 79                          | 0     | 0                           | 78   | 158        |
| 06:15 AM    | 0                  | 0     | 103                         | 0     | 0                           | 93   | 196        |
| 06:30 AM    | 0                  | 1     | 171                         | 0     | 0                           | 111  | 283        |
| 06:45 AM    | 0                  | 4     | 182                         | 0     | 0                           | 125  | 311        |
| Total       | 0                  | 6     | 535                         | 0     | 0                           | 407  | 948        |
| 07:00 AM    | 0                  | 2     | 188                         | 0     | 0                           | 115  | 305        |
| 07:15 AM    | 0                  | 4     | 242                         | 0     | 0                           | 116  | 362        |
| 07:30 AM    | 0                  | 4     | 266                         | 0     | 0                           | 164  | 434        |
| 07:45 AM    | 0                  | 8     | 253                         | 0     | 0                           | 132  | 393        |
| Total       | 0                  | 18    | 949                         | 0     | 0                           | 527  | 1494       |
| 08:00 AM    | 0                  | 5     | 210                         | 0     | 0                           | 140  | 355        |
| 08:15 AM    | 0                  | 5     | 187                         | 0     | 0                           | 131  | 323        |
| 08:30 AM    | 0                  | 6     | 195                         | 1     | 0                           | 117  | 319        |
| 08:45 AM    | 0                  | 9     | 184                         | 0     | 0                           | 111  | 304        |
| Total       | 0                  | 25    | 776                         | 1     | 0                           | 499  | 1301       |
| Grand Total | 0                  | 49    | 2260                        | 1     | 0                           | 1433 | 3743       |
| Apprch %    | 0                  | 100   | 100                         | 0     | 0                           | 100  |            |
| Total %     | 0                  | 1.3   | 60.4                        | 0     | 0                           | 38.3 |            |
| Cars        | 0                  | 49    | 2207                        | 1     | 0                           | 1379 | 3636       |
| % Cars      | 0                  | 100   | 97.7                        | 100   | 0                           | 96.2 | 97.1       |
| Trucks      | 0                  | 0     | 53                          | 0     | 0                           | 54   | 107        |
| % Trucks    | 0                  | 0     | 2.3                         | 0     | 0                           | 3.8  | 2.9        |

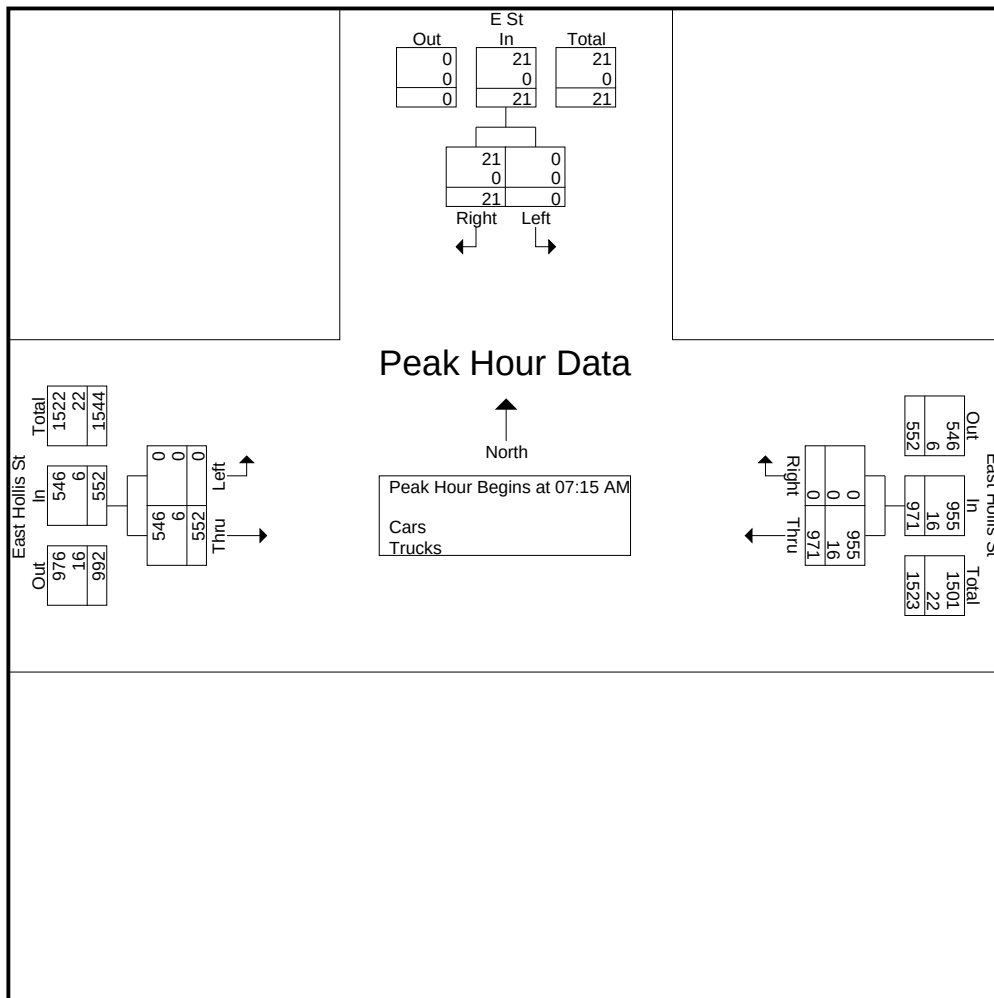
# Accurate Counts

978-664-2565

N/S Street : E Street  
E/W Street: East Hollis Street  
City/State : Nashua, NH  
Weather : Cloudy

File Name : 18315004  
Site Code : 18315004  
Start Date : 4/10/2018  
Page No : 2

|                                                            | E St<br>From North |          |            | East Hollis St<br>From East |       |            | East Hollis St<br>From West |            |            |            |
|------------------------------------------------------------|--------------------|----------|------------|-----------------------------|-------|------------|-----------------------------|------------|------------|------------|
| Start Time                                                 | Left               | Right    | App. Total | Thru                        | Right | App. Total | Left                        | Thru       | App. Total | Int. Total |
| Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1 |                    |          |            |                             |       |            |                             |            |            |            |
| Peak Hour for Entire Intersection Begins at 07:15 AM       |                    |          |            |                             |       |            |                             |            |            |            |
| 07:15 AM                                                   | 0                  | 4        | 4          | 242                         | 0     | 242        | 0                           | 116        | 116        | 362        |
| 07:30 AM                                                   | 0                  | 4        | 4          | <b>266</b>                  | 0     | <b>266</b> | 0                           | <b>164</b> | <b>164</b> | <b>434</b> |
| 07:45 AM                                                   | 0                  | <b>8</b> | <b>8</b>   | 253                         | 0     | 253        | 0                           | 132        | 132        | 393        |
| 08:00 AM                                                   | 0                  | 5        | 5          | 210                         | 0     | 210        | 0                           | 140        | 140        | 355        |
| Total Volume                                               | 0                  | 21       | 21         | 971                         | 0     | 971        | 0                           | 552        | 552        | 1544       |
| % App. Total                                               | 0                  | 100      |            | 100                         | 0     |            | 0                           | 100        |            |            |
| PHF                                                        | .000               | .656     | .656       | .913                        | .000  | .913       | .000                        | .841       | .841       | .889       |
| Cars                                                       | 0                  | 21       | 21         | 955                         | 0     | 955        | 0                           | 546        | 546        | 1522       |
| % Cars                                                     | 0                  | 100      | 100        | 98.4                        | 0     | 98.4       | 0                           | 98.9       | 98.9       | 98.6       |
| Trucks                                                     | 0                  | 0        | 0          | 16                          | 0     | 16         | 0                           | 6          | 6          | 22         |
| % Trucks                                                   | 0                  | 0        | 0          | 1.6                         | 0     | 1.6        | 0                           | 1.1        | 1.1        | 1.4        |



# Accurate Counts

978-664-2565

N/S Street : E Street  
E/W Street: East Hollis Street  
City/State : Nashua, NH  
Weather : Cloudy

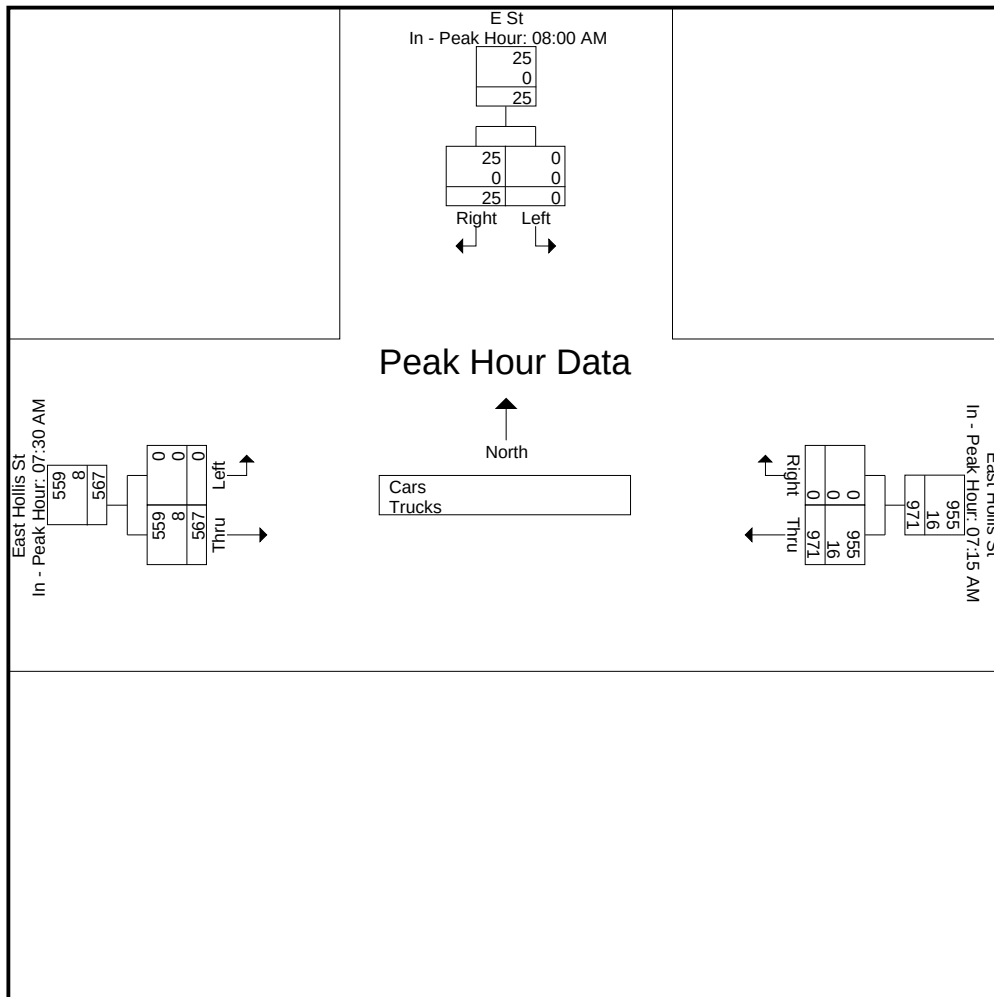
File Name : 18315004  
Site Code : 18315004  
Start Date : 4/10/2018  
Page No : 3

|            | E St<br>From North |       |            | East Hollis St<br>From East |       |            | East Hollis St<br>From West |      |            |            |
|------------|--------------------|-------|------------|-----------------------------|-------|------------|-----------------------------|------|------------|------------|
| Start Time | Left               | Right | App. Total | Thru                        | Right | App. Total | Left                        | Thru | App. Total | Int. Total |

Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

|              | 08:00 AM |          |          | 07:15 AM   |      |            | 07:30 AM |            |            |
|--------------|----------|----------|----------|------------|------|------------|----------|------------|------------|
| +0 mins.     | 0        | 5        | 5        | 242        | 0    | 242        | 0        | <b>164</b> | <b>164</b> |
| +15 mins.    | 0        | 5        | 5        | <b>266</b> | 0    | <b>266</b> | 0        | 132        | 132        |
| +30 mins.    | 0        | 6        | 6        | 253        | 0    | 253        | 0        | 140        | 140        |
| +45 mins.    | 0        | <b>9</b> | <b>9</b> | 210        | 0    | 210        | 0        | 131        | 131        |
| Total Volume | 0        | 25       | 25       | 971        | 0    | 971        | 0        | 567        | 567        |
| % App. Total | 0        | 100      |          | 100        | 0    |            | 0        | 100        |            |
| PHF          | .000     | .694     | .694     | .913       | .000 | .913       | .000     | .864       | .864       |
| Cars         | 0        | 25       | 25       | 955        | 0    | 955        | 0        | 559        | 559        |
| % Cars       | 0        | 100      | 100      | 98.4       | 0    | 98.4       | 0        | 98.6       | 98.6       |
| Trucks       | 0        | 0        | 0        | 16         | 0    | 16         | 0        | 8          | 8          |
| % Trucks     | 0        | 0        | 0        | 1.6        | 0    | 1.6        | 0        | 1.4        | 1.4        |



# Accurate Counts

978-664-2565

N/S Street : E Street  
E/W Street: East Hollis Street  
City/State : Nashua, NH  
Weather : Cloudy

File Name : 18315004  
Site Code : 18315004  
Start Date : 4/10/2018  
Page No : 4

## Groups Printed- Cars

| Start Time  | E St<br>From North |       | East Hollis St<br>From East |       | East Hollis St<br>From West |      | Int. Total |
|-------------|--------------------|-------|-----------------------------|-------|-----------------------------|------|------------|
|             | Left               | Right | Thru                        | Right | Left                        | Thru |            |
| 06:00 AM    | 0                  | 1     | 78                          | 0     | 0                           | 72   | 151        |
| 06:15 AM    | 0                  | 0     | 102                         | 0     | 0                           | 87   | 189        |
| 06:30 AM    | 0                  | 1     | 170                         | 0     | 0                           | 101  | 272        |
| 06:45 AM    | 0                  | 4     | 181                         | 0     | 0                           | 113  | 298        |
| Total       | 0                  | 6     | 531                         | 0     | 0                           | 373  | 910        |
| 07:00 AM    | 0                  | 2     | 184                         | 0     | 0                           | 111  | 297        |
| 07:15 AM    | 0                  | 4     | 238                         | 0     | 0                           | 114  | 356        |
| 07:30 AM    | 0                  | 4     | 261                         | 0     | 0                           | 160  | 425        |
| 07:45 AM    | 0                  | 8     | 250                         | 0     | 0                           | 132  | 390        |
| Total       | 0                  | 18    | 933                         | 0     | 0                           | 517  | 1468       |
| 08:00 AM    | 0                  | 5     | 206                         | 0     | 0                           | 140  | 351        |
| 08:15 AM    | 0                  | 5     | 182                         | 0     | 0                           | 127  | 314        |
| 08:30 AM    | 0                  | 6     | 176                         | 1     | 0                           | 114  | 297        |
| 08:45 AM    | 0                  | 9     | 179                         | 0     | 0                           | 108  | 296        |
| Total       | 0                  | 25    | 743                         | 1     | 0                           | 489  | 1258       |
| Grand Total | 0                  | 49    | 2207                        | 1     | 0                           | 1379 | 3636       |
| Apprch %    | 0                  | 100   | 100                         | 0     | 0                           | 100  |            |
| Total %     | 0                  | 1.3   | 60.7                        | 0     | 0                           | 37.9 |            |

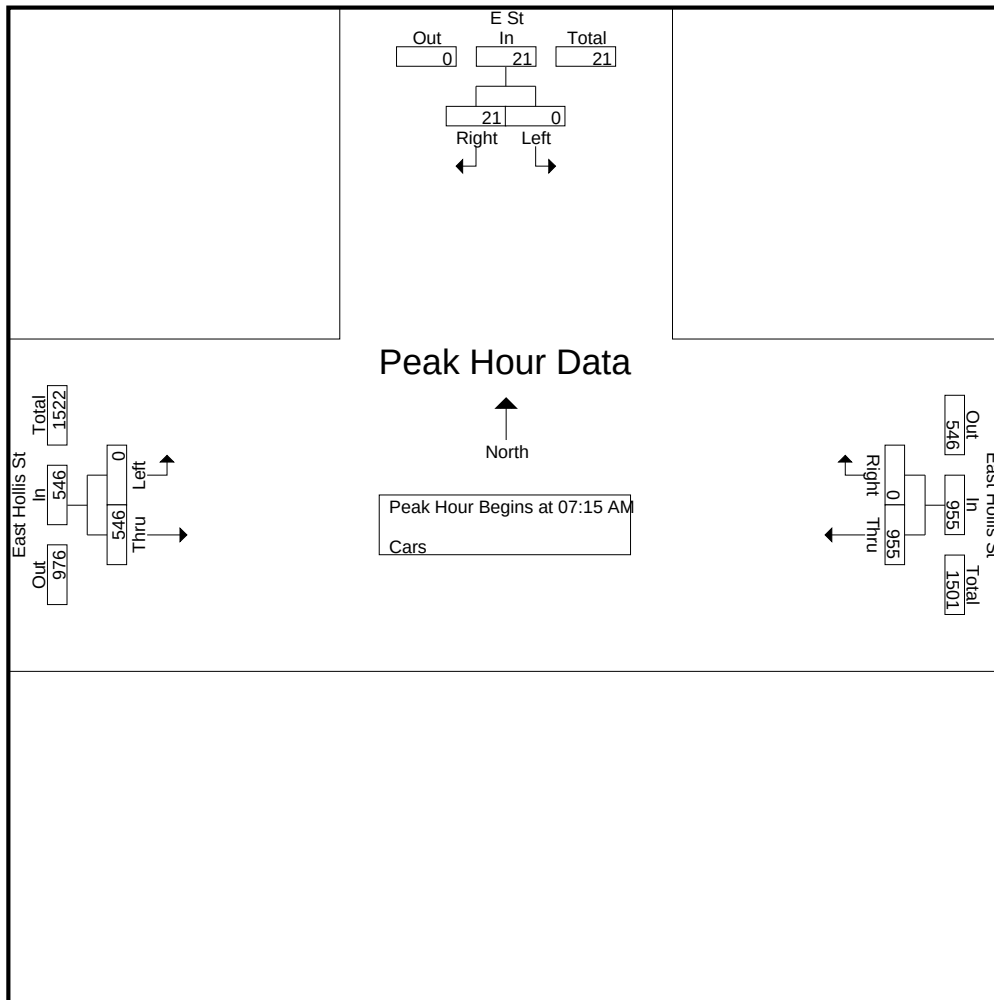
# Accurate Counts

978-664-2565

N/S Street : E Street  
E/W Street: East Hollis Street  
City/State : Nashua, NH  
Weather : Cloudy

File Name : 18315004  
Site Code : 18315004  
Start Date : 4/10/2018  
Page No : 5

|                                                            | E St<br>From North |          |            | East Hollis St<br>From East |       |            | East Hollis St<br>From West |            |            |            |
|------------------------------------------------------------|--------------------|----------|------------|-----------------------------|-------|------------|-----------------------------|------------|------------|------------|
| Start Time                                                 | Left               | Right    | App. Total | Thru                        | Right | App. Total | Left                        | Thru       | App. Total | Int. Total |
| Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1 |                    |          |            |                             |       |            |                             |            |            |            |
| Peak Hour for Entire Intersection Begins at 07:15 AM       |                    |          |            |                             |       |            |                             |            |            |            |
| 07:15 AM                                                   | 0                  | 4        | 4          | 238                         | 0     | 238        | 0                           | 114        | 114        | 356        |
| 07:30 AM                                                   | 0                  | 4        | 4          | <b>261</b>                  | 0     | <b>261</b> | 0                           | <b>160</b> | <b>160</b> | <b>425</b> |
| 07:45 AM                                                   | 0                  | <b>8</b> | <b>8</b>   | 250                         | 0     | 250        | 0                           | 132        | 132        | 390        |
| 08:00 AM                                                   | 0                  | 5        | 5          | 206                         | 0     | 206        | 0                           | 140        | 140        | 351        |
| Total Volume                                               | 0                  | 21       | 21         | 955                         | 0     | 955        | 0                           | 546        | 546        | 1522       |
| % App. Total                                               | 0                  | 100      |            | 100                         | 0     |            | 0                           | 100        |            |            |
| PHF                                                        | .000               | .656     | .656       | .915                        | .000  | .915       | .000                        | .853       | .853       | .895       |



# Accurate Counts

978-664-2565

N/S Street : E Street  
E/W Street: East Hollis Street  
City/State : Nashua, NH  
Weather : Cloudy

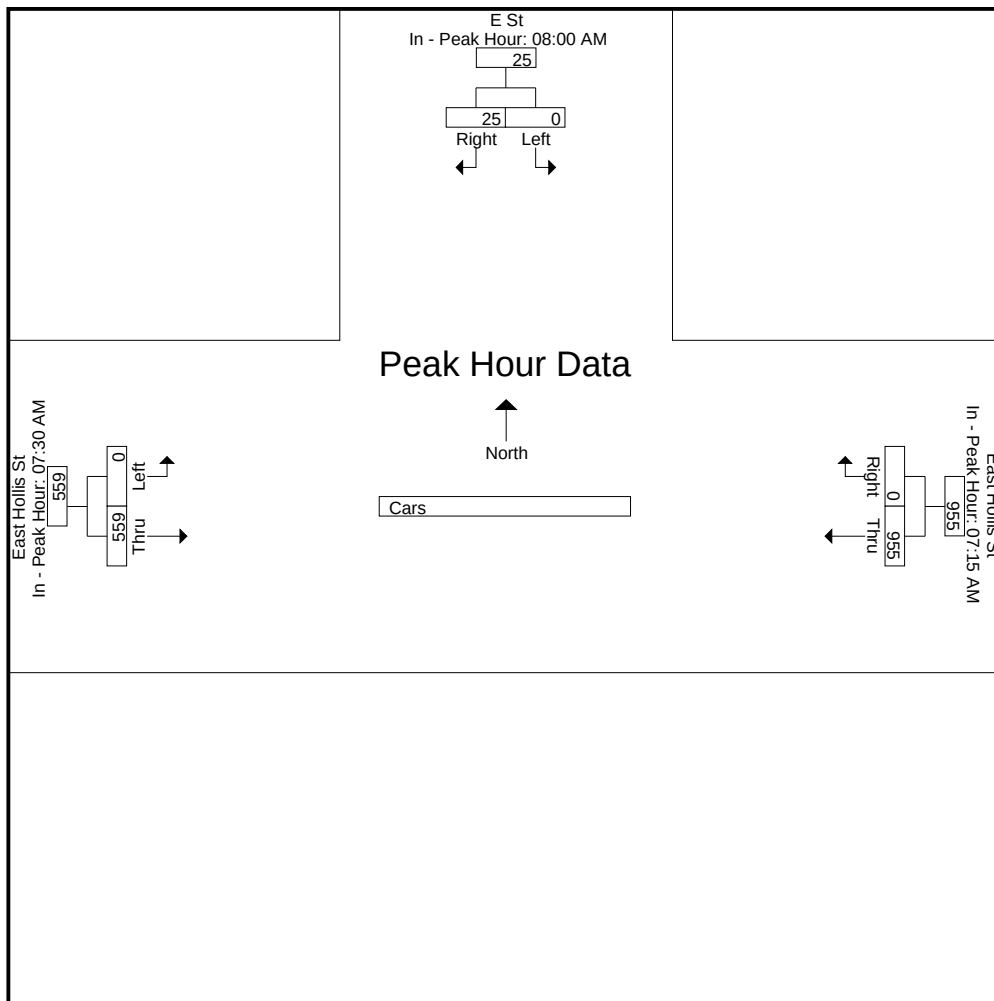
File Name : 18315004  
Site Code : 18315004  
Start Date : 4/10/2018  
Page No : 6

|            | E St<br>From North |       |            | East Hollis St<br>From East |       |            | East Hollis St<br>From West |      |            |            |
|------------|--------------------|-------|------------|-----------------------------|-------|------------|-----------------------------|------|------------|------------|
| Start Time | Left               | Right | App. Total | Thru                        | Right | App. Total | Left                        | Thru | App. Total | Int. Total |

Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

|              | 08:00 AM |          |          | 07:15 AM   |      |            | 07:30 AM |            |            |
|--------------|----------|----------|----------|------------|------|------------|----------|------------|------------|
| +0 mins.     | 0        | 5        | 5        | 238        | 0    | 238        | 0        | <b>160</b> | <b>160</b> |
| +15 mins.    | 0        | 5        | 5        | <b>261</b> | 0    | <b>261</b> | 0        | 132        | 132        |
| +30 mins.    | 0        | 6        | 6        | 250        | 0    | 250        | 0        | 140        | 140        |
| +45 mins.    | 0        | <b>9</b> | <b>9</b> | 206        | 0    | 206        | 0        | 127        | 127        |
| Total Volume | 0        | 25       | 25       | 955        | 0    | 955        | 0        | 559        | 559        |
| % App. Total | 0        | 100      |          | 100        | 0    |            | 0        | 100        |            |
| PHF          | .000     | .694     | .694     | .915       | .000 | .915       | .000     | .873       | .873       |



# Accurate Counts

978-664-2565

N/S Street : E Street  
E/W Street: East Hollis Street  
City/State : Nashua, NH  
Weather : Cloudy

File Name : 18315004  
Site Code : 18315004  
Start Date : 4/10/2018  
Page No : 7

## Groups Printed- Trucks

| Start Time  | E St<br>From North |       | East Hollis St<br>From East |       | East Hollis St<br>From West |      | Int. Total |
|-------------|--------------------|-------|-----------------------------|-------|-----------------------------|------|------------|
|             | Left               | Right | Thru                        | Right | Left                        | Thru |            |
| 06:00 AM    | 0                  | 0     | 1                           | 0     | 0                           | 6    | 7          |
| 06:15 AM    | 0                  | 0     | 1                           | 0     | 0                           | 6    | 7          |
| 06:30 AM    | 0                  | 0     | 1                           | 0     | 0                           | 10   | 11         |
| 06:45 AM    | 0                  | 0     | 1                           | 0     | 0                           | 12   | 13         |
| Total       | 0                  | 0     | 4                           | 0     | 0                           | 34   | 38         |
| 07:00 AM    | 0                  | 0     | 4                           | 0     | 0                           | 4    | 8          |
| 07:15 AM    | 0                  | 0     | 4                           | 0     | 0                           | 2    | 6          |
| 07:30 AM    | 0                  | 0     | 5                           | 0     | 0                           | 4    | 9          |
| 07:45 AM    | 0                  | 0     | 3                           | 0     | 0                           | 0    | 3          |
| Total       | 0                  | 0     | 16                          | 0     | 0                           | 10   | 26         |
| 08:00 AM    | 0                  | 0     | 4                           | 0     | 0                           | 0    | 4          |
| 08:15 AM    | 0                  | 0     | 5                           | 0     | 0                           | 4    | 9          |
| 08:30 AM    | 0                  | 0     | 19                          | 0     | 0                           | 3    | 22         |
| 08:45 AM    | 0                  | 0     | 5                           | 0     | 0                           | 3    | 8          |
| Total       | 0                  | 0     | 33                          | 0     | 0                           | 10   | 43         |
| Grand Total | 0                  | 0     | 53                          | 0     | 0                           | 54   | 107        |
| Apprch %    | 0                  | 0     | 100                         | 0     | 0                           | 100  |            |
| Total %     | 0                  | 0     | 49.5                        | 0     | 0                           | 50.5 |            |

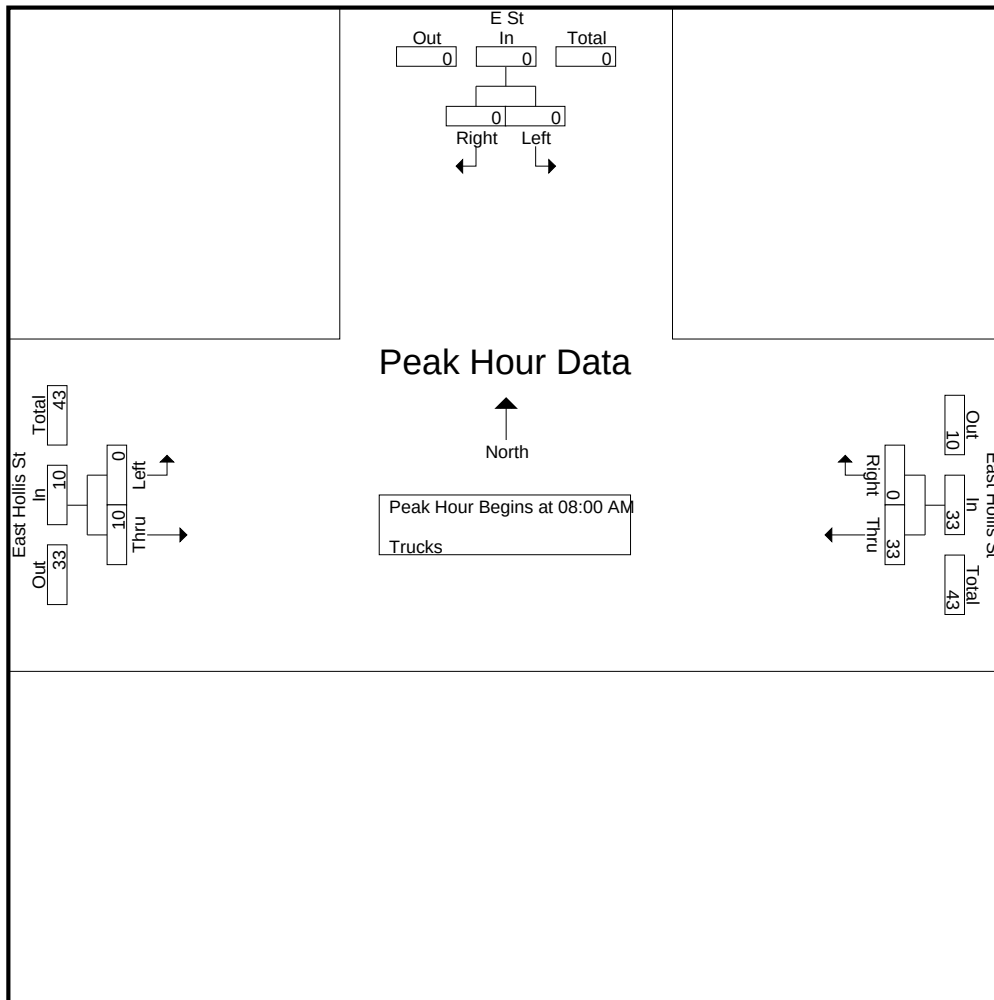
# Accurate Counts

978-664-2565

N/S Street : E Street  
E/W Street: East Hollis Street  
City/State : Nashua, NH  
Weather : Cloudy

File Name : 18315004  
Site Code : 18315004  
Start Date : 4/10/2018  
Page No : 8

|                                                            | E St<br>From North |       |            | East Hollis St<br>From East |       |            | East Hollis St<br>From West |      |            |            |
|------------------------------------------------------------|--------------------|-------|------------|-----------------------------|-------|------------|-----------------------------|------|------------|------------|
| Start Time                                                 | Left               | Right | App. Total | Thru                        | Right | App. Total | Left                        | Thru | App. Total | Int. Total |
| Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1 |                    |       |            |                             |       |            |                             |      |            |            |
| Peak Hour for Entire Intersection Begins at 08:00 AM       |                    |       |            |                             |       |            |                             |      |            |            |
| 08:00 AM                                                   | 0                  | 0     | 0          | 4                           | 0     | 4          | 0                           | 0    | 0          | 4          |
| 08:15 AM                                                   | 0                  | 0     | 0          | 5                           | 0     | 5          | 0                           | 4    | 4          | 9          |
| 08:30 AM                                                   | 0                  | 0     | 0          | 19                          | 0     | 19         | 0                           | 3    | 3          | 22         |
| 08:45 AM                                                   | 0                  | 0     | 0          | 5                           | 0     | 5          | 0                           | 3    | 3          | 8          |
| Total Volume                                               | 0                  | 0     | 0          | 33                          | 0     | 33         | 0                           | 10   | 10         | 43         |
| % App. Total                                               | 0                  | 0     |            | 100                         | 0     |            | 0                           | 100  |            |            |
| PHF                                                        | .000               | .000  | .000       | .434                        | .000  | .434       | .000                        | .625 | .625       | .489       |





# Accurate Counts

978-664-2565

N/S Street : E Street  
E/W Street: East Hollis Street  
City/State : Nashua, NH  
Weather : Cloudy

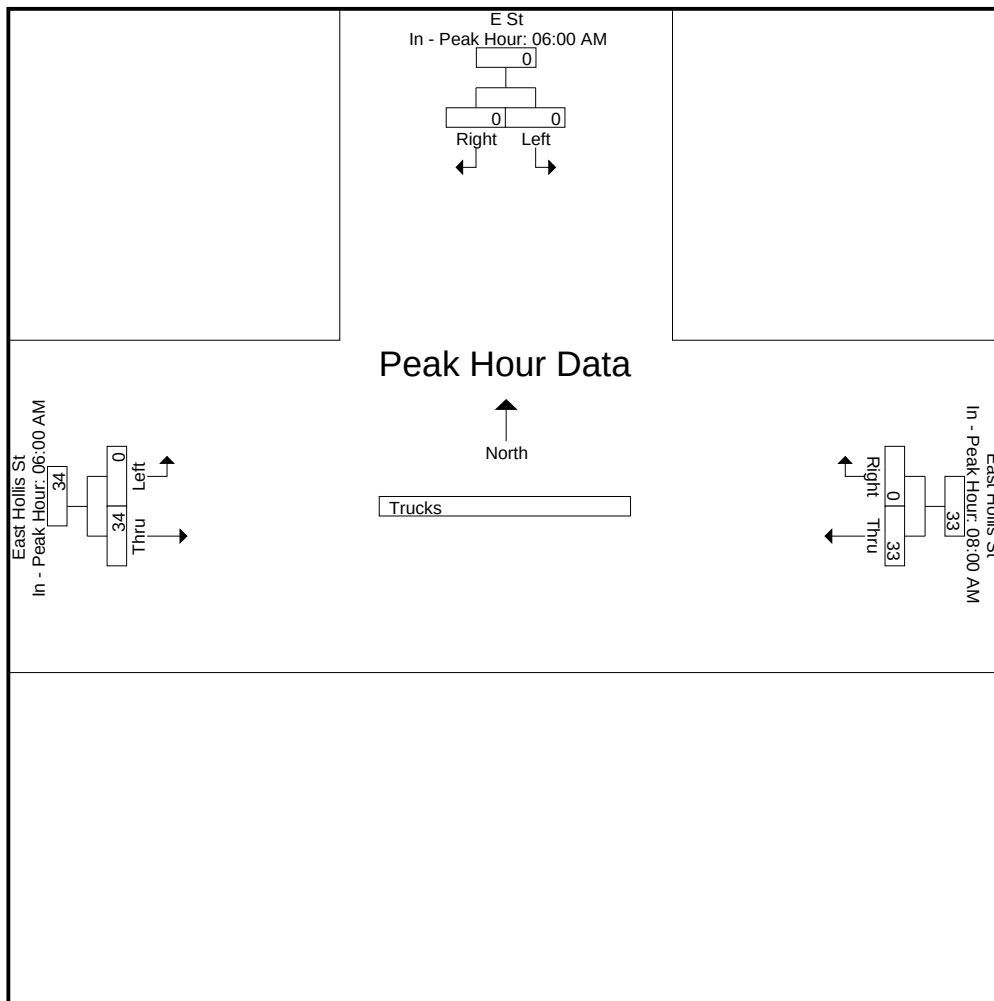
File Name : 18315004  
Site Code : 18315004  
Start Date : 4/10/2018  
Page No : 9

|            | E St<br>From North |       |            | East Hollis St<br>From East |       |            | East Hollis St<br>From West |      |            |            |
|------------|--------------------|-------|------------|-----------------------------|-------|------------|-----------------------------|------|------------|------------|
| Start Time | Left               | Right | App. Total | Thru                        | Right | App. Total | Left                        | Thru | App. Total | Int. Total |

Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

|              | 06:00 AM |      |      | 08:00 AM  |      |           | 06:00 AM |           |           |
|--------------|----------|------|------|-----------|------|-----------|----------|-----------|-----------|
| +0 mins.     | 0        | 0    | 0    | 4         | 0    | 4         | 0        | 6         | 6         |
| +15 mins.    | 0        | 0    | 0    | 5         | 0    | 5         | 0        | 6         | 6         |
| +30 mins.    | 0        | 0    | 0    | <b>19</b> | 0    | <b>19</b> | 0        | 10        | 10        |
| +45 mins.    | 0        | 0    | 0    | 5         | 0    | 5         | 0        | <b>12</b> | <b>12</b> |
| Total Volume | 0        | 0    | 0    | 33        | 0    | 33        | 0        | 34        | 34        |
| % App. Total | 0        | 0    |      | 100       | 0    |           | 0        | 100       |           |
| PHF          | .000     | .000 | .000 | .434      | .000 | .434      | .000     | .708      | .708      |



# Accurate Counts

978-664-2565

N/S Street : E Street  
E/W Street: East Hollis Street  
City/State : Nashua, NH  
Weather : Cloudy

File Name : 18315004  
Site Code : 18315004  
Start Date : 4/10/2018  
Page No : 10

## Groups Printed- Bikes Peds

|             | E St<br>From North |       |      | East Hollis St<br>From East |       |      | East Hollis St<br>From West |      |      |              |              |            |
|-------------|--------------------|-------|------|-----------------------------|-------|------|-----------------------------|------|------|--------------|--------------|------------|
| Start Time  | Left               | Right | Peds | Thru                        | Right | Peds | Left                        | Thru | Peds | Exclu. Total | Inclu. Total | Int. Total |
| 06:00 AM    | 0                  | 0     | 0    | 0                           | 0     | 0    | 0                           | 0    | 0    | 0            | 0            | 0          |
| 06:15 AM    | 0                  | 0     | 0    | 0                           | 0     | 0    | 0                           | 0    | 0    | 0            | 0            | 0          |
| 06:30 AM    | 0                  | 0     | 0    | 0                           | 0     | 0    | 0                           | 0    | 0    | 0            | 0            | 0          |
| 06:45 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          |
| 07:00 AM    | 0                  | 0     | 0    | 0                           | 0     | 0    | 0                           | 1    | 0    | 0            | 1            | 1          |
| 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                           | 1    | 0    | 0            | 1            | 1          |
| 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    | 1                           | 0     | 0    | 0                           | 0    | 0    | 0            | 1            | 1          |
| Total       | 0                  | 0     | 0    | 1                           | 0     | 0    | 0                           | 0    | 0    | 0            | 1            | 1          |
| Grand Total | 0                  | 0     | 0    | 1                           | 0     | 0    | 0                           | 1    | 0    | 0            | 2            | 2          |
| Apprch %    | 0                  | 0     |      | 100                         | 0     |      | 0                           | 100  |      |              |              |            |
| Total %     | 0                  | 0     |      | 50                          | 0     |      | 0                           | 50   |      | 0            | 100          |            |

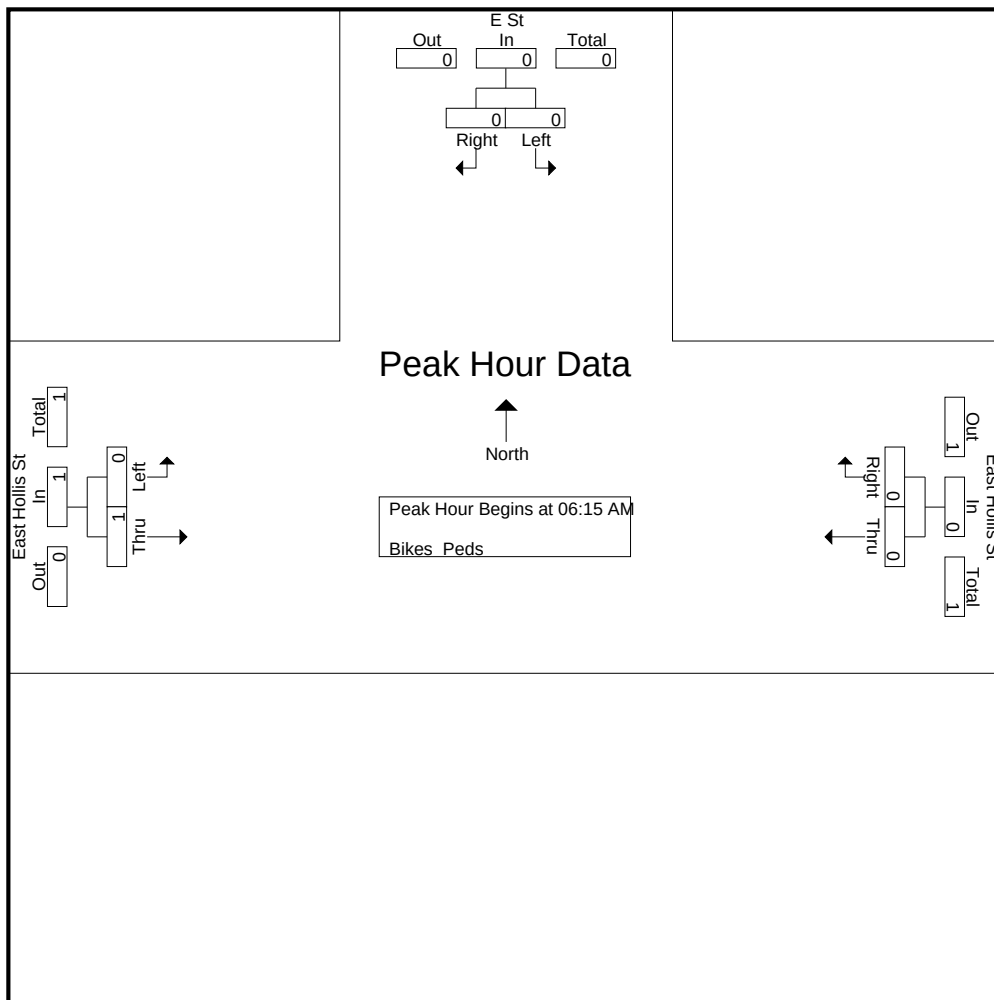
# Accurate Counts

978-664-2565

N/S Street : E Street  
E/W Street: East Hollis Street  
City/State : Nashua, NH  
Weather : Cloudy

File Name : 18315004  
Site Code : 18315004  
Start Date : 4/10/2018  
Page No : 11

|                                                            | E St<br>From North |       |            | East Hollis St<br>From East |       |            | East Hollis St<br>From West |      |            |            |
|------------------------------------------------------------|--------------------|-------|------------|-----------------------------|-------|------------|-----------------------------|------|------------|------------|
| Start Time                                                 | Left               | Right | App. Total | Thru                        | Right | App. Total | Left                        | Thru | App. Total | Int. Total |
| Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1 |                    |       |            |                             |       |            |                             |      |            |            |
| Peak Hour for Entire Intersection Begins at 06:15 AM       |                    |       |            |                             |       |            |                             |      |            |            |
| 06:15 AM                                                   | 0                  | 0     | 0          | 0                           | 0     | 0          | 0                           | 0    | 0          | 0          |
| 06:30 AM                                                   | 0                  | 0     | 0          | 0                           | 0     | 0          | 0                           | 0    | 0          | 0          |
| 06:45 AM                                                   | 0                  | 0     | 0          | 0                           | 0     | 0          | 0                           | 0    | 0          | 0          |
| 07:00 AM                                                   | 0                  | 0     | 0          | 0                           | 0     | 0          | 0                           | 1    | 1          | 1          |
| Total Volume                                               | 0                  | 0     | 0          | 0                           | 0     | 0          | 0                           | 1    | 1          | 1          |
| % App. Total                                               | 0                  | 0     |            | 0                           | 0     |            | 0                           | 100  |            |            |
| PHF                                                        | .000               | .000  | .000       | .000                        | .000  | .000       | .000                        | .250 | .250       | .250       |



# Accurate Counts

978-664-2565

N/S Street : E Street  
E/W Street: East Hollis Street  
City/State : Nashua, NH  
Weather : Cloudy

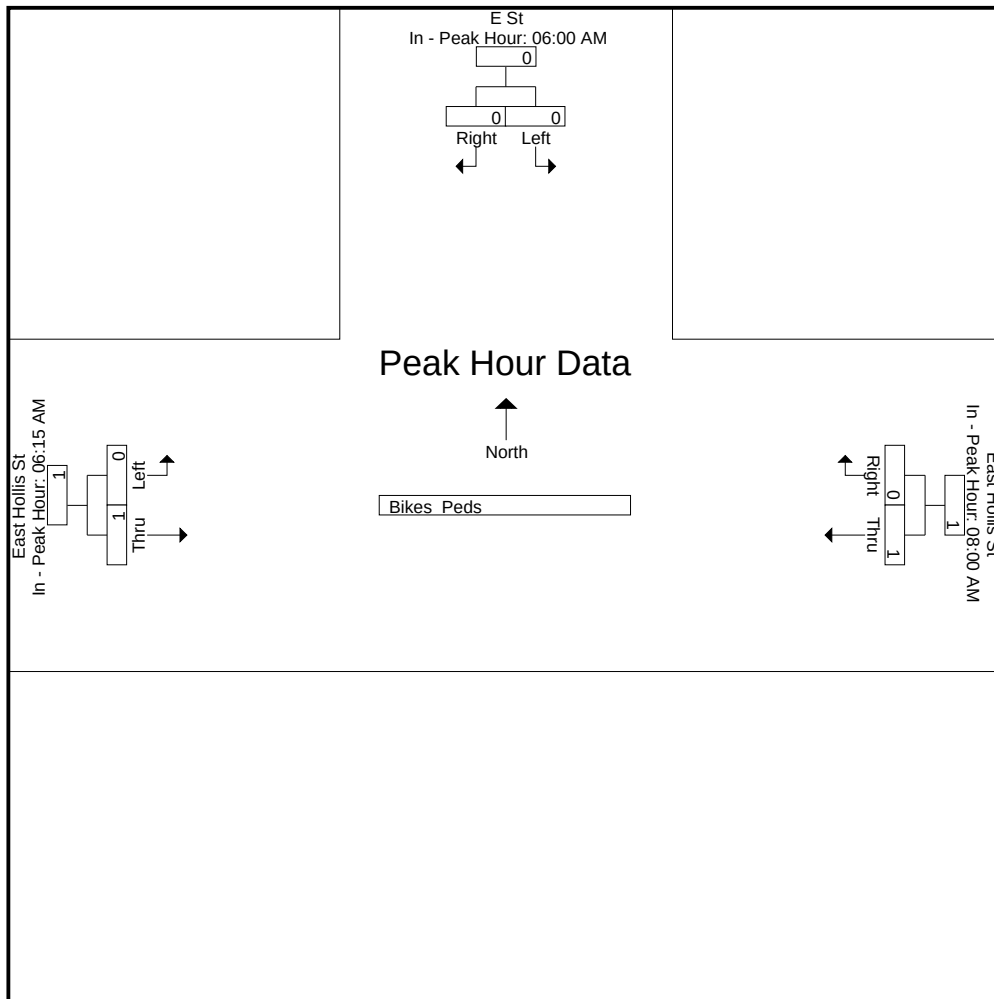
File Name : 18315004  
Site Code : 18315004  
Start Date : 4/10/2018  
Page No : 12

|            | E St<br>From North |       |            | East Hollis St<br>From East |       |            | East Hollis St<br>From West |      |            |            |
|------------|--------------------|-------|------------|-----------------------------|-------|------------|-----------------------------|------|------------|------------|
| Start Time | Left               | Right | App. Total | Thru                        | Right | App. Total | Left                        | Thru | App. Total | Int. Total |

Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

|              | 06:00 AM |      |      | 08:00 AM |      |      | 06:15 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    | 1        | 0    | 1    | 0        | 1    | 1    |
| Total Volume | 0        | 0    | 0    | 1        | 0    | 1    | 0        | 1    | 1    |
| % App. Total | 0        | 0    |      | 100      | 0    |      | 0        | 100  |      |
| PHF          | .000     | .000 | .000 | .250     | .000 | .250 | .000     | .250 | .250 |



# Accurate Counts

978-664-2565

N/S Street : E Street  
E/W Street: East Hollis Street  
City/State : Nashua, NH  
Weather : Cloudy

File Name : 18315004  
Site Code : 18315004  
Start Date : 4/10/2018  
Page No : 1

## Groups Printed- Cars - Trucks

| Start Time  | E St<br>From North |       | East Hollis St<br>From East |       | East Hollis St<br>From West |      | Int. Total |
|-------------|--------------------|-------|-----------------------------|-------|-----------------------------|------|------------|
|             | Left               | Right | Thru                        | Right | Left                        | Thru |            |
| 03:00 PM    | 0                  | 4     | 146                         | 0     | 0                           | 215  | 365        |
| 03:15 PM    | 0                  | 4     | 138                         | 0     | 0                           | 187  | 329        |
| 03:30 PM    | 0                  | 2     | 165                         | 0     | 0                           | 206  | 373        |
| 03:45 PM    | 0                  | 1     | 171                         | 0     | 0                           | 194  | 366        |
| Total       | 0                  | 11    | 620                         | 0     | 0                           | 802  | 1433       |
| 04:00 PM    | 0                  | 3     | 136                         | 0     | 0                           | 266  | 405        |
| 04:15 PM    | 0                  | 2     | 136                         | 0     | 0                           | 246  | 384        |
| 04:30 PM    | 0                  | 9     | 124                         | 0     | 0                           | 261  | 394        |
| 04:45 PM    | 0                  | 4     | 167                         | 0     | 0                           | 248  | 419        |
| Total       | 0                  | 18    | 563                         | 0     | 0                           | 1021 | 1602       |
| 05:00 PM    | 0                  | 2     | 155                         | 0     | 0                           | 262  | 419        |
| 05:15 PM    | 0                  | 4     | 161                         | 0     | 0                           | 290  | 455        |
| 05:30 PM    | 0                  | 2     | 173                         | 0     | 0                           | 244  | 419        |
| 05:45 PM    | 0                  | 2     | 156                         | 0     | 0                           | 249  | 407        |
| Total       | 0                  | 10    | 645                         | 0     | 0                           | 1045 | 1700       |
| Grand Total | 0                  | 39    | 1828                        | 0     | 0                           | 2868 | 4735       |
| Apprch %    | 0                  | 100   | 100                         | 0     | 0                           | 100  |            |
| Total %     | 0                  | 0.8   | 38.6                        | 0     | 0                           | 60.6 |            |
| Cars        | 0                  | 39    | 1782                        | 0     | 0                           | 2852 | 4673       |
| % Cars      | 0                  | 100   | 97.5                        | 0     | 0                           | 99.4 | 98.7       |
| Trucks      | 0                  | 0     | 46                          | 0     | 0                           | 16   | 62         |
| % Trucks    | 0                  | 0     | 2.5                         | 0     | 0                           | 0.6  | 1.3        |

# Accurate Counts

978-664-2565

N/S Street : E Street  
E/W Street: East Hollis Street  
City/State : Nashua, NH  
Weather : Cloudy

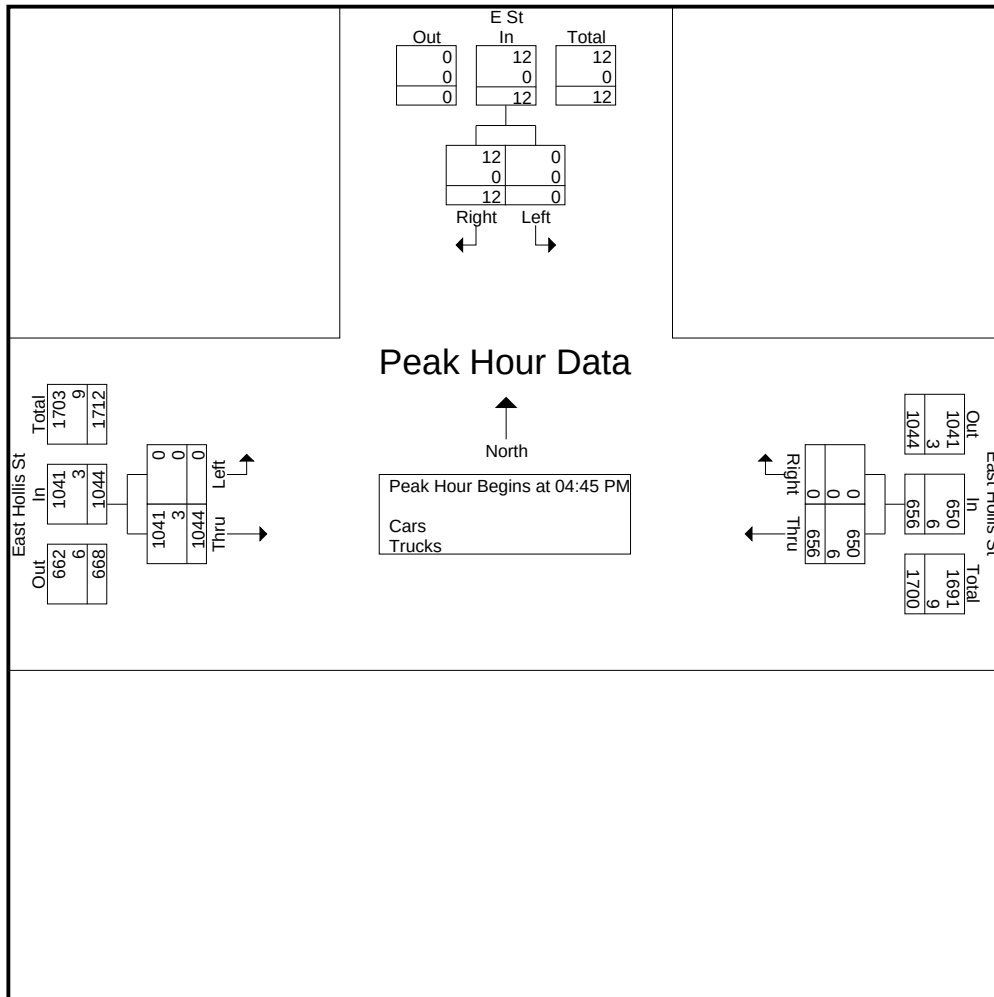
File Name : 18315004  
Site Code : 18315004  
Start Date : 4/10/2018  
Page No : 2

|            | E St<br>From North |       |            | East Hollis St<br>From East |       |            | East Hollis St<br>From West |      |            |            |
|------------|--------------------|-------|------------|-----------------------------|-------|------------|-----------------------------|------|------------|------------|
| Start Time | Left               | Right | App. Total | Thru                        | Right | App. Total | Left                        | Thru | App. Total | Int. Total |

Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:45 PM

|              |      |      |      |      |      |      |      |      |      |      |
|--------------|------|------|------|------|------|------|------|------|------|------|
| 04:45 PM     | 0    | 4    | 4    | 167  | 0    | 167  | 0    | 248  | 248  | 419  |
| 05:00 PM     | 0    | 2    | 2    | 155  | 0    | 155  | 0    | 262  | 262  | 419  |
| 05:15 PM     | 0    | 4    | 4    | 161  | 0    | 161  | 0    | 290  | 290  | 455  |
| 05:30 PM     | 0    | 2    | 2    | 173  | 0    | 173  | 0    | 244  | 244  | 419  |
| Total Volume | 0    | 12   | 12   | 656  | 0    | 656  | 0    | 1044 | 1044 | 1712 |
| % App. Total | 0    | 100  |      | 100  | 0    |      | 0    | 100  |      |      |
| PHF          | .000 | .750 | .750 | .948 | .000 | .948 | .000 | .900 | .900 | .941 |
| Cars         | 0    | 12   | 12   | 650  | 0    | 650  | 0    | 1041 | 1041 | 1703 |
| % Cars       | 0    | 100  | 100  | 99.1 | 0    | 99.1 | 0    | 99.7 | 99.7 | 99.5 |
| Trucks       | 0    | 0    | 0    | 6    | 0    | 6    | 0    | 3    | 3    | 9    |
| % Trucks     | 0    | 0    | 0    | 0.9  | 0    | 0.9  | 0    | 0.3  | 0.3  | 0.5  |



# Accurate Counts

978-664-2565

N/S Street : E Street  
E/W Street: East Hollis Street  
City/State : Nashua, NH  
Weather : Cloudy

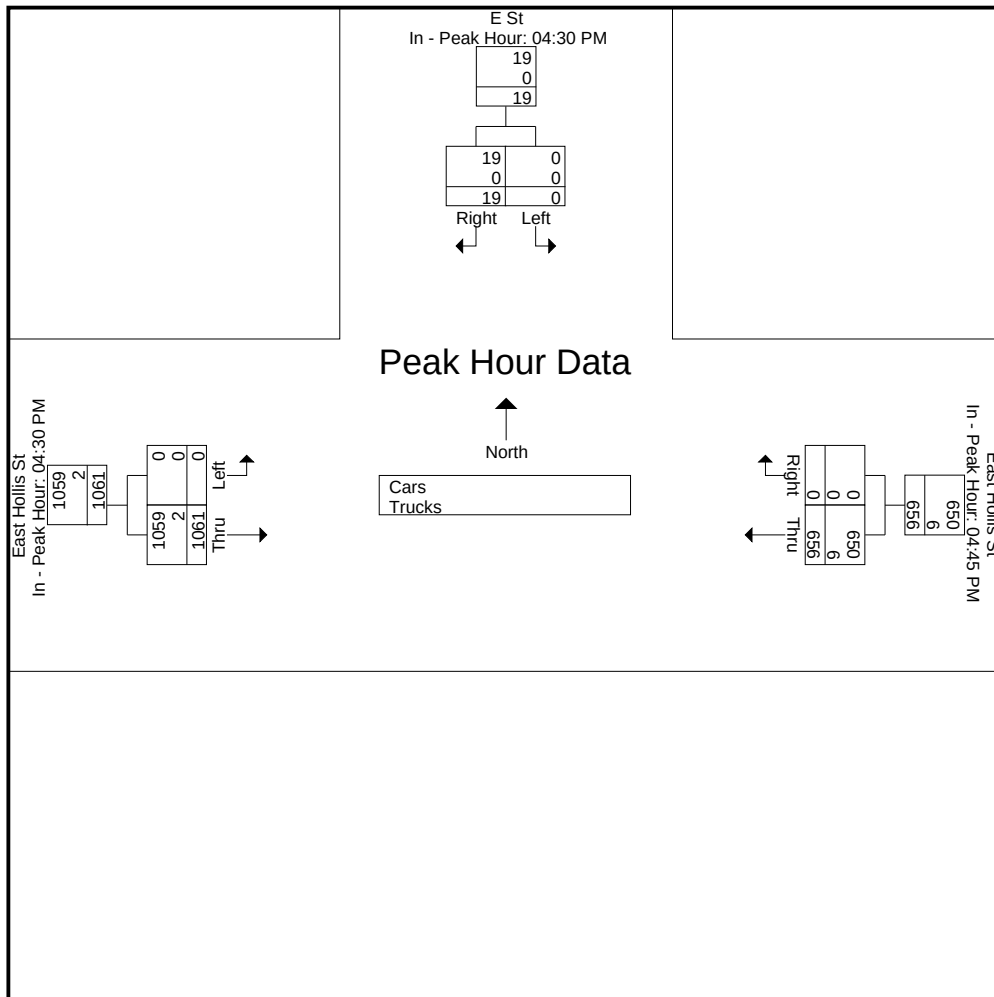
File Name : 18315004  
Site Code : 18315004  
Start Date : 4/10/2018  
Page No : 3

|            | E St<br>From North |       |            | East Hollis St<br>From East |       |            | East Hollis St<br>From West |      |            |            |
|------------|--------------------|-------|------------|-----------------------------|-------|------------|-----------------------------|------|------------|------------|
| Start Time | Left               | Right | App. Total | Thru                        | Right | App. Total | Left                        | Thru | App. Total | Int. Total |

Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

|              | 04:30 PM |      |      | 04:45 PM |      |      | 04:30 PM |      |      |
|--------------|----------|------|------|----------|------|------|----------|------|------|
| +0 mins.     | 0        | 9    | 9    | 167      | 0    | 167  | 0        | 261  | 261  |
| +15 mins.    | 0        | 4    | 4    | 155      | 0    | 155  | 0        | 248  | 248  |
| +30 mins.    | 0        | 2    | 2    | 161      | 0    | 161  | 0        | 262  | 262  |
| +45 mins.    | 0        | 4    | 4    | 173      | 0    | 173  | 0        | 290  | 290  |
| Total Volume | 0        | 19   | 19   | 656      | 0    | 656  | 0        | 1061 | 1061 |
| % App. Total | 0        | 100  |      | 100      | 0    |      | 0        | 100  |      |
| PHF          | .000     | .528 | .528 | .948     | .000 | .948 | .000     | .915 | .915 |
| Cars         | 0        | 19   | 19   | 650      | 0    | 650  | 0        | 1059 | 1059 |
| % Cars       | 0        | 100  | 100  | 99.1     | 0    | 99.1 | 0        | 99.8 | 99.8 |
| Trucks       | 0        | 0    | 0    | 6        | 0    | 6    | 0        | 2    | 2    |
| % Trucks     | 0        | 0    | 0    | 0.9      | 0    | 0.9  | 0        | 0.2  | 0.2  |



# Accurate Counts

978-664-2565

N/S Street : E Street  
E/W Street: East Hollis Street  
City/State : Nashua, NH  
Weather : Cloudy

File Name : 18315004  
Site Code : 18315004  
Start Date : 4/10/2018  
Page No : 4

## Groups Printed- Cars

| Start Time  | E St<br>From North |       | East Hollis St<br>From East |       | East Hollis St<br>From West |      | Int. Total |
|-------------|--------------------|-------|-----------------------------|-------|-----------------------------|------|------------|
|             | Left               | Right | Thru                        | Right | Left                        | Thru |            |
| 03:00 PM    | 0                  | 4     | 145                         | 0     | 0                           | 214  | 363        |
| 03:15 PM    | 0                  | 4     | 134                         | 0     | 0                           | 185  | 323        |
| 03:30 PM    | 0                  | 2     | 161                         | 0     | 0                           | 203  | 366        |
| 03:45 PM    | 0                  | 1     | 152                         | 0     | 0                           | 192  | 345        |
| Total       | 0                  | 11    | 592                         | 0     | 0                           | 794  | 1397       |
| 04:00 PM    | 0                  | 3     | 130                         | 0     | 0                           | 264  | 397        |
| 04:15 PM    | 0                  | 2     | 133                         | 0     | 0                           | 245  | 380        |
| 04:30 PM    | 0                  | 9     | 123                         | 0     | 0                           | 260  | 392        |
| 04:45 PM    | 0                  | 4     | 166                         | 0     | 0                           | 248  | 418        |
| Total       | 0                  | 18    | 552                         | 0     | 0                           | 1017 | 1587       |
| 05:00 PM    | 0                  | 2     | 153                         | 0     | 0                           | 262  | 417        |
| 05:15 PM    | 0                  | 4     | 160                         | 0     | 0                           | 289  | 453        |
| 05:30 PM    | 0                  | 2     | 171                         | 0     | 0                           | 242  | 415        |
| 05:45 PM    | 0                  | 2     | 154                         | 0     | 0                           | 248  | 404        |
| Total       | 0                  | 10    | 638                         | 0     | 0                           | 1041 | 1689       |
| Grand Total | 0                  | 39    | 1782                        | 0     | 0                           | 2852 | 4673       |
| Apprch %    | 0                  | 100   | 100                         | 0     | 0                           | 100  |            |
| Total %     | 0                  | 0.8   | 38.1                        | 0     | 0                           | 61   |            |



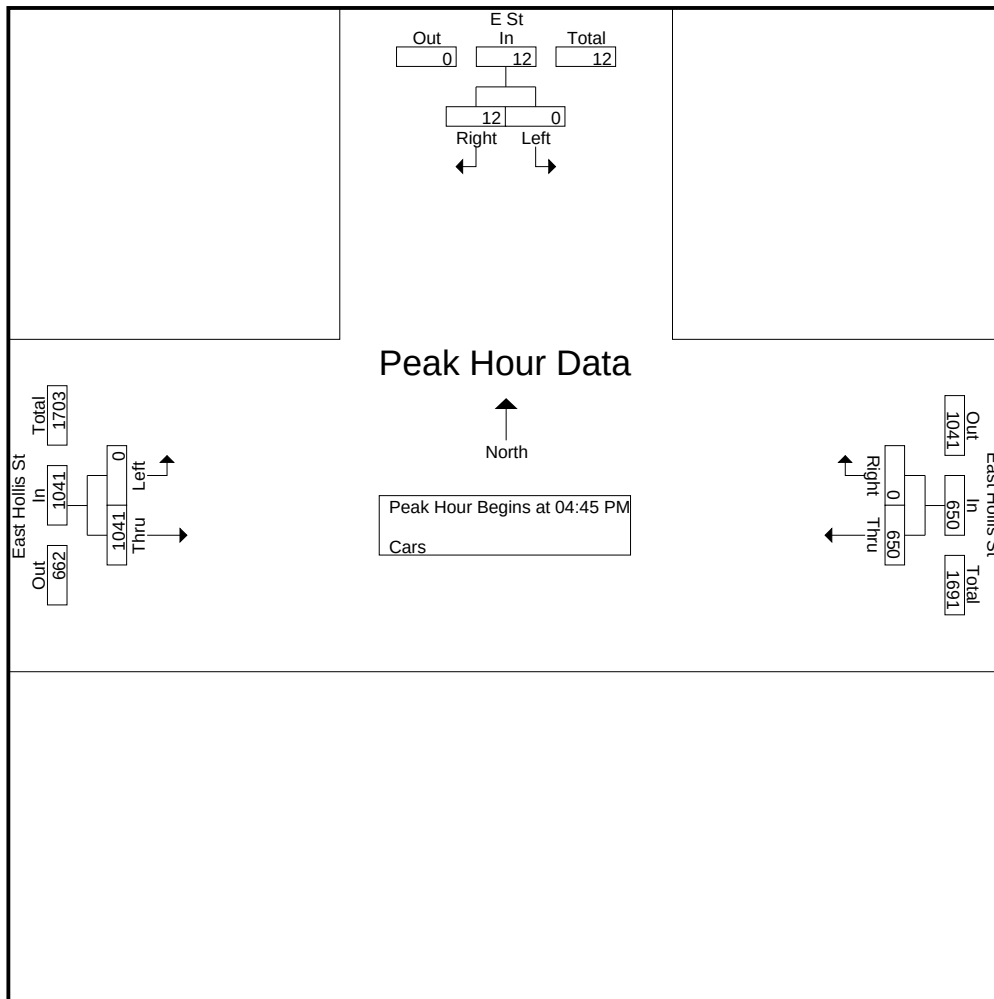
# Accurate Counts

978-664-2565

N/S Street : E Street  
E/W Street: East Hollis Street  
City/State : Nashua, NH  
Weather : Cloudy

File Name : 18315004  
Site Code : 18315004  
Start Date : 4/10/2018  
Page No : 5

|                                                            | E St<br>From North |       |            | East Hollis St<br>From East |       |            | East Hollis St<br>From West |      |            |            |
|------------------------------------------------------------|--------------------|-------|------------|-----------------------------|-------|------------|-----------------------------|------|------------|------------|
| Start Time                                                 | Left               | Right | App. Total | Thru                        | Right | App. Total | Left                        | Thru | App. Total | Int. Total |
| Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1 |                    |       |            |                             |       |            |                             |      |            |            |
| Peak Hour for Entire Intersection Begins at 04:45 PM       |                    |       |            |                             |       |            |                             |      |            |            |
| 04:45 PM                                                   | 0                  | 4     | 4          | 166                         | 0     | 166        | 0                           | 248  | 248        | 418        |
| 05:00 PM                                                   | 0                  | 2     | 2          | 153                         | 0     | 153        | 0                           | 262  | 262        | 417        |
| 05:15 PM                                                   | 0                  | 4     | 4          | 160                         | 0     | 160        | 0                           | 289  | 289        | 453        |
| 05:30 PM                                                   | 0                  | 2     | 2          | 171                         | 0     | 171        | 0                           | 242  | 242        | 415        |
| Total Volume                                               | 0                  | 12    | 12         | 650                         | 0     | 650        | 0                           | 1041 | 1041       | 1703       |
| % App. Total                                               | 0                  | 100   |            | 100                         | 0     |            | 0                           | 100  |            |            |
| PHF                                                        | .000               | .750  | .750       | .950                        | .000  | .950       | .000                        | .901 | .901       | .940       |



# Accurate Counts

978-664-2565

N/S Street : E Street  
E/W Street: East Hollis Street  
City/State : Nashua, NH  
Weather : Cloudy

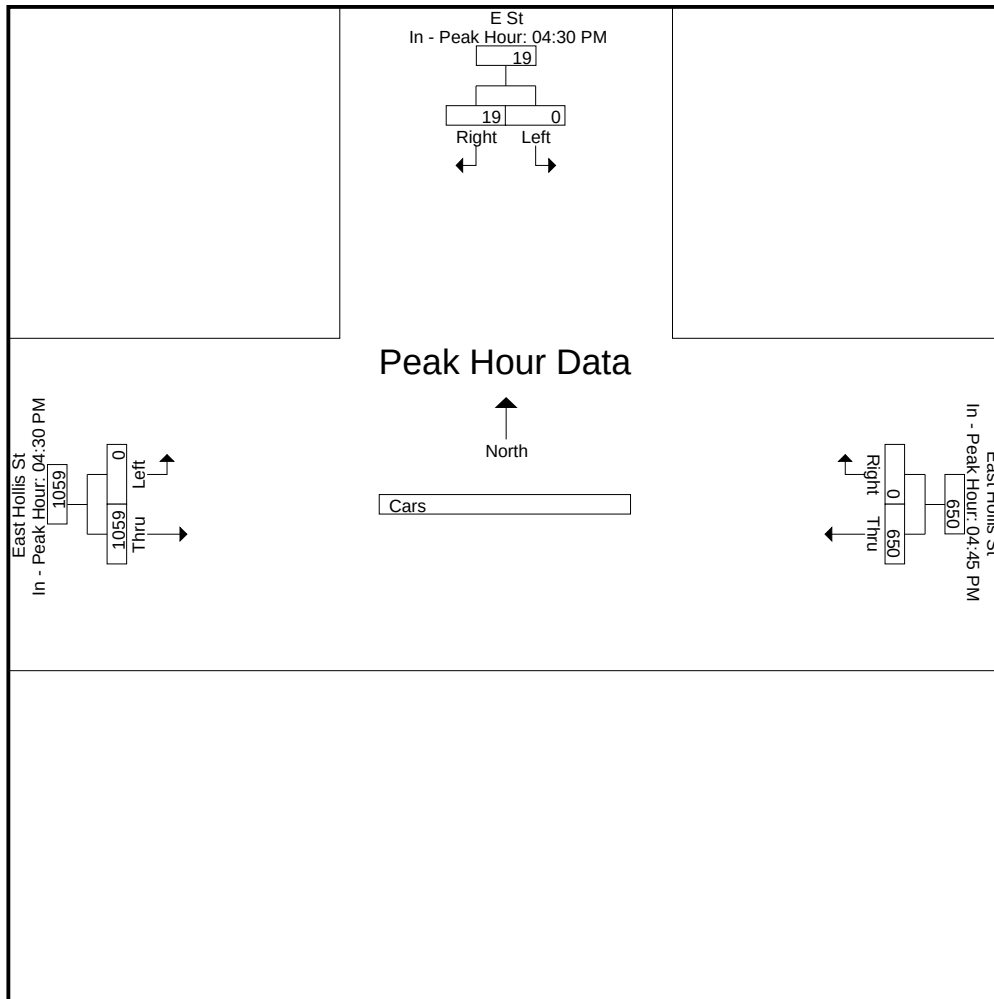
File Name : 18315004  
Site Code : 18315004  
Start Date : 4/10/2018  
Page No : 6

|            | E St<br>From North |       |            | East Hollis St<br>From East |       |            | East Hollis St<br>From West |      |            |            |
|------------|--------------------|-------|------------|-----------------------------|-------|------------|-----------------------------|------|------------|------------|
| Start Time | Left               | Right | App. Total | Thru                        | Right | App. Total | Left                        | Thru | App. Total | Int. Total |

Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

|              | 04:30 PM |      |      | 04:45 PM |      |      | 04:30 PM |      |      |
|--------------|----------|------|------|----------|------|------|----------|------|------|
| +0 mins.     | 0        | 9    | 9    | 166      | 0    | 166  | 0        | 260  | 260  |
| +15 mins.    | 0        | 4    | 4    | 153      | 0    | 153  | 0        | 248  | 248  |
| +30 mins.    | 0        | 2    | 2    | 160      | 0    | 160  | 0        | 262  | 262  |
| +45 mins.    | 0        | 4    | 4    | 171      | 0    | 171  | 0        | 289  | 289  |
| Total Volume | 0        | 19   | 19   | 650      | 0    | 650  | 0        | 1059 | 1059 |
| % App. Total | 0        | 100  |      | 100      | 0    |      | 0        | 100  |      |
| PHF          | .000     | .528 | .528 | .950     | .000 | .950 | .000     | .916 | .916 |



# Accurate Counts

978-664-2565

N/S Street : E Street  
E/W Street: East Hollis Street  
City/State : Nashua, NH  
Weather : Cloudy

File Name : 18315004  
Site Code : 18315004  
Start Date : 4/10/2018  
Page No : 7

## Groups Printed- Trucks

| Start Time  | E St<br>From North |       | East Hollis St<br>From East |       | East Hollis St<br>From West |      | Int. Total |
|-------------|--------------------|-------|-----------------------------|-------|-----------------------------|------|------------|
|             | Left               | Right | Thru                        | Right | Left                        | Thru |            |
| 03:00 PM    | 0                  | 0     | 1                           | 0     | 0                           | 1    | 2          |
| 03:15 PM    | 0                  | 0     | 4                           | 0     | 0                           | 2    | 6          |
| 03:30 PM    | 0                  | 0     | 4                           | 0     | 0                           | 3    | 7          |
| 03:45 PM    | 0                  | 0     | 19                          | 0     | 0                           | 2    | 21         |
| Total       | 0                  | 0     | 28                          | 0     | 0                           | 8    | 36         |
| 04:00 PM    | 0                  | 0     | 6                           | 0     | 0                           | 2    | 8          |
| 04:15 PM    | 0                  | 0     | 3                           | 0     | 0                           | 1    | 4          |
| 04:30 PM    | 0                  | 0     | 1                           | 0     | 0                           | 1    | 2          |
| 04:45 PM    | 0                  | 0     | 1                           | 0     | 0                           | 0    | 1          |
| Total       | 0                  | 0     | 11                          | 0     | 0                           | 4    | 15         |
| 05:00 PM    | 0                  | 0     | 2                           | 0     | 0                           | 0    | 2          |
| 05:15 PM    | 0                  | 0     | 1                           | 0     | 0                           | 1    | 2          |
| 05:30 PM    | 0                  | 0     | 2                           | 0     | 0                           | 2    | 4          |
| 05:45 PM    | 0                  | 0     | 2                           | 0     | 0                           | 1    | 3          |
| Total       | 0                  | 0     | 7                           | 0     | 0                           | 4    | 11         |
| Grand Total | 0                  | 0     | 46                          | 0     | 0                           | 16   | 62         |
| Apprch %    | 0                  | 0     | 100                         | 0     | 0                           | 100  |            |
| Total %     | 0                  | 0     | 74.2                        | 0     | 0                           | 25.8 |            |

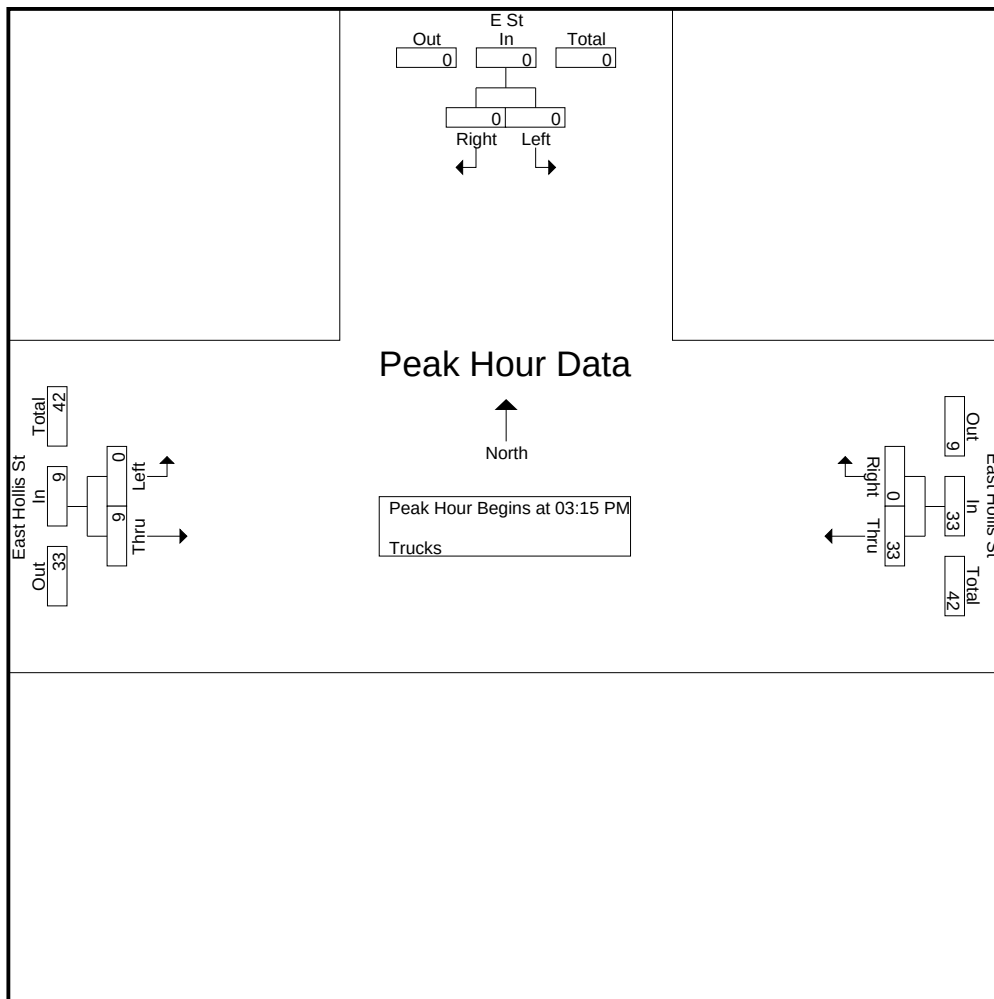
# Accurate Counts

978-664-2565

N/S Street : E Street  
E/W Street: East Hollis Street  
City/State : Nashua, NH  
Weather : Cloudy

File Name : 18315004  
Site Code : 18315004  
Start Date : 4/10/2018  
Page No : 8

|                                                            | E St<br>From North |       |            | East Hollis St<br>From East |       |            | East Hollis St<br>From West |          |            |            |
|------------------------------------------------------------|--------------------|-------|------------|-----------------------------|-------|------------|-----------------------------|----------|------------|------------|
| Start Time                                                 | Left               | Right | App. Total | Thru                        | Right | App. Total | Left                        | Thru     | App. Total | Int. Total |
| Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1 |                    |       |            |                             |       |            |                             |          |            |            |
| Peak Hour for Entire Intersection Begins at 03:15 PM       |                    |       |            |                             |       |            |                             |          |            |            |
| 03:15 PM                                                   | 0                  | 0     | 0          | 4                           | 0     | 4          | 0                           | 2        | 2          | 6          |
| 03:30 PM                                                   | 0                  | 0     | 0          | 4                           | 0     | 4          | 0                           | <b>3</b> | <b>3</b>   | 7          |
| 03:45 PM                                                   | 0                  | 0     | 0          | <b>19</b>                   | 0     | <b>19</b>  | 0                           | 2        | 2          | <b>21</b>  |
| 04:00 PM                                                   | 0                  | 0     | 0          | 6                           | 0     | 6          | 0                           | 2        | 2          | 8          |
| Total Volume                                               | 0                  | 0     | 0          | 33                          | 0     | 33         | 0                           | 9        | 9          | 42         |
| % App. Total                                               | 0                  | 0     |            | 100                         | 0     |            | 0                           | 100      |            |            |
| PHF                                                        | .000               | .000  | .000       | .434                        | .000  | .434       | .000                        | .750     | .750       | .500       |



# Accurate Counts

978-664-2565

N/S Street : E Street  
E/W Street: East Hollis Street  
City/State : Nashua, NH  
Weather : Cloudy

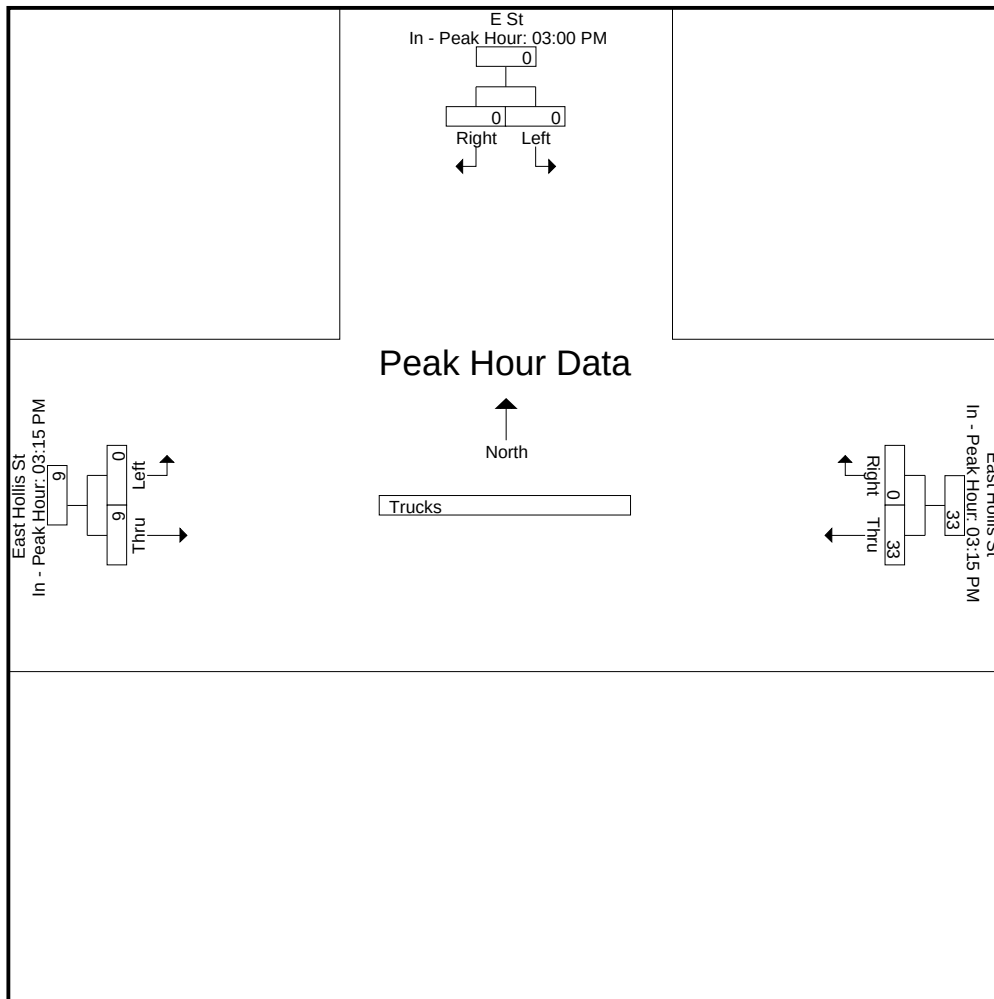
File Name : 18315004  
Site Code : 18315004  
Start Date : 4/10/2018  
Page No : 9

|            | E St<br>From North |       |            | East Hollis St<br>From East |       |            | East Hollis St<br>From West |      |            |            |
|------------|--------------------|-------|------------|-----------------------------|-------|------------|-----------------------------|------|------------|------------|
| Start Time | Left               | Right | App. Total | Thru                        | Right | App. Total | Left                        | Thru | App. Total | Int. Total |

Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

|              | 03:00 PM |      |      | 03:15 PM  |      |           | 03:15 PM |          |          |
|--------------|----------|------|------|-----------|------|-----------|----------|----------|----------|
| +0 mins.     | 0        | 0    | 0    | 4         | 0    | 4         | 0        | 2        | 2        |
| +15 mins.    | 0        | 0    | 0    | 4         | 0    | 4         | 0        | <b>3</b> | <b>3</b> |
| +30 mins.    | 0        | 0    | 0    | <b>19</b> | 0    | <b>19</b> | 0        | 2        | 2        |
| +45 mins.    | 0        | 0    | 0    | 6         | 0    | 6         | 0        | 2        | 2        |
| Total Volume | 0        | 0    | 0    | 33        | 0    | 33        | 0        | 9        | 9        |
| % App. Total | 0        | 0    |      | 100       | 0    |           | 0        | 100      |          |
| PHF          | .000     | .000 | .000 | .434      | .000 | .434      | .000     | .750     | .750     |



# Accurate Counts

978-664-2565

N/S Street : E Street  
E/W Street: East Hollis Street  
City/State : Nashua, NH  
Weather : Cloudy

File Name : 18315004  
Site Code : 18315004  
Start Date : 4/10/2018  
Page No : 10

## Groups Printed- Bikes Peds

|             | E St<br>From North |       |      | East Hollis St<br>From East |       |      | East Hollis St<br>From West |      |      |              |              |            |
|-------------|--------------------|-------|------|-----------------------------|-------|------|-----------------------------|------|------|--------------|--------------|------------|
| Start Time  | Left               | Right | Peds | Thru                        | Right | Peds | Left                        | Thru | Peds | Exclu. Total | Inclu. Total | Int. Total |
| 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    | 1                           | 0     | 0    | 0                           | 0    | 0    | 0            | 1            | 1          |
| Total       | 0                  | 0     | 0    | 1                           | 0     | 0    | 0                           | 0    | 0    | 0            | 1            | 1          |
| 04:00 PM    | 0                  | 0     | 0    | 0                           | 0     | 0    | 0                           | 0    | 0    | 0            | 0            | 0          |
| 04:15 PM    | 0                  | 0     | 0    | 1                           | 0     | 0    | 0                           | 0    | 0    | 0            | 1            | 1          |
| 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    | 1                           | 0     | 0    | 0                           | 0    | 0    | 0            | 1            | 1          |
| 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    | 1    | 1            | 0            | 1          |
| 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    | 1    | 1            | 0            | 1          |
| Grand Total | 0                  | 0     | 0    | 2                           | 0     | 0    | 0                           | 0    | 1    | 1            | 2            | 3          |
| Apprch %    | 0                  | 0     |      | 100                         | 0     |      | 0                           | 0    |      |              |              |            |
| Total %     | 0                  | 0     |      | 100                         | 0     |      | 0                           | 0    |      | 33.3         | 66.7         |            |

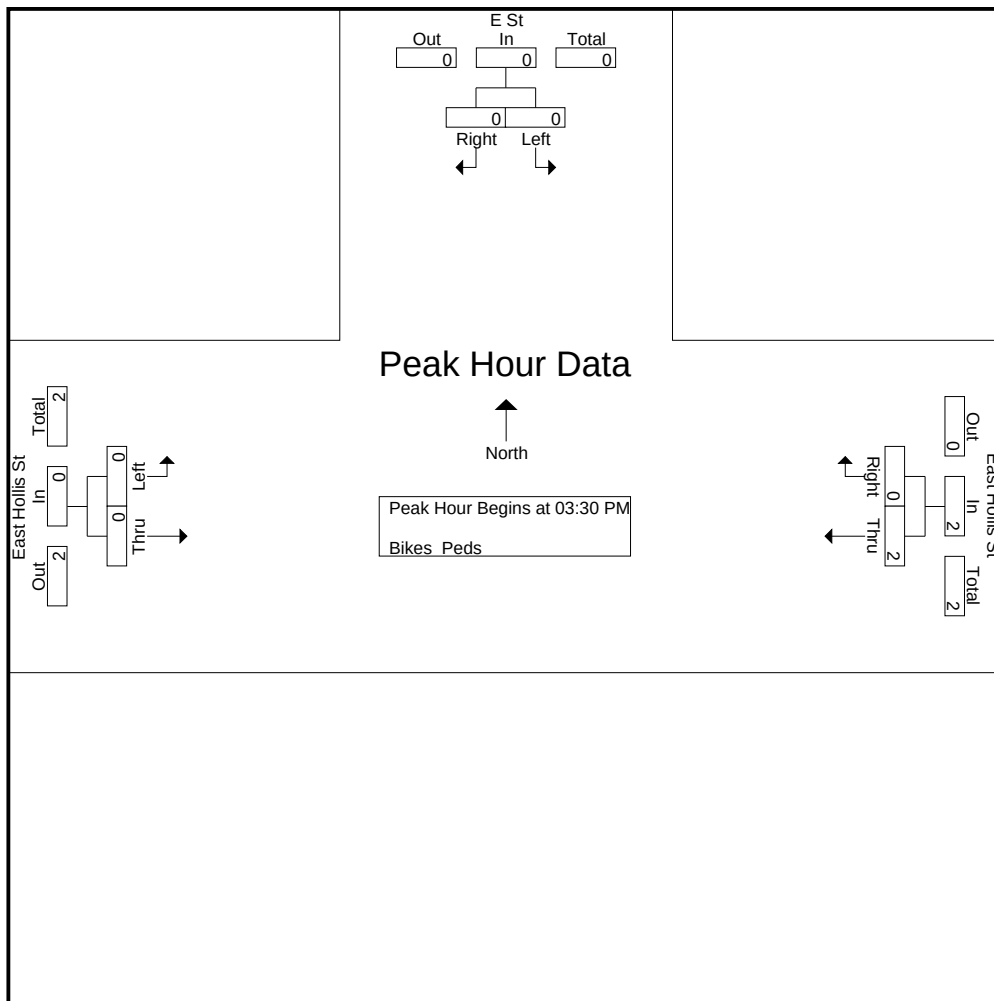
# Accurate Counts

978-664-2565

N/S Street : E Street  
E/W Street: East Hollis Street  
City/State : Nashua, NH  
Weather : Cloudy

File Name : 18315004  
Site Code : 18315004  
Start Date : 4/10/2018  
Page No : 11

|                                                            | E St<br>From North |       |            | East Hollis St<br>From East |       |            | East Hollis St<br>From West |      |            |            |
|------------------------------------------------------------|--------------------|-------|------------|-----------------------------|-------|------------|-----------------------------|------|------------|------------|
| Start Time                                                 | Left               | Right | App. Total | Thru                        | Right | App. Total | Left                        | Thru | App. Total | Int. Total |
| Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1 |                    |       |            |                             |       |            |                             |      |            |            |
| Peak Hour for Entire Intersection Begins at 03:30 PM       |                    |       |            |                             |       |            |                             |      |            |            |
| 03:30 PM                                                   | 0                  | 0     | 0          | 0                           | 0     | 0          | 0                           | 0    | 0          | 0          |
| 03:45 PM                                                   | 0                  | 0     | 0          | 1                           | 0     | 1          | 0                           | 0    | 0          | 1          |
| 04:00 PM                                                   | 0                  | 0     | 0          | 0                           | 0     | 0          | 0                           | 0    | 0          | 0          |
| 04:15 PM                                                   | 0                  | 0     | 0          | 1                           | 0     | 1          | 0                           | 0    | 0          | 1          |
| Total Volume                                               | 0                  | 0     | 0          | 2                           | 0     | 2          | 0                           | 0    | 0          | 2          |
| % App. Total                                               | 0                  | 0     |            | 100                         | 0     |            | 0                           | 0    |            |            |
| PHF                                                        | .000               | .000  | .000       | .500                        | .000  | .500       | .000                        | .000 | .000       | .500       |



# Accurate Counts

978-664-2565

N/S Street : E Street  
E/W Street: East Hollis Street  
City/State : Nashua, NH  
Weather : Cloudy

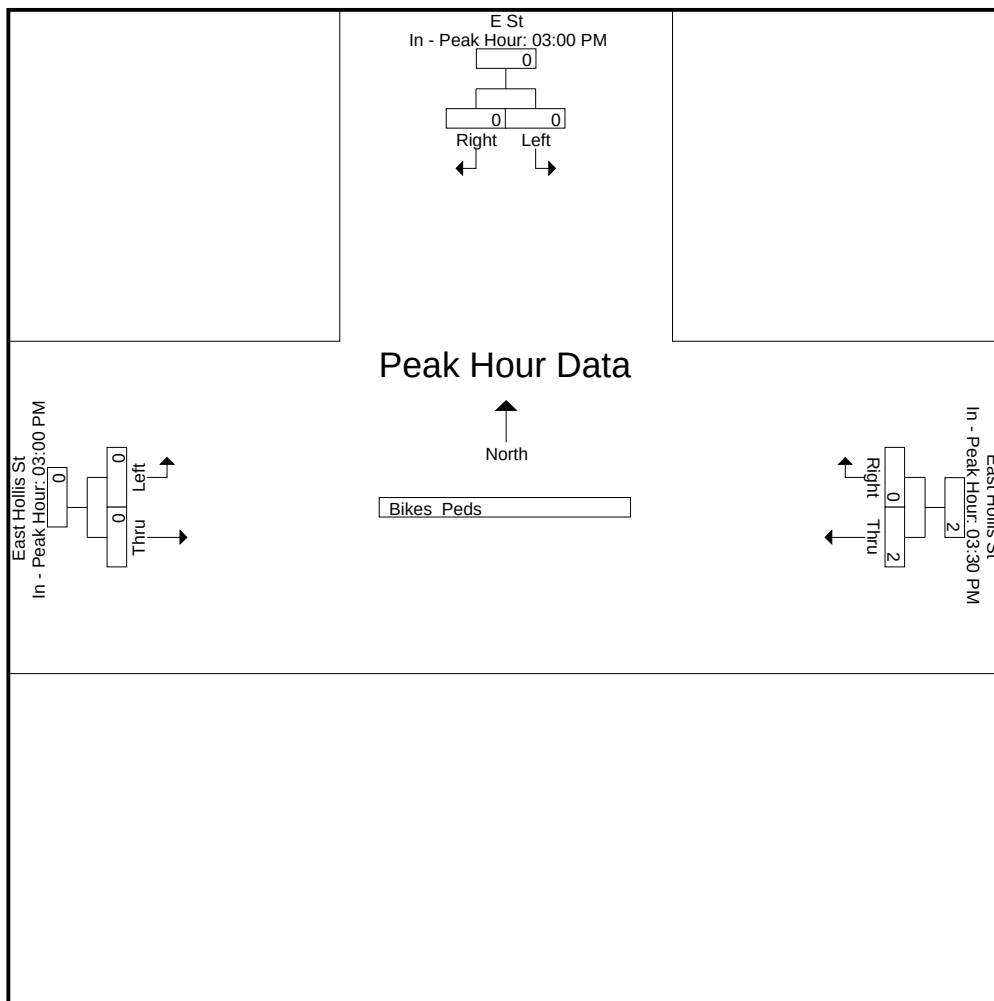
File Name : 18315004  
Site Code : 18315004  
Start Date : 4/10/2018  
Page No : 12

|            | E St<br>From North |       |            | East Hollis St<br>From East |       |            | East Hollis St<br>From West |      |            |            |
|------------|--------------------|-------|------------|-----------------------------|-------|------------|-----------------------------|------|------------|------------|
| Start Time | Left               | Right | App. Total | Thru                        | Right | App. Total | Left                        | Thru | App. Total | Int. Total |

Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

|              | 03:00 PM |      |      | 03:30 PM |      |          | 03:00 PM |      |      |
|--------------|----------|------|------|----------|------|----------|----------|------|------|
| +0 mins.     | 0        | 0    | 0    | 0        | 0    | 0        | 0        | 0    | 0    |
| +15 mins.    | 0        | 0    | 0    | <b>1</b> | 0    | <b>1</b> | 0        | 0    | 0    |
| +30 mins.    | 0        | 0    | 0    | 0        | 0    | 0        | 0        | 0    | 0    |
| +45 mins.    | 0        | 0    | 0    | 1        | 0    | 1        | 0        | 0    | 0    |
| Total Volume | 0        | 0    | 0    | 2        | 0    | 2        | 0        | 0    | 0    |
| % App. Total | 0        | 0    |      | 100      | 0    |          | 0        | 0    |      |
| PHF          | .000     | .000 | .000 | .500     | .000 | .500     | .000     | .000 | .000 |





# Accurate Counts

978-664-2565

N/S Street : C Street  
E/W Street: Bridge Street  
City/State : Nashua, NH  
Weather : Cloudy

File Name : 18315005  
Site Code : 18315005  
Start Date : 4/10/2018  
Page No : 1

## Groups Printed- Cars - Trucks

|             | Bridge St<br>From East |      | C St<br>From South |       | Bridge St<br>From West |       |            |
|-------------|------------------------|------|--------------------|-------|------------------------|-------|------------|
| Start Time  | Left                   | Thru | Left               | Right | Thru                   | Right | Int. Total |
| 06:00 AM    | 0                      | 86   | 1                  | 0     | 62                     | 2     | 151        |
| 06:15 AM    | 4                      | 129  | 1                  | 2     | 82                     | 1     | 219        |
| 06:30 AM    | 1                      | 184  | 1                  | 0     | 119                    | 2     | 307        |
| 06:45 AM    | 0                      | 222  | 0                  | 0     | 123                    | 1     | 346        |
| Total       | 5                      | 621  | 3                  | 2     | 386                    | 6     | 1023       |
| 07:00 AM    | 0                      | 211  | 1                  | 3     | 126                    | 0     | 341        |
| 07:15 AM    | 4                      | 205  | 1                  | 0     | 126                    | 3     | 339        |
| 07:30 AM    | 2                      | 259  | 1                  | 2     | 126                    | 4     | 394        |
| 07:45 AM    | 3                      | 255  | 4                  | 3     | 122                    | 1     | 388        |
| Total       | 9                      | 930  | 7                  | 8     | 500                    | 8     | 1462       |
| 08:00 AM    | 2                      | 223  | 3                  | 1     | 129                    | 2     | 360        |
| 08:15 AM    | 0                      | 203  | 3                  | 3     | 133                    | 1     | 343        |
| 08:30 AM    | 0                      | 196  | 1                  | 3     | 122                    | 2     | 324        |
| 08:45 AM    | 2                      | 177  | 1                  | 1     | 121                    | 1     | 303        |
| Total       | 4                      | 799  | 8                  | 8     | 505                    | 6     | 1330       |
| Grand Total | 18                     | 2350 | 18                 | 18    | 1391                   | 20    | 3815       |
| Apprch %    | 0.8                    | 99.2 | 50                 | 50    | 98.6                   | 1.4   |            |
| Total %     | 0.5                    | 61.6 | 0.5                | 0.5   | 36.5                   | 0.5   |            |
| Cars        | 17                     | 2301 | 18                 | 18    | 1348                   | 19    | 3721       |
| % Cars      | 94.4                   | 97.9 | 100                | 100   | 96.9                   | 95    | 97.5       |
| Trucks      | 1                      | 49   | 0                  | 0     | 43                     | 1     | 94         |
| % Trucks    | 5.6                    | 2.1  | 0                  | 0     | 3.1                    | 5     | 2.5        |

# Accurate Counts

978-664-2565

N/S Street : C Street  
E/W Street: Bridge Street  
City/State : Nashua, NH  
Weather : Cloudy

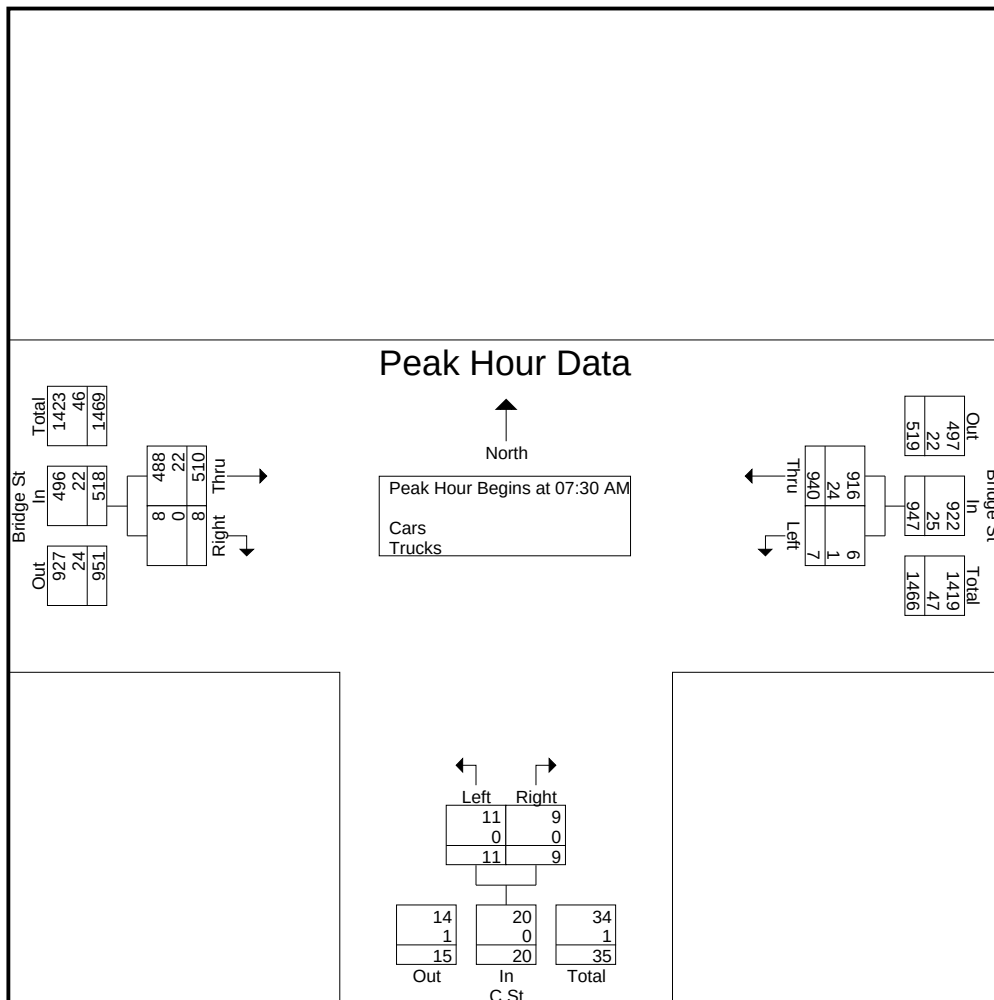
File Name : 18315005  
Site Code : 18315005  
Start Date : 4/10/2018  
Page No : 2

|            | Bridge St<br>From East |      |            | C St<br>From South |       |            | Bridge St<br>From West |       |            |            |
|------------|------------------------|------|------------|--------------------|-------|------------|------------------------|-------|------------|------------|
| Start Time | Left                   | Thru | App. Total | Left               | Right | App. Total | Thru                   | Right | App. Total | Int. Total |

Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:30 AM

|              |          |            |            |          |          |          |            |          |            |            |
|--------------|----------|------------|------------|----------|----------|----------|------------|----------|------------|------------|
| 07:30 AM     | 2        | <b>259</b> | <b>261</b> | 1        | 2        | 3        | 126        | <b>4</b> | 130        | <b>394</b> |
| 07:45 AM     | <b>3</b> | 255        | 258        | <b>4</b> | <b>3</b> | <b>7</b> | 122        | 1        | 123        | 388        |
| 08:00 AM     | 2        | 223        | 225        | 3        | 1        | 4        | 129        | 2        | 131        | 360        |
| 08:15 AM     | 0        | 203        | 203        | 3        | 3        | 6        | <b>133</b> | 1        | <b>134</b> | 343        |
| Total Volume | 7        | 940        | 947        | 11       | 9        | 20       | 510        | 8        | 518        | 1485       |
| % App. Total | 0.7      | 99.3       |            | 55       | 45       |          | 98.5       | 1.5      |            |            |
| PHF          | .583     | .907       | .907       | .688     | .750     | .714     | .959       | .500     | .966       | .942       |
| Cars         | 6        | 916        | 922        | 11       | 9        | 20       | 488        | 8        | 496        | 1438       |
| % Cars       | 85.7     | 97.4       | 97.4       | 100      | 100      | 100      | 95.7       | 100      | 95.8       | 96.8       |
| Trucks       | 1        | 24         | 25         | 0        | 0        | 0        | 22         | 0        | 22         | 47         |
| % Trucks     | 14.3     | 2.6        | 2.6        | 0        | 0        | 0        | 4.3        | 0        | 4.2        | 3.2        |



# Accurate Counts

978-664-2565

N/S Street : C Street  
E/W Street: Bridge Street  
City/State : Nashua, NH  
Weather : Cloudy

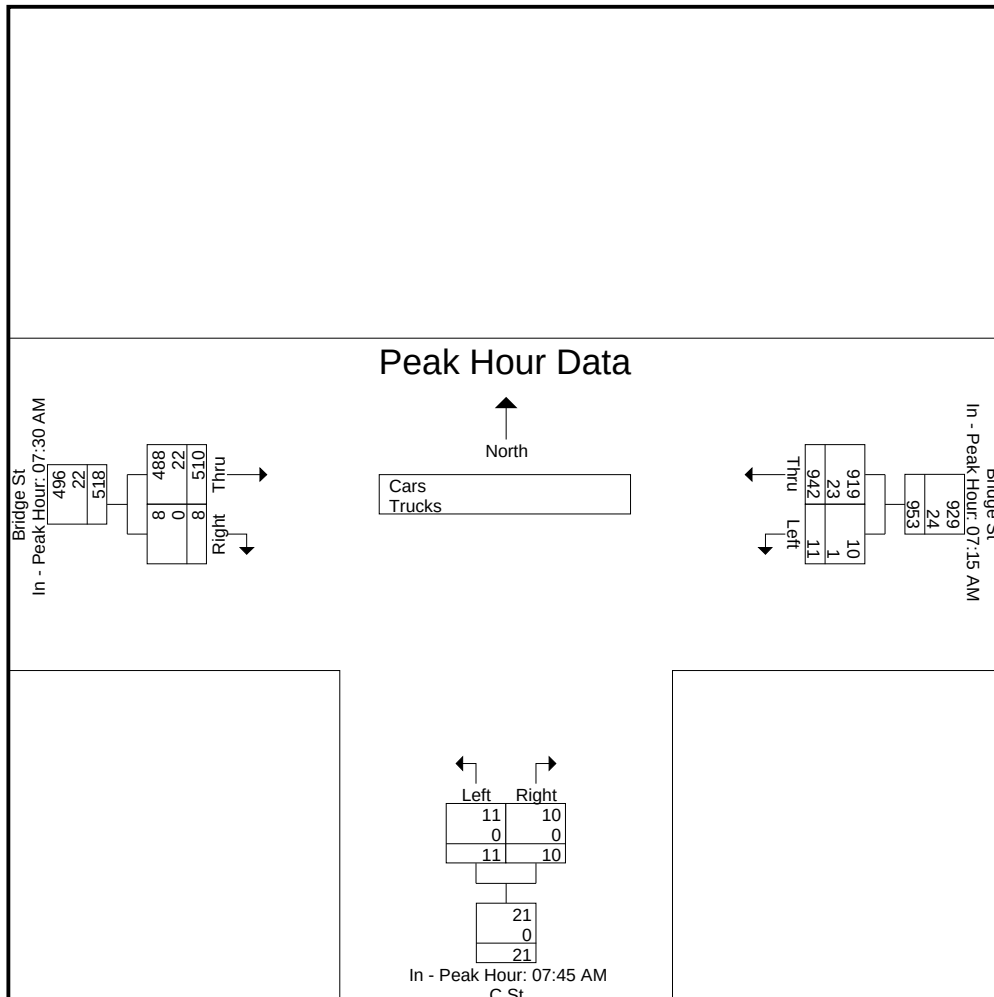
File Name : 18315005  
Site Code : 18315005  
Start Date : 4/10/2018  
Page No : 3

|            | Bridge St<br>From East |      |            | C St<br>From South |       |            | Bridge St<br>From West |       |            |            |
|------------|------------------------|------|------------|--------------------|-------|------------|------------------------|-------|------------|------------|
| Start Time | Left                   | Thru | App. Total | Left               | Right | App. Total | Thru                   | Right | App. Total | Int. Total |

Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

|              | 07:15 AM |      |      | 07:45 AM |      |      | 07:30 AM |      |      |
|--------------|----------|------|------|----------|------|------|----------|------|------|
| +0 mins.     | 4        | 205  | 209  | 4        | 3    | 7    | 126      | 4    | 130  |
| +15 mins.    | 2        | 259  | 261  | 3        | 1    | 4    | 122      | 1    | 123  |
| +30 mins.    | 3        | 255  | 258  | 3        | 3    | 6    | 129      | 2    | 131  |
| +45 mins.    | 2        | 223  | 225  | 1        | 3    | 4    | 133      | 1    | 134  |
| Total Volume | 11       | 942  | 953  | 11       | 10   | 21   | 510      | 8    | 518  |
| % App. Total | 1.2      | 98.8 |      | 52.4     | 47.6 |      | 98.5     | 1.5  |      |
| PHF          | .688     | .909 | .913 | .688     | .833 | .750 | .959     | .500 | .966 |
| Cars         | 10       | 919  | 929  | 11       | 10   | 21   | 488      | 8    | 496  |
| % Cars       | 90.9     | 97.6 | 97.5 | 100      | 100  | 100  | 95.7     | 100  | 95.8 |
| Trucks       | 1        | 23   | 24   | 0        | 0    | 0    | 22       | 0    | 22   |
| % Trucks     | 9.1      | 2.4  | 2.5  | 0        | 0    | 0    | 4.3      | 0    | 4.2  |



# Accurate Counts

978-664-2565

N/S Street : C Street  
E/W Street: Bridge Street  
City/State : Nashua, NH  
Weather : Cloudy

File Name : 18315005  
Site Code : 18315005  
Start Date : 4/10/2018  
Page No : 4

## Groups Printed- Cars

|             | Bridge St<br>From East |      | C St<br>From South |       | Bridge St<br>From West |       |            |
|-------------|------------------------|------|--------------------|-------|------------------------|-------|------------|
| Start Time  | Left                   | Thru | Left               | Right | Thru                   | Right | Int. Total |
| 06:00 AM    | 0                      | 85   | 1                  | 0     | 62                     | 2     | 150        |
| 06:15 AM    | 4                      | 129  | 1                  | 2     | 81                     | 1     | 218        |
| 06:30 AM    | 1                      | 182  | 1                  | 0     | 118                    | 2     | 304        |
| 06:45 AM    | 0                      | 221  | 0                  | 0     | 122                    | 1     | 344        |
| Total       | 5                      | 617  | 3                  | 2     | 383                    | 6     | 1016       |
| 07:00 AM    | 0                      | 207  | 1                  | 3     | 120                    | 0     | 331        |
| 07:15 AM    | 4                      | 199  | 1                  | 0     | 125                    | 3     | 332        |
| 07:30 AM    | 2                      | 257  | 1                  | 2     | 124                    | 4     | 390        |
| 07:45 AM    | 2                      | 249  | 4                  | 3     | 115                    | 1     | 374        |
| Total       | 8                      | 912  | 7                  | 8     | 484                    | 8     | 1427       |
| 08:00 AM    | 2                      | 214  | 3                  | 1     | 120                    | 2     | 342        |
| 08:15 AM    | 0                      | 196  | 3                  | 3     | 129                    | 1     | 332        |
| 08:30 AM    | 0                      | 191  | 1                  | 3     | 115                    | 1     | 311        |
| 08:45 AM    | 2                      | 171  | 1                  | 1     | 117                    | 1     | 293        |
| Total       | 4                      | 772  | 8                  | 8     | 481                    | 5     | 1278       |
| Grand Total | 17                     | 2301 | 18                 | 18    | 1348                   | 19    | 3721       |
| Apprch %    | 0.7                    | 99.3 | 50                 | 50    | 98.6                   | 1.4   |            |
| Total %     | 0.5                    | 61.8 | 0.5                | 0.5   | 36.2                   | 0.5   |            |

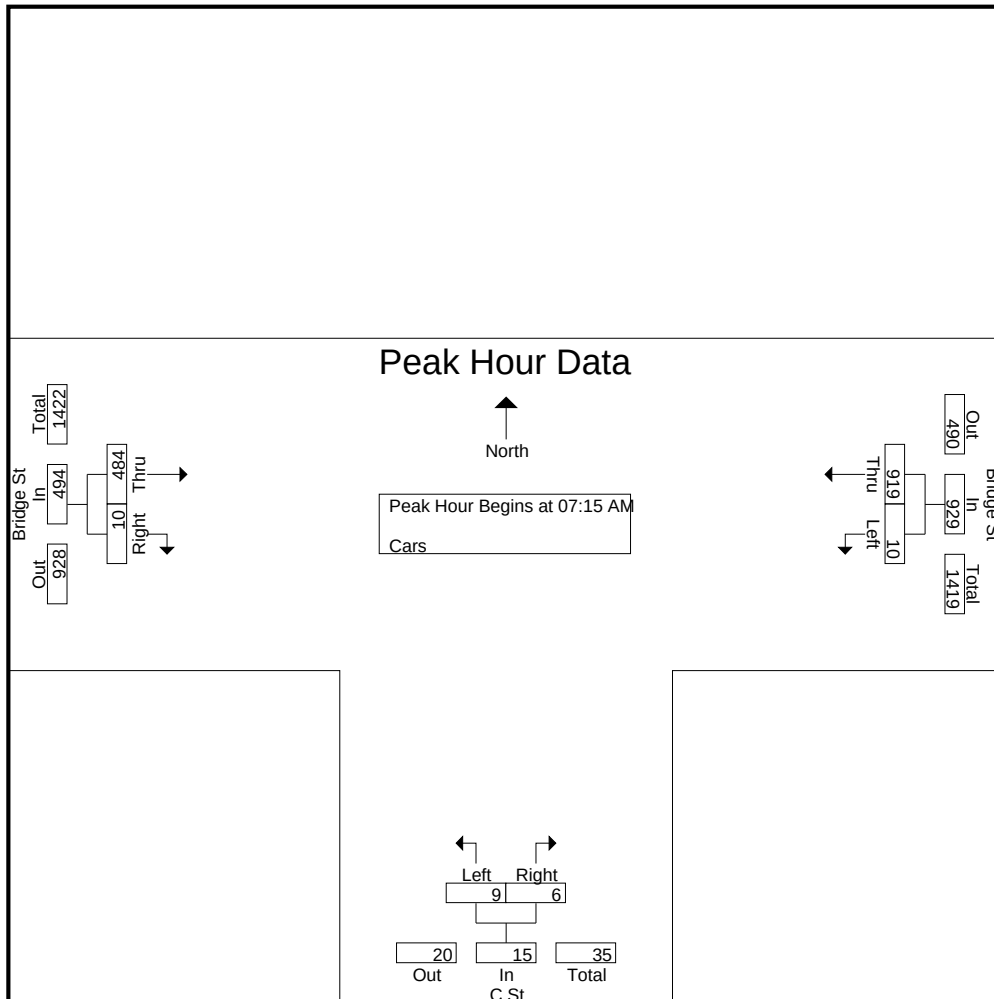
# Accurate Counts

978-664-2565

N/S Street : C Street  
E/W Street: Bridge Street  
City/State : Nashua, NH  
Weather : Cloudy

File Name : 18315005  
Site Code : 18315005  
Start Date : 4/10/2018  
Page No : 5

|                                                            | Bridge St<br>From East |      |            | C St<br>From South |       |            | Bridge St<br>From West |       |            |            |
|------------------------------------------------------------|------------------------|------|------------|--------------------|-------|------------|------------------------|-------|------------|------------|
| Start Time                                                 | Left                   | Thru | App. Total | Left               | Right | App. Total | Thru                   | Right | App. Total | Int. Total |
| Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1 |                        |      |            |                    |       |            |                        |       |            |            |
| Peak Hour for Entire Intersection Begins at 07:15 AM       |                        |      |            |                    |       |            |                        |       |            |            |
| 07:15 AM                                                   | 4                      | 199  | 203        | 1                  | 0     | 1          | 125                    | 3     | 128        | 332        |
| 07:30 AM                                                   | 2                      | 257  | 259        | 1                  | 2     | 3          | 124                    | 4     | 128        | 390        |
| 07:45 AM                                                   | 2                      | 249  | 251        | 4                  | 3     | 7          | 115                    | 1     | 116        | 374        |
| 08:00 AM                                                   | 2                      | 214  | 216        | 3                  | 1     | 4          | 120                    | 2     | 122        | 342        |
| Total Volume                                               | 10                     | 919  | 929        | 9                  | 6     | 15         | 484                    | 10    | 494        | 1438       |
| % App. Total                                               | 1.1                    | 98.9 |            | 60                 | 40    |            | 98                     | 2     |            |            |
| PHF                                                        | .625                   | .894 | .897       | .563               | .500  | .536       | .968                   | .625  | .965       | .922       |



# Accurate Counts

978-664-2565

N/S Street : C Street  
E/W Street: Bridge Street  
City/State : Nashua, NH  
Weather : Cloudy

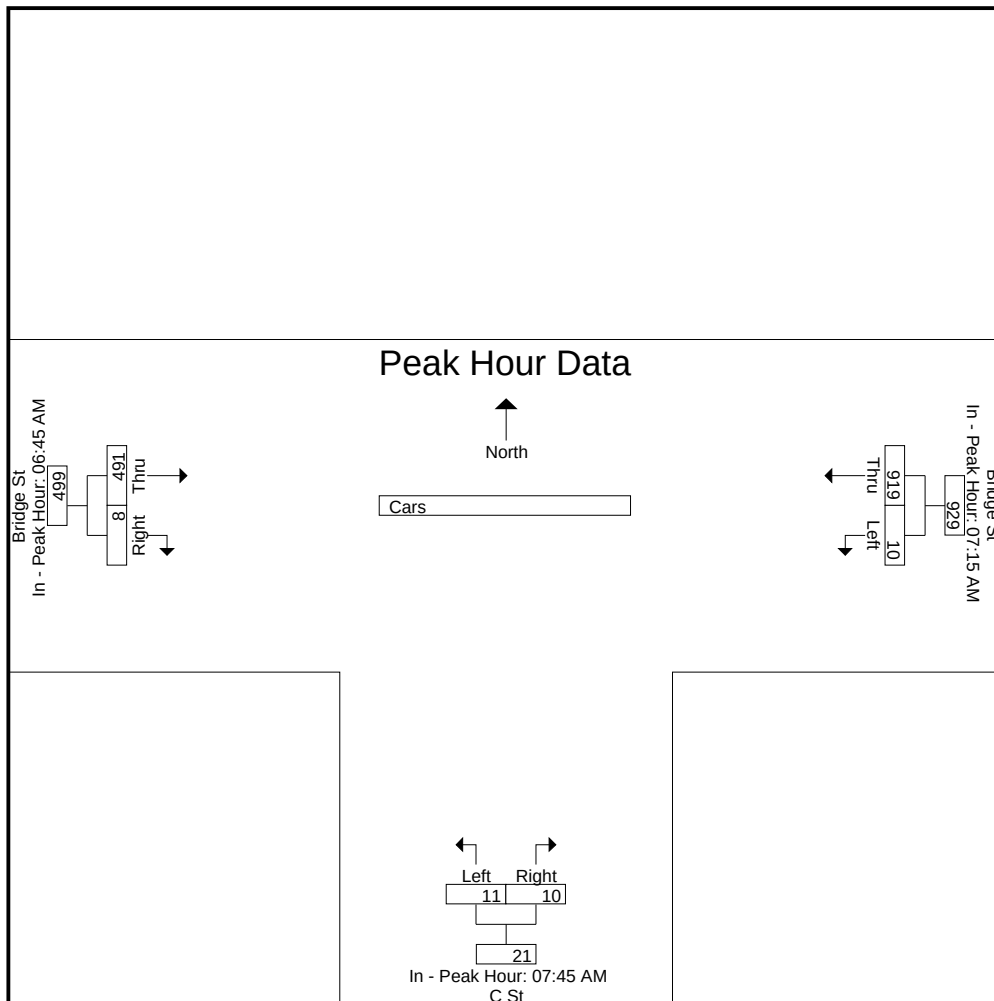
File Name : 18315005  
Site Code : 18315005  
Start Date : 4/10/2018  
Page No : 6

|            | Bridge St<br>From East |      |            | C St<br>From South |       |            | Bridge St<br>From West |       |            |            |
|------------|------------------------|------|------------|--------------------|-------|------------|------------------------|-------|------------|------------|
| Start Time | Left                   | Thru | App. Total | Left               | Right | App. Total | Thru                   | Right | App. Total | Int. Total |

Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

|              | 07:15 AM |      |      | 07:45 AM |      |      | 06:45 AM |      |      |
|--------------|----------|------|------|----------|------|------|----------|------|------|
| +0 mins.     | 4        | 199  | 203  | 4        | 3    | 7    | 122      | 1    | 123  |
| +15 mins.    | 2        | 257  | 259  | 3        | 1    | 4    | 120      | 0    | 120  |
| +30 mins.    | 2        | 249  | 251  | 3        | 3    | 6    | 125      | 3    | 128  |
| +45 mins.    | 2        | 214  | 216  | 1        | 3    | 4    | 124      | 4    | 128  |
| Total Volume | 10       | 919  | 929  | 11       | 10   | 21   | 491      | 8    | 499  |
| % App. Total | 1.1      | 98.9 |      | 52.4     | 47.6 |      | 98.4     | 1.6  |      |
| PHF          | .625     | .894 | .897 | .688     | .833 | .750 | .982     | .500 | .975 |



# Accurate Counts

978-664-2565

N/S Street : C Street  
E/W Street: Bridge Street  
City/State : Nashua, NH  
Weather : Cloudy

File Name : 18315005  
Site Code : 18315005  
Start Date : 4/10/2018  
Page No : 7

## Groups Printed- Trucks

| Start Time  | Bridge St<br>From East |      | C St<br>From South |       | Bridge St<br>From West |       | Int. Total |
|-------------|------------------------|------|--------------------|-------|------------------------|-------|------------|
|             | Left                   | Thru | Left               | Right | Thru                   | Right |            |
| 06:00 AM    | 0                      | 1    | 0                  | 0     | 0                      | 0     | 1          |
| 06:15 AM    | 0                      | 0    | 0                  | 0     | 1                      | 0     | 1          |
| 06:30 AM    | 0                      | 2    | 0                  | 0     | 1                      | 0     | 3          |
| 06:45 AM    | 0                      | 1    | 0                  | 0     | 1                      | 0     | 2          |
| Total       | 0                      | 4    | 0                  | 0     | 3                      | 0     | 7          |
| 07:00 AM    | 0                      | 4    | 0                  | 0     | 6                      | 0     | 10         |
| 07:15 AM    | 0                      | 6    | 0                  | 0     | 1                      | 0     | 7          |
| 07:30 AM    | 0                      | 2    | 0                  | 0     | 2                      | 0     | 4          |
| 07:45 AM    | 1                      | 6    | 0                  | 0     | 7                      | 0     | 14         |
| Total       | 1                      | 18   | 0                  | 0     | 16                     | 0     | 35         |
| 08:00 AM    | 0                      | 9    | 0                  | 0     | 9                      | 0     | 18         |
| 08:15 AM    | 0                      | 7    | 0                  | 0     | 4                      | 0     | 11         |
| 08:30 AM    | 0                      | 5    | 0                  | 0     | 7                      | 1     | 13         |
| 08:45 AM    | 0                      | 6    | 0                  | 0     | 4                      | 0     | 10         |
| Total       | 0                      | 27   | 0                  | 0     | 24                     | 1     | 52         |
| Grand Total | 1                      | 49   | 0                  | 0     | 43                     | 1     | 94         |
| Apprch %    | 2                      | 98   | 0                  | 0     | 97.7                   | 2.3   |            |
| Total %     | 1.1                    | 52.1 | 0                  | 0     | 45.7                   | 1.1   |            |

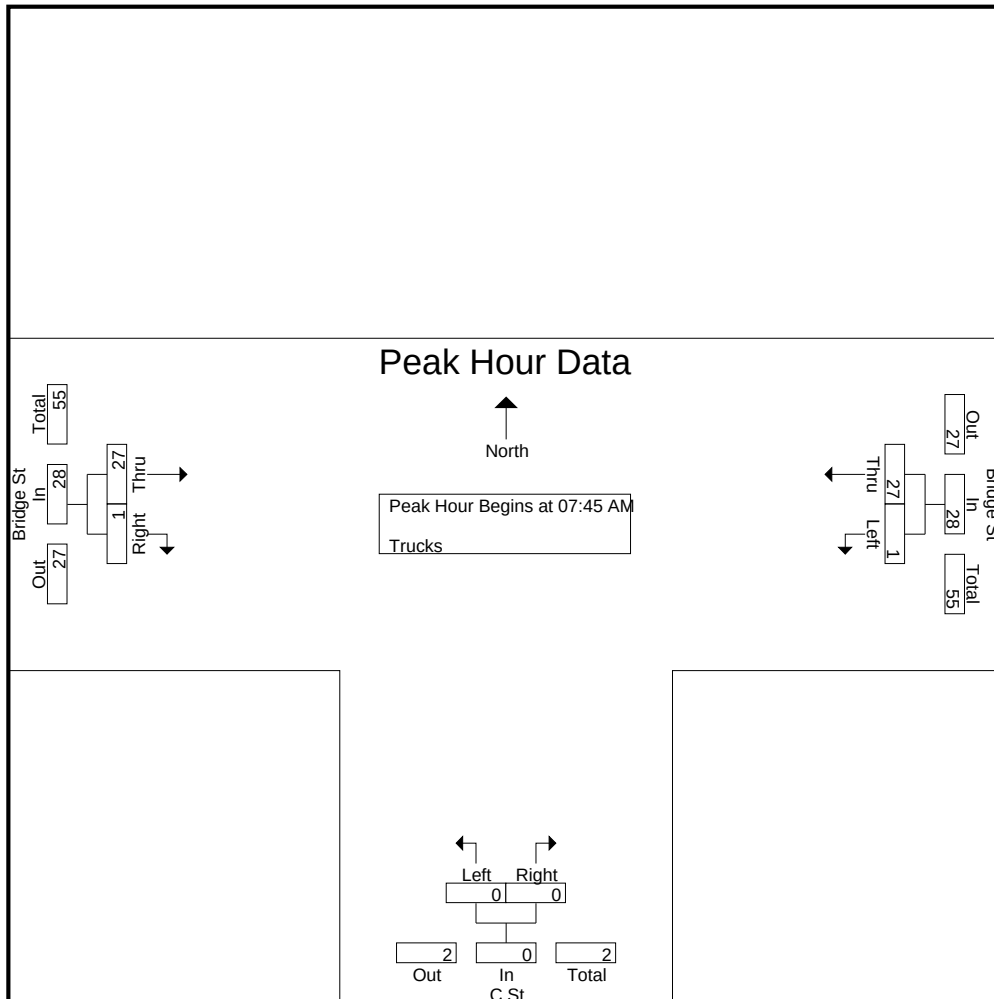
# Accurate Counts

978-664-2565

N/S Street : C Street  
E/W Street: Bridge Street  
City/State : Nashua, NH  
Weather : Cloudy

File Name : 18315005  
Site Code : 18315005  
Start Date : 4/10/2018  
Page No : 8

|                                                            | Bridge St<br>From East |      |            | C St<br>From South |       |            | Bridge St<br>From West |       |            |            |
|------------------------------------------------------------|------------------------|------|------------|--------------------|-------|------------|------------------------|-------|------------|------------|
| Start Time                                                 | Left                   | Thru | App. Total | Left               | Right | App. Total | Thru                   | Right | App. Total | Int. Total |
| Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1 |                        |      |            |                    |       |            |                        |       |            |            |
| Peak Hour for Entire Intersection Begins at 07:45 AM       |                        |      |            |                    |       |            |                        |       |            |            |
| 07:45 AM                                                   | 1                      | 6    | 7          | 0                  | 0     | 0          | 7                      | 0     | 7          | 14         |
| 08:00 AM                                                   | 0                      | 9    | 9          | 0                  | 0     | 0          | 9                      | 0     | 9          | 18         |
| 08:15 AM                                                   | 0                      | 7    | 7          | 0                  | 0     | 0          | 4                      | 0     | 4          | 11         |
| 08:30 AM                                                   | 0                      | 5    | 5          | 0                  | 0     | 0          | 7                      | 1     | 8          | 13         |
| Total Volume                                               | 1                      | 27   | 28         | 0                  | 0     | 0          | 27                     | 1     | 28         | 56         |
| % App. Total                                               | 3.6                    | 96.4 |            | 0                  | 0     |            | 96.4                   | 3.6   |            |            |
| PHF                                                        | .250                   | .750 | .778       | .000               | .000  | .000       | .750                   | .250  | .778       | .778       |





# Accurate Counts

978-664-2565

N/S Street : C Street  
E/W Street: Bridge Street  
City/State : Nashua, NH  
Weather : Cloudy

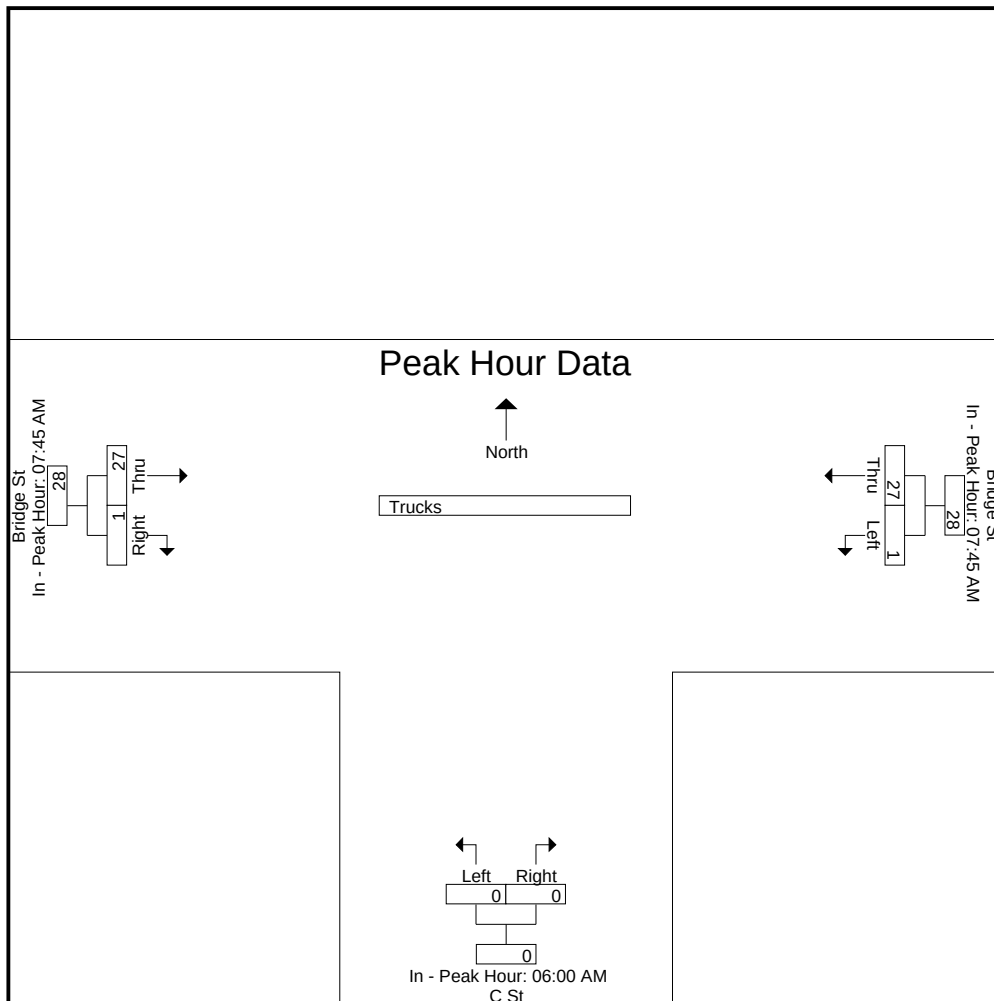
File Name : 18315005  
Site Code : 18315005  
Start Date : 4/10/2018  
Page No : 9

|            | Bridge St<br>From East |      |            | C St<br>From South |       |            | Bridge St<br>From West |       |            |            |
|------------|------------------------|------|------------|--------------------|-------|------------|------------------------|-------|------------|------------|
| Start Time | Left                   | Thru | App. Total | Left               | Right | App. Total | Thru                   | Right | App. Total | Int. Total |

Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

|              | 07:45 AM |          |          | 06:00 AM |      |      | 07:45 AM |          |          |
|--------------|----------|----------|----------|----------|------|------|----------|----------|----------|
| +0 mins.     | <b>1</b> | 6        | 7        | 0        | 0    | 0    | 7        | 0        | 7        |
| +15 mins.    | 0        | <b>9</b> | <b>9</b> | 0        | 0    | 0    | <b>9</b> | 0        | <b>9</b> |
| +30 mins.    | 0        | 7        | 7        | 0        | 0    | 0    | 4        | 0        | 4        |
| +45 mins.    | 0        | 5        | 5        | 0        | 0    | 0    | 7        | <b>1</b> | 8        |
| Total Volume | 1        | 27       | 28       | 0        | 0    | 0    | 27       | 1        | 28       |
| % App. Total | 3.6      | 96.4     |          | 0        | 0    |      | 96.4     | 3.6      |          |
| PHF          | .250     | .750     | .778     | .000     | .000 | .000 | .750     | .250     | .778     |



978-664-2565

File Name : 18315005  
Site Code : 18315005  
Start Date : 4/10/2018  
Page No : 10

[illegible]

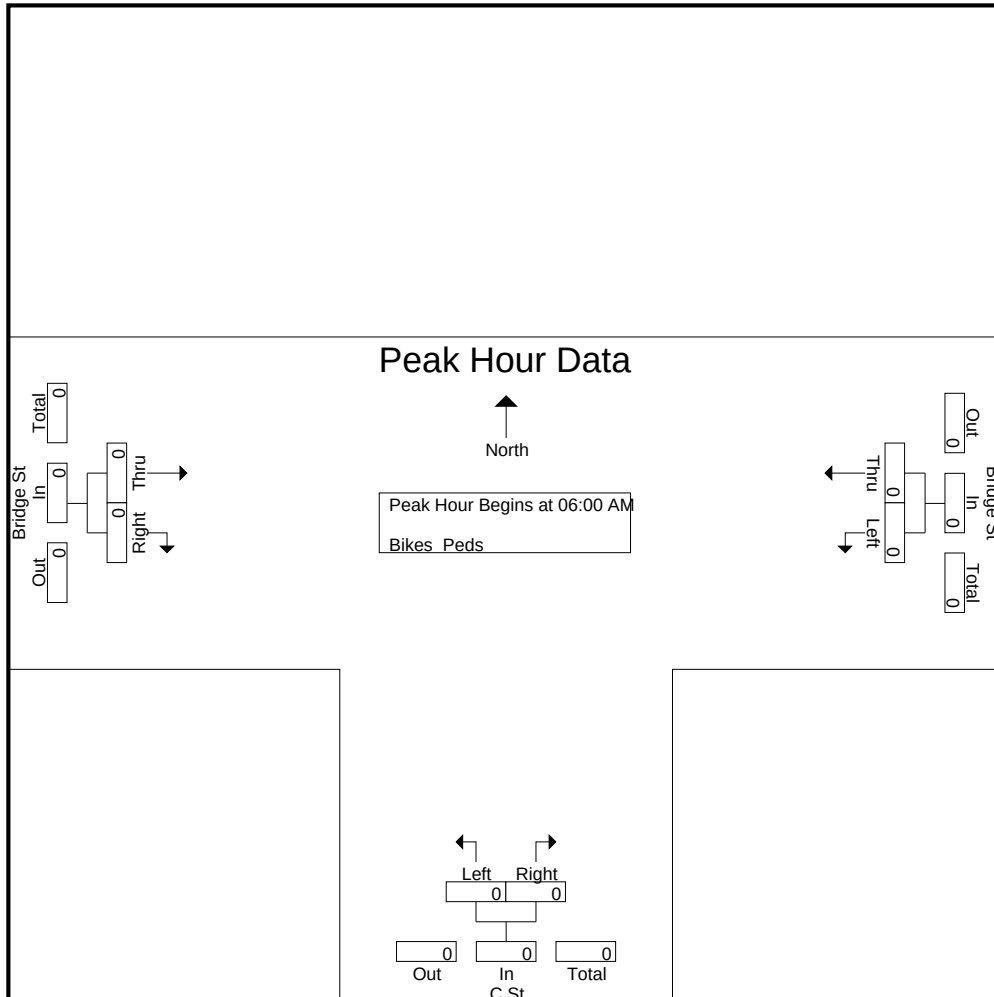
# Accurate Counts

978-664-2565

N/S Street : C Street  
E/W Street: Bridge Street  
City/State : Nashua, NH  
Weather : Cloudy

File Name : 18315005  
Site Code : 18315005  
Start Date : 4/10/2018  
Page No : 11

|                                                            | Bridge St<br>From East |      |            | C St<br>From South |       |            | Bridge St<br>From West |       |            |            |
|------------------------------------------------------------|------------------------|------|------------|--------------------|-------|------------|------------------------|-------|------------|------------|
| Start Time                                                 | Left                   | Thru | App. Total | Left               | Right | App. Total | Thru                   | Right | App. Total | Int. Total |
| Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1 |                        |      |            |                    |       |            |                        |       |            |            |
| Peak Hour for Entire Intersection Begins at 06:00 AM       |                        |      |            |                    |       |            |                        |       |            |            |
| 06:00 AM                                                   | 0                      | 0    | 0          | 0                  | 0     | 0          | 0                      | 0     | 0          | 0          |
| 06:15 AM                                                   | 0                      | 0    | 0          | 0                  | 0     | 0          | 0                      | 0     | 0          | 0          |
| 06:30 AM                                                   | 0                      | 0    | 0          | 0                  | 0     | 0          | 0                      | 0     | 0          | 0          |
| 06:45 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 : C Street  
E/W Street: Bridge Street  
City/State : Nashua, NH  
Weather : Cloudy

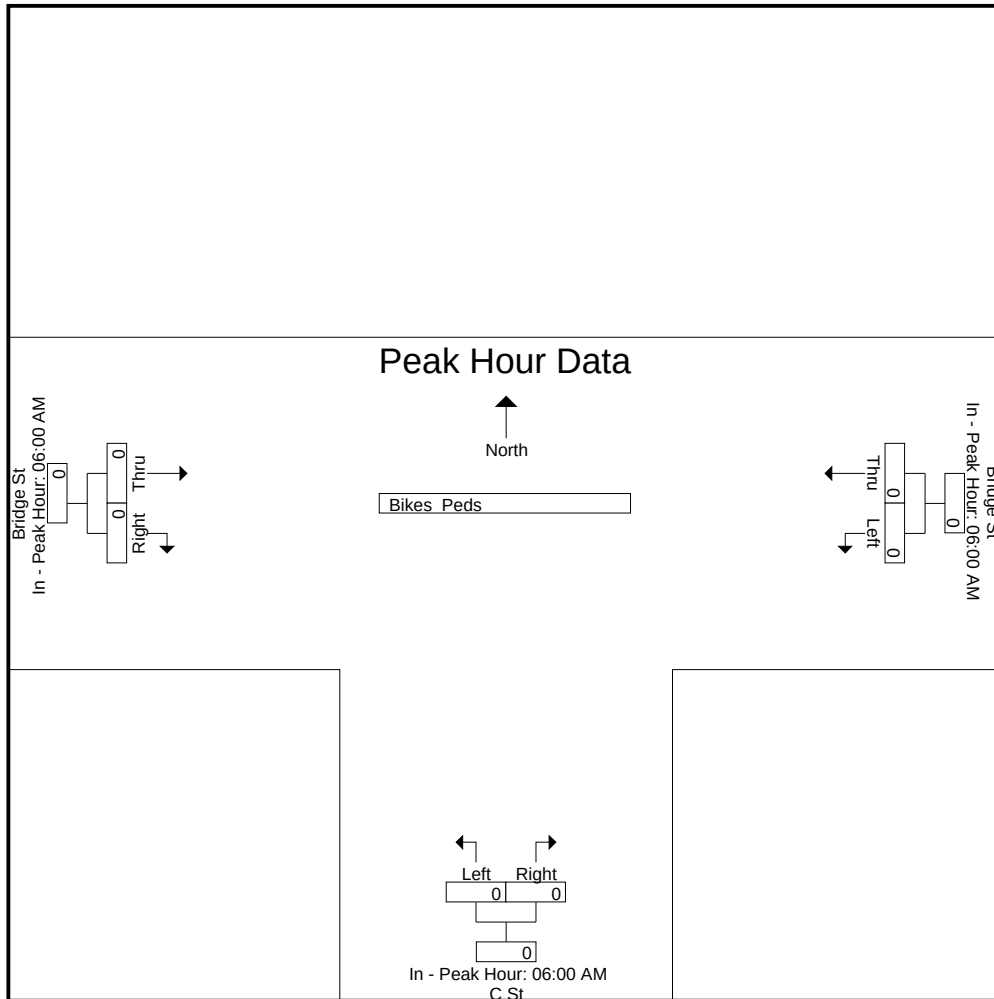
File Name : 18315005  
Site Code : 18315005  
Start Date : 4/10/2018  
Page No : 12

|            | Bridge St<br>From East |      |            | C St<br>From South |       |            | Bridge St<br>From West |       |            |            |
|------------|------------------------|------|------------|--------------------|-------|------------|------------------------|-------|------------|------------|
| Start Time | Left                   | Thru | App. Total | Left               | Right | App. Total | Thru                   | Right | App. Total | Int. Total |

Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

|              | 06:00 AM |      |      | 06:00 AM |      |      | 06:00 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 : C Street  
E/W Street: Bridge Street  
City/State : Nashua, NH  
Weather : Cloudy

File Name : 18315005  
Site Code : 18315005  
Start Date : 4/10/2018  
Page No : 1

## Groups Printed- Cars - Trucks

|             | Bridge St<br>From East |      | C St<br>From South |       | Bridge St<br>From West |       |            |
|-------------|------------------------|------|--------------------|-------|------------------------|-------|------------|
| Start Time  | Left                   | Thru | Left               | Right | Thru                   | Right | Int. Total |
| 03:00 PM    | 0                      | 157  | 1                  | 3     | 165                    | 3     | 329        |
| 03:15 PM    | 0                      | 153  | 2                  | 1     | 183                    | 4     | 343        |
| 03:30 PM    | 3                      | 155  | 2                  | 0     | 206                    | 5     | 371        |
| 03:45 PM    | 5                      | 156  | 2                  | 0     | 190                    | 5     | 358        |
| Total       | 8                      | 621  | 7                  | 4     | 744                    | 17    | 1401       |
| 04:00 PM    | 2                      | 151  | 1                  | 0     | 211                    | 4     | 369        |
| 04:15 PM    | 1                      | 138  | 0                  | 0     | 223                    | 3     | 365        |
| 04:30 PM    | 1                      | 169  | 0                  | 2     | 186                    | 3     | 361        |
| 04:45 PM    | 0                      | 147  | 2                  | 2     | 208                    | 1     | 360        |
| Total       | 4                      | 605  | 3                  | 4     | 828                    | 11    | 1455       |
| 05:00 PM    | 2                      | 139  | 3                  | 0     | 194                    | 1     | 339        |
| 05:15 PM    | 4                      | 157  | 2                  | 3     | 192                    | 3     | 361        |
| 05:30 PM    | 2                      | 194  | 1                  | 1     | 201                    | 1     | 400        |
| 05:45 PM    | 4                      | 128  | 2                  | 2     | 164                    | 2     | 302        |
| Total       | 12                     | 618  | 8                  | 6     | 751                    | 7     | 1402       |
| Grand Total | 24                     | 1844 | 18                 | 14    | 2323                   | 35    | 4258       |
| Apprch %    | 1.3                    | 98.7 | 56.2               | 43.8  | 98.5                   | 1.5   |            |
| Total %     | 0.6                    | 43.3 | 0.4                | 0.3   | 54.6                   | 0.8   |            |
| Cars        | 21                     | 1828 | 18                 | 14    | 2291                   | 34    | 4206       |
| % Cars      | 87.5                   | 99.1 | 100                | 100   | 98.6                   | 97.1  | 98.8       |
| Trucks      | 3                      | 16   | 0                  | 0     | 32                     | 1     | 52         |
| % Trucks    | 12.5                   | 0.9  | 0                  | 0     | 1.4                    | 2.9   | 1.2        |

# Accurate Counts

978-664-2565

N/S Street : C Street  
E/W Street: Bridge Street  
City/State : Nashua, NH  
Weather : Cloudy

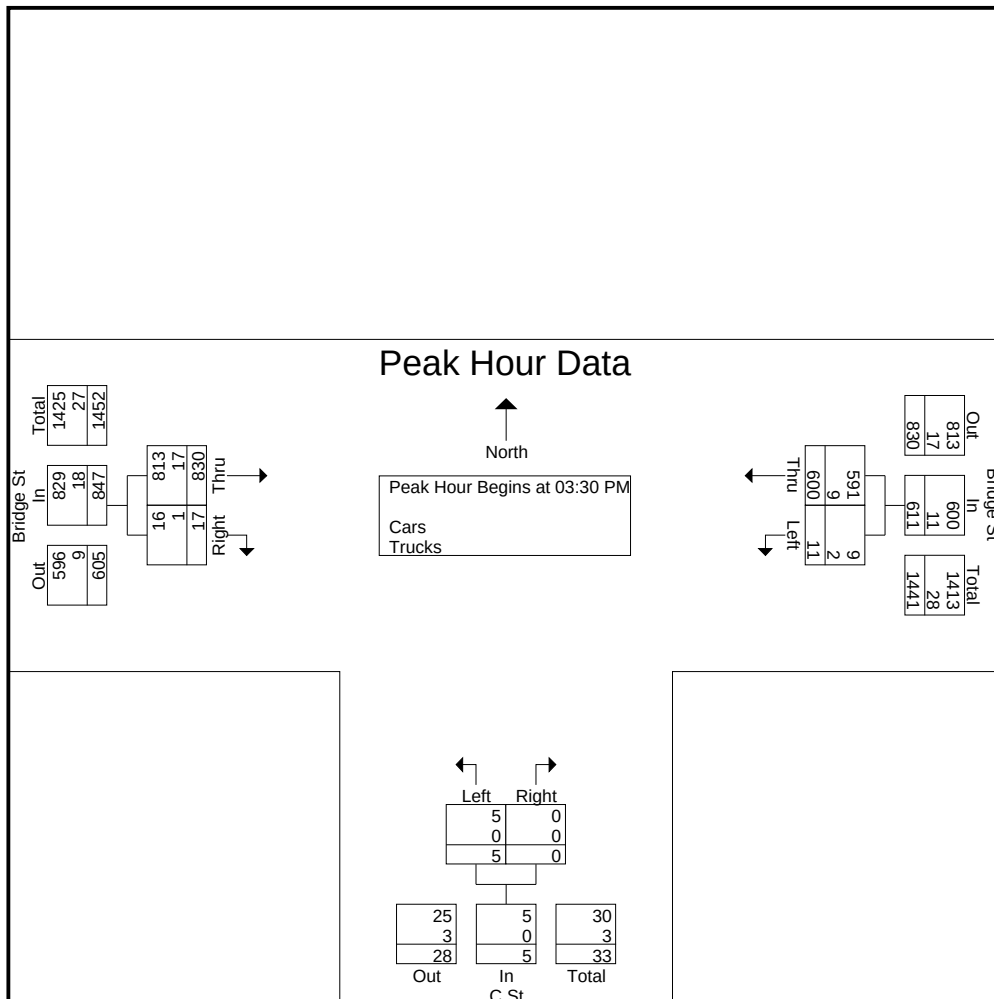
File Name : 18315005  
Site Code : 18315005  
Start Date : 4/10/2018  
Page No : 2

|            | Bridge St<br>From East |      |            | C St<br>From South |       |            | Bridge St<br>From West |       |            |            |
|------------|------------------------|------|------------|--------------------|-------|------------|------------------------|-------|------------|------------|
| Start Time | Left                   | Thru | App. Total | Left               | Right | App. Total | Thru                   | Right | App. Total | Int. Total |

Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 03:30 PM

|              |      |      |      |      |      |      |      |      |      |      |
|--------------|------|------|------|------|------|------|------|------|------|------|
| 03:30 PM     | 3    | 155  | 158  | 2    | 0    | 2    | 206  | 5    | 211  | 371  |
| 03:45 PM     | 5    | 156  | 161  | 2    | 0    | 2    | 190  | 5    | 195  | 358  |
| 04:00 PM     | 2    | 151  | 153  | 1    | 0    | 1    | 211  | 4    | 215  | 369  |
| 04:15 PM     | 1    | 138  | 139  | 0    | 0    | 0    | 223  | 3    | 226  | 365  |
| Total Volume | 11   | 600  | 611  | 5    | 0    | 5    | 830  | 17   | 847  | 1463 |
| % App. Total | 1.8  | 98.2 |      | 100  | 0    |      | 98   | 2    |      |      |
| PHF          | .550 | .962 | .949 | .625 | .000 | .625 | .930 | .850 | .937 | .986 |
| Cars         | 9    | 591  | 600  | 5    | 0    | 5    | 813  | 16   | 829  | 1434 |
| % Cars       | 81.8 | 98.5 | 98.2 | 100  | 0    | 100  | 98.0 | 94.1 | 97.9 | 98.0 |
| Trucks       | 2    | 9    | 11   | 0    | 0    | 0    | 17   | 1    | 18   | 29   |
| % Trucks     | 18.2 | 1.5  | 1.8  | 0    | 0    | 0    | 2.0  | 5.9  | 2.1  | 2.0  |



# Accurate Counts

978-664-2565

N/S Street : C Street  
E/W Street: Bridge Street  
City/State : Nashua, NH  
Weather : Cloudy

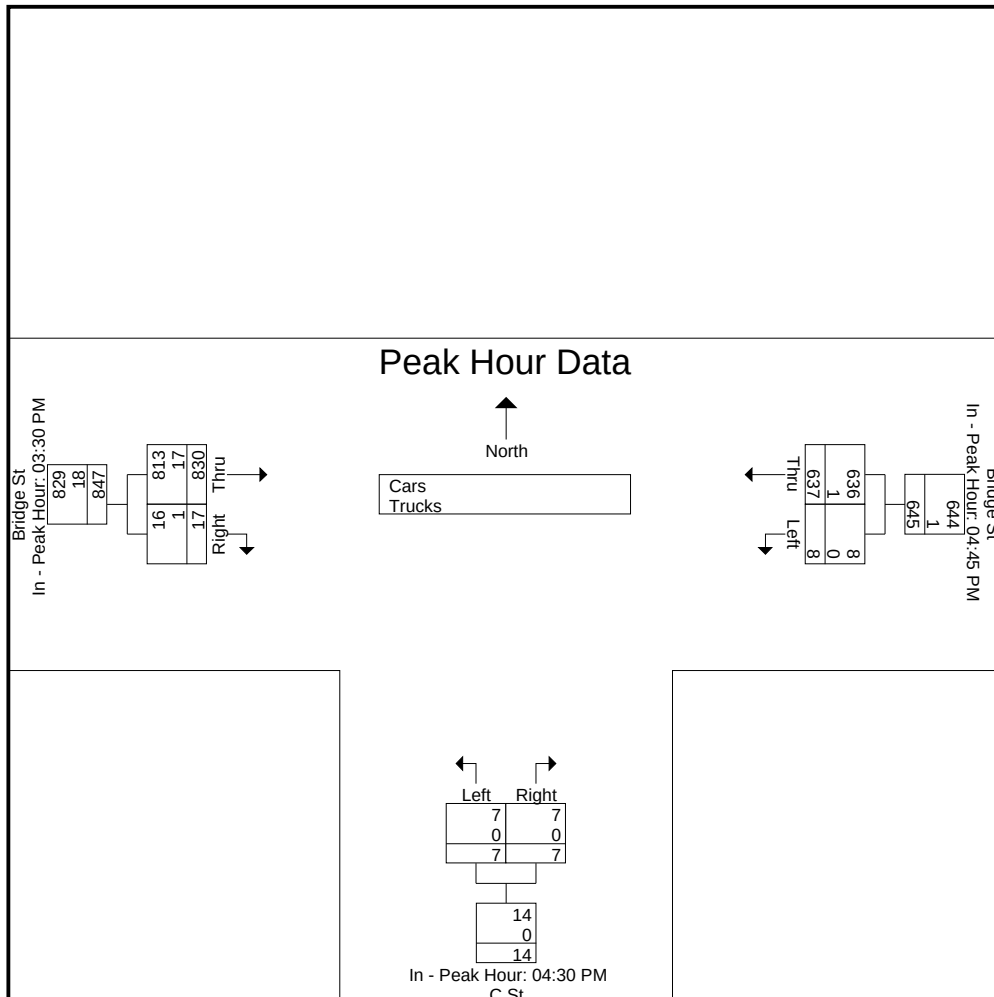
File Name : 18315005  
Site Code : 18315005  
Start Date : 4/10/2018  
Page No : 3

|            | Bridge St<br>From East |      |            | C St<br>From South |       |            | Bridge St<br>From West |       |            |            |
|------------|------------------------|------|------------|--------------------|-------|------------|------------------------|-------|------------|------------|
| Start Time | Left                   | Thru | App. Total | Left               | Right | App. Total | Thru                   | Right | App. Total | Int. Total |

Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

|              | 04:45 PM |      |      | 04:30 PM |      |      | 03:30 PM |      |      |
|--------------|----------|------|------|----------|------|------|----------|------|------|
| +0 mins.     | 0        | 147  | 147  | 0        | 2    | 2    | 206      | 5    | 211  |
| +15 mins.    | 2        | 139  | 141  | 2        | 2    | 4    | 190      | 5    | 195  |
| +30 mins.    | 4        | 157  | 161  | 3        | 0    | 3    | 211      | 4    | 215  |
| +45 mins.    | 2        | 194  | 196  | 2        | 3    | 5    | 223      | 3    | 226  |
| Total Volume | 8        | 637  | 645  | 7        | 7    | 14   | 830      | 17   | 847  |
| % App. Total | 1.2      | 98.8 |      | 50       | 50   |      | 98       | 2    |      |
| PHF          | .500     | .821 | .823 | .583     | .583 | .700 | .930     | .850 | .937 |
| Cars         | 8        | 636  | 644  | 7        | 7    | 14   | 813      | 16   | 829  |
| % Cars       | 100      | 99.8 | 99.8 | 100      | 100  | 100  | 98       | 94.1 | 97.9 |
| Trucks       | 0        | 1    | 1    | 0        | 0    | 0    | 17       | 1    | 18   |
| % Trucks     | 0        | 0.2  | 0.2  | 0        | 0    | 0    | 2        | 5.9  | 2.1  |



# Accurate Counts

978-664-2565

N/S Street : C Street  
E/W Street: Bridge Street  
City/State : Nashua, NH  
Weather : Cloudy

File Name : 18315005  
Site Code : 18315005  
Start Date : 4/10/2018  
Page No : 4

## Groups Printed- Cars

|             | Bridge St<br>From East |      | C St<br>From South |       | Bridge St<br>From West |       |            |
|-------------|------------------------|------|--------------------|-------|------------------------|-------|------------|
| Start Time  | Left                   | Thru | Left               | Right | Thru                   | Right | Int. Total |
| 03:00 PM    | 0                      | 154  | 1                  | 3     | 159                    | 3     | 320        |
| 03:15 PM    | 0                      | 151  | 2                  | 1     | 181                    | 4     | 339        |
| 03:30 PM    | 3                      | 154  | 2                  | 0     | 205                    | 5     | 369        |
| 03:45 PM    | 3                      | 152  | 2                  | 0     | 183                    | 5     | 345        |
| Total       | 6                      | 611  | 7                  | 4     | 728                    | 17    | 1373       |
| 04:00 PM    | 2                      | 148  | 1                  | 0     | 207                    | 3     | 361        |
| 04:15 PM    | 1                      | 137  | 0                  | 0     | 218                    | 3     | 359        |
| 04:30 PM    | 1                      | 168  | 0                  | 2     | 185                    | 3     | 359        |
| 04:45 PM    | 0                      | 146  | 2                  | 2     | 206                    | 1     | 357        |
| Total       | 4                      | 599  | 3                  | 4     | 816                    | 10    | 1436       |
| 05:00 PM    | 2                      | 139  | 3                  | 0     | 192                    | 1     | 337        |
| 05:15 PM    | 4                      | 157  | 2                  | 3     | 191                    | 3     | 360        |
| 05:30 PM    | 2                      | 194  | 1                  | 1     | 200                    | 1     | 399        |
| 05:45 PM    | 3                      | 128  | 2                  | 2     | 164                    | 2     | 301        |
| Total       | 11                     | 618  | 8                  | 6     | 747                    | 7     | 1397       |
| Grand Total | 21                     | 1828 | 18                 | 14    | 2291                   | 34    | 4206       |
| Apprch %    | 1.1                    | 98.9 | 56.2               | 43.8  | 98.5                   | 1.5   |            |
| Total %     | 0.5                    | 43.5 | 0.4                | 0.3   | 54.5                   | 0.8   |            |



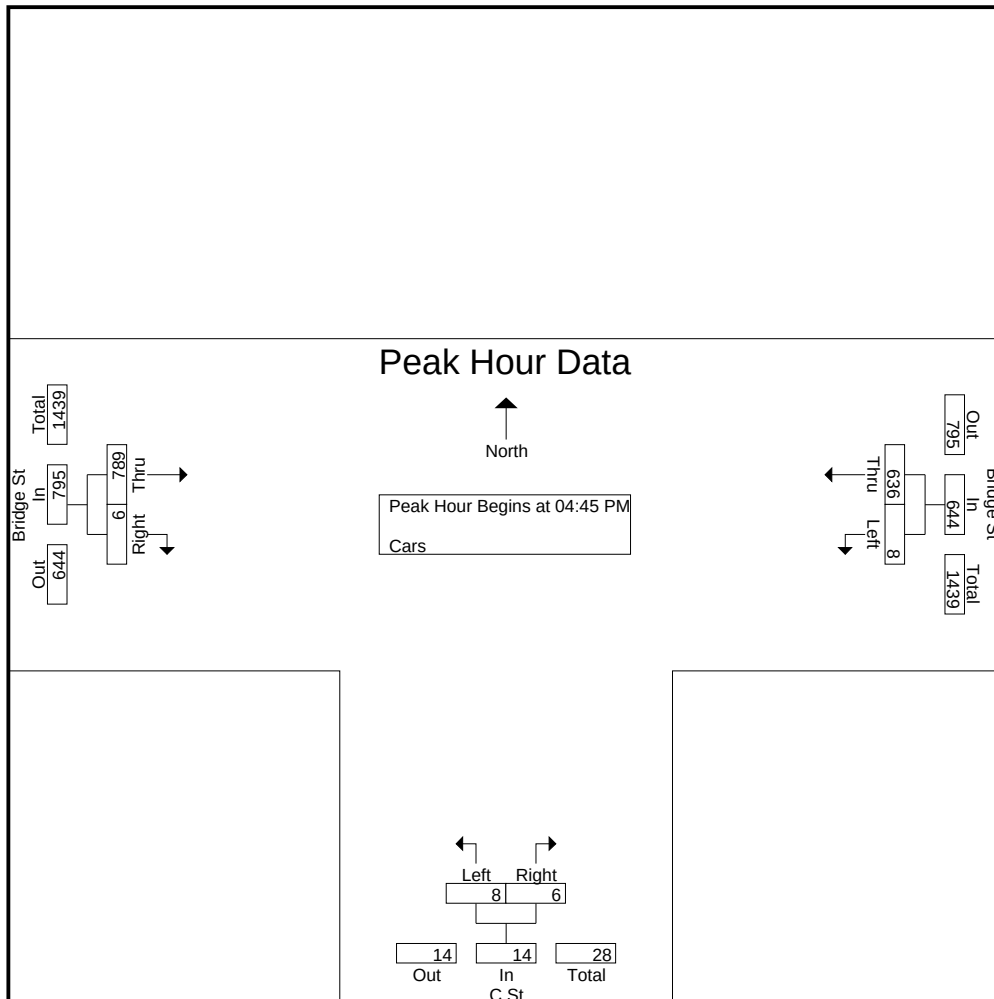
# Accurate Counts

978-664-2565

N/S Street : C Street  
E/W Street: Bridge Street  
City/State : Nashua, NH  
Weather : Cloudy

File Name : 18315005  
Site Code : 18315005  
Start Date : 4/10/2018  
Page No : 5

|                                                            | Bridge St<br>From East |            |            | C St<br>From South |          |            | Bridge St<br>From West |          |            |            |
|------------------------------------------------------------|------------------------|------------|------------|--------------------|----------|------------|------------------------|----------|------------|------------|
| Start Time                                                 | Left                   | Thru       | App. Total | Left               | Right    | App. Total | Thru                   | Right    | App. Total | Int. Total |
| Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1 |                        |            |            |                    |          |            |                        |          |            |            |
| Peak Hour for Entire Intersection Begins at 04:45 PM       |                        |            |            |                    |          |            |                        |          |            |            |
| 04:45 PM                                                   | 0                      | 146        | 146        | 2                  | 2        | 4          | <b>206</b>             | 1        | <b>207</b> | 357        |
| 05:00 PM                                                   | 2                      | 139        | 141        | <b>3</b>           | 0        | 3          | 192                    | 1        | 193        | 337        |
| 05:15 PM                                                   | <b>4</b>               | 157        | 161        | 2                  | <b>3</b> | <b>5</b>   | 191                    | <b>3</b> | 194        | 360        |
| 05:30 PM                                                   | 2                      | <b>194</b> | <b>196</b> | 1                  | 1        | 2          | 200                    | 1        | 201        | <b>399</b> |
| Total Volume                                               | 8                      | 636        | 644        | 8                  | 6        | 14         | 789                    | 6        | 795        | 1453       |
| % App. Total                                               | 1.2                    | 98.8       |            | 57.1               | 42.9     |            | 99.2                   | 0.8      |            |            |
| PHF                                                        | .500                   | .820       | .821       | .667               | .500     | .700       | .958                   | .500     | .960       | .910       |



# Accurate Counts

978-664-2565

N/S Street : C Street  
E/W Street: Bridge Street  
City/State : Nashua, NH  
Weather : Cloudy

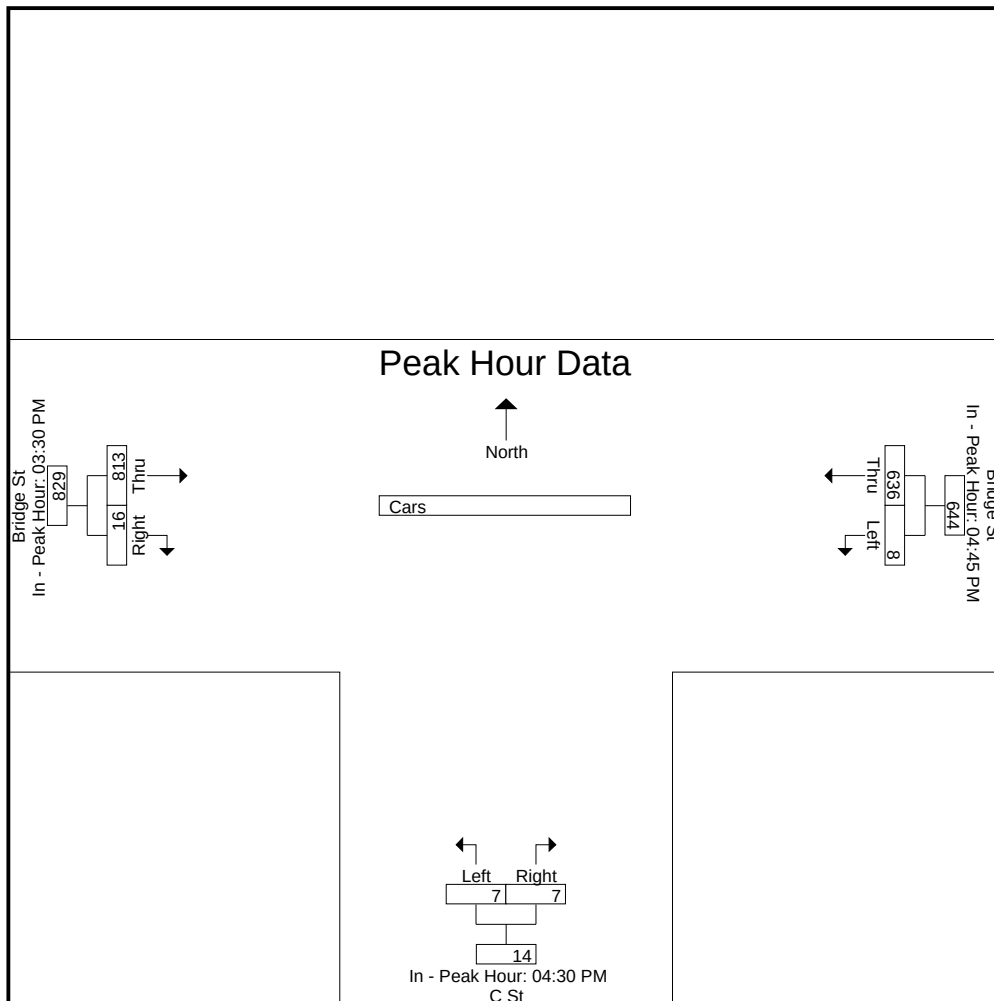
File Name : 18315005  
Site Code : 18315005  
Start Date : 4/10/2018  
Page No : 6

|            | Bridge St<br>From East |      |            | C St<br>From South |       |            | Bridge St<br>From West |       |            |            |
|------------|------------------------|------|------------|--------------------|-------|------------|------------------------|-------|------------|------------|
| Start Time | Left                   | Thru | App. Total | Left               | Right | App. Total | Thru                   | Right | App. Total | Int. Total |

Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

|              | 04:45 PM |      |      | 04:30 PM |      |      | 03:30 PM |      |      |
|--------------|----------|------|------|----------|------|------|----------|------|------|
| +0 mins.     | 0        | 146  | 146  | 0        | 2    | 2    | 205      | 5    | 210  |
| +15 mins.    | 2        | 139  | 141  | 2        | 2    | 4    | 183      | 5    | 188  |
| +30 mins.    | 4        | 157  | 161  | 3        | 0    | 3    | 207      | 3    | 210  |
| +45 mins.    | 2        | 194  | 196  | 2        | 3    | 5    | 218      | 3    | 221  |
| Total Volume | 8        | 636  | 644  | 7        | 7    | 14   | 813      | 16   | 829  |
| % App. Total | 1.2      | 98.8 |      | 50       | 50   |      | 98.1     | 1.9  |      |
| PHF          | .500     | .820 | .821 | .583     | .583 | .700 | .932     | .800 | .938 |



# Accurate Counts

978-664-2565

N/S Street : C Street  
E/W Street: Bridge Street  
City/State : Nashua, NH  
Weather : Cloudy

File Name : 18315005  
Site Code : 18315005  
Start Date : 4/10/2018  
Page No : 7

## Groups Printed- Trucks

|             | Bridge St<br>From East |      | C St<br>From South |       | Bridge St<br>From West |       |            |
|-------------|------------------------|------|--------------------|-------|------------------------|-------|------------|
| Start Time  | Left                   | Thru | Left               | Right | Thru                   | Right | Int. Total |
| 03:00 PM    | 0                      | 3    | 0                  | 0     | 6                      | 0     | 9          |
| 03:15 PM    | 0                      | 2    | 0                  | 0     | 2                      | 0     | 4          |
| 03:30 PM    | 0                      | 1    | 0                  | 0     | 1                      | 0     | 2          |
| 03:45 PM    | 2                      | 4    | 0                  | 0     | 7                      | 0     | 13         |
| Total       | 2                      | 10   | 0                  | 0     | 16                     | 0     | 28         |
| 04:00 PM    | 0                      | 3    | 0                  | 0     | 4                      | 1     | 8          |
| 04:15 PM    | 0                      | 1    | 0                  | 0     | 5                      | 0     | 6          |
| 04:30 PM    | 0                      | 1    | 0                  | 0     | 1                      | 0     | 2          |
| 04:45 PM    | 0                      | 1    | 0                  | 0     | 2                      | 0     | 3          |
| Total       | 0                      | 6    | 0                  | 0     | 12                     | 1     | 19         |
| 05:00 PM    | 0                      | 0    | 0                  | 0     | 2                      | 0     | 2          |
| 05:15 PM    | 0                      | 0    | 0                  | 0     | 1                      | 0     | 1          |
| 05:30 PM    | 0                      | 0    | 0                  | 0     | 1                      | 0     | 1          |
| 05:45 PM    | 1                      | 0    | 0                  | 0     | 0                      | 0     | 1          |
| Total       | 1                      | 0    | 0                  | 0     | 4                      | 0     | 5          |
| Grand Total | 3                      | 16   | 0                  | 0     | 32                     | 1     | 52         |
| Apprch %    | 15.8                   | 84.2 | 0                  | 0     | 97                     | 3     |            |
| Total %     | 5.8                    | 30.8 | 0                  | 0     | 61.5                   | 1.9   |            |

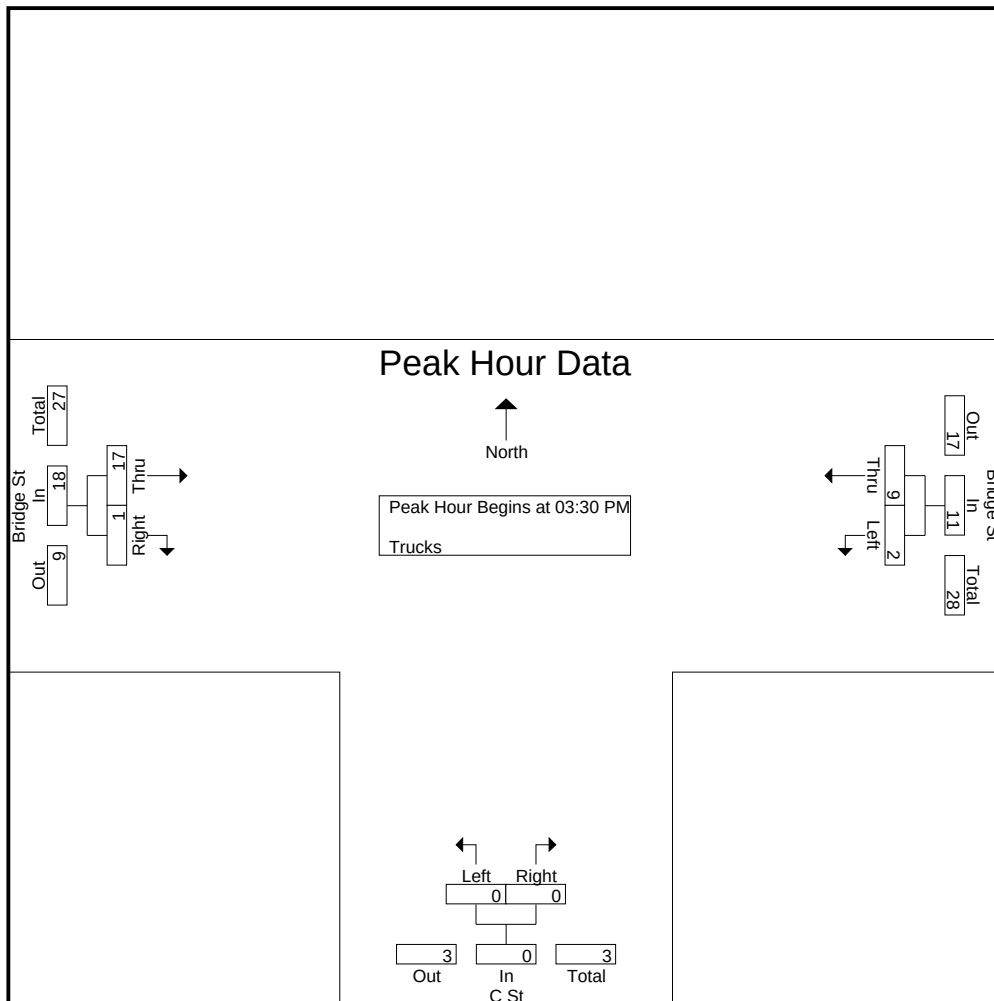
# Accurate Counts

978-664-2565

N/S Street : C Street  
E/W Street: Bridge Street  
City/State : Nashua, NH  
Weather : Cloudy

File Name : 18315005  
Site Code : 18315005  
Start Date : 4/10/2018  
Page No : 8

|                                                            | Bridge St<br>From East |      |            | C St<br>From South |       |            | Bridge St<br>From West |       |            |            |
|------------------------------------------------------------|------------------------|------|------------|--------------------|-------|------------|------------------------|-------|------------|------------|
| Start Time                                                 | Left                   | Thru | App. Total | Left               | Right | App. Total | Thru                   | Right | App. Total | Int. Total |
| Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1 |                        |      |            |                    |       |            |                        |       |            |            |
| Peak Hour for Entire Intersection Begins at 03:30 PM       |                        |      |            |                    |       |            |                        |       |            |            |
| 03:30 PM                                                   | 0                      | 1    | 1          | 0                  | 0     | 0          | 1                      | 0     | 1          | 2          |
| 03:45 PM                                                   | 2                      | 4    | 6          | 0                  | 0     | 0          | 7                      | 0     | 7          | 13         |
| 04:00 PM                                                   | 0                      | 3    | 3          | 0                  | 0     | 0          | 4                      | 1     | 5          | 8          |
| 04:15 PM                                                   | 0                      | 1    | 1          | 0                  | 0     | 0          | 5                      | 0     | 5          | 6          |
| Total Volume                                               | 2                      | 9    | 11         | 0                  | 0     | 0          | 17                     | 1     | 18         | 29         |
| % App. Total                                               | 18.2                   | 81.8 |            | 0                  | 0     |            | 94.4                   | 5.6   |            |            |
| PHF                                                        | .250                   | .563 | .458       | .000               | .000  | .000       | .607                   | .250  | .643       | .558       |



# Accurate Counts

978-664-2565

N/S Street : C Street  
E/W Street: Bridge Street  
City/State : Nashua, NH  
Weather : Cloudy

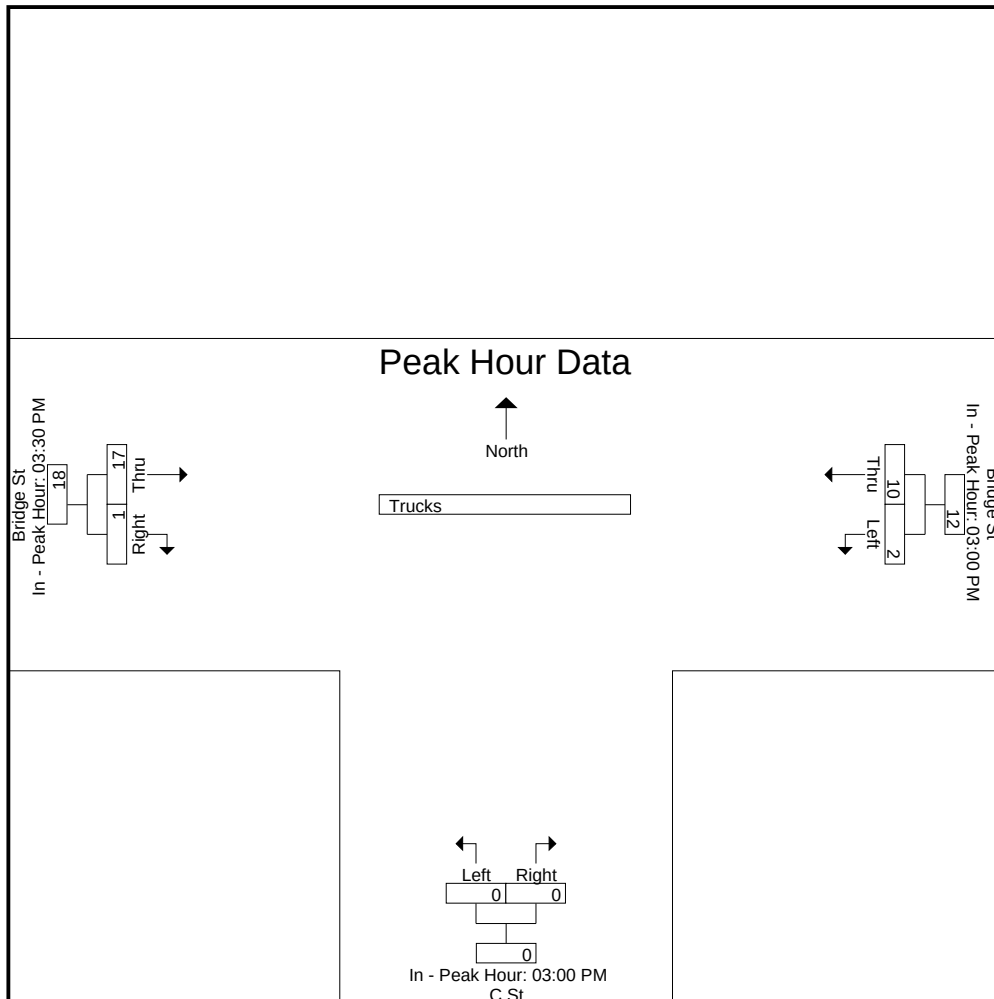
File Name : 18315005  
Site Code : 18315005  
Start Date : 4/10/2018  
Page No : 9

|            | Bridge St<br>From East |      |            | C St<br>From South |       |            | Bridge St<br>From West |       |            |            |
|------------|------------------------|------|------------|--------------------|-------|------------|------------------------|-------|------------|------------|
| Start Time | Left                   | Thru | App. Total | Left               | Right | App. Total | Thru                   | Right | App. Total | Int. Total |

Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

|              | 03:00 PM |      |      | 03:00 PM |      |      | 03:30 PM |      |      |
|--------------|----------|------|------|----------|------|------|----------|------|------|
| +0 mins.     | 0        | 3    | 3    | 0        | 0    | 0    | 1        | 0    | 1    |
| +15 mins.    | 0        | 2    | 2    | 0        | 0    | 0    | 7        | 0    | 7    |
| +30 mins.    | 0        | 1    | 1    | 0        | 0    | 0    | 4        | 1    | 5    |
| +45 mins.    | 2        | 4    | 6    | 0        | 0    | 0    | 5        | 0    | 5    |
| Total Volume | 2        | 10   | 12   | 0        | 0    | 0    | 17       | 1    | 18   |
| % App. Total | 16.7     | 83.3 |      | 0        | 0    |      | 94.4     | 5.6  |      |
| PHF          | .250     | .625 | .500 | .000     | .000 | .000 | .607     | .250 | .643 |



978-664-2565

File Name : 18315005  
Site Code : 18315005  
Start Date : 4/10/2018  
Page No : 10

[illegible]

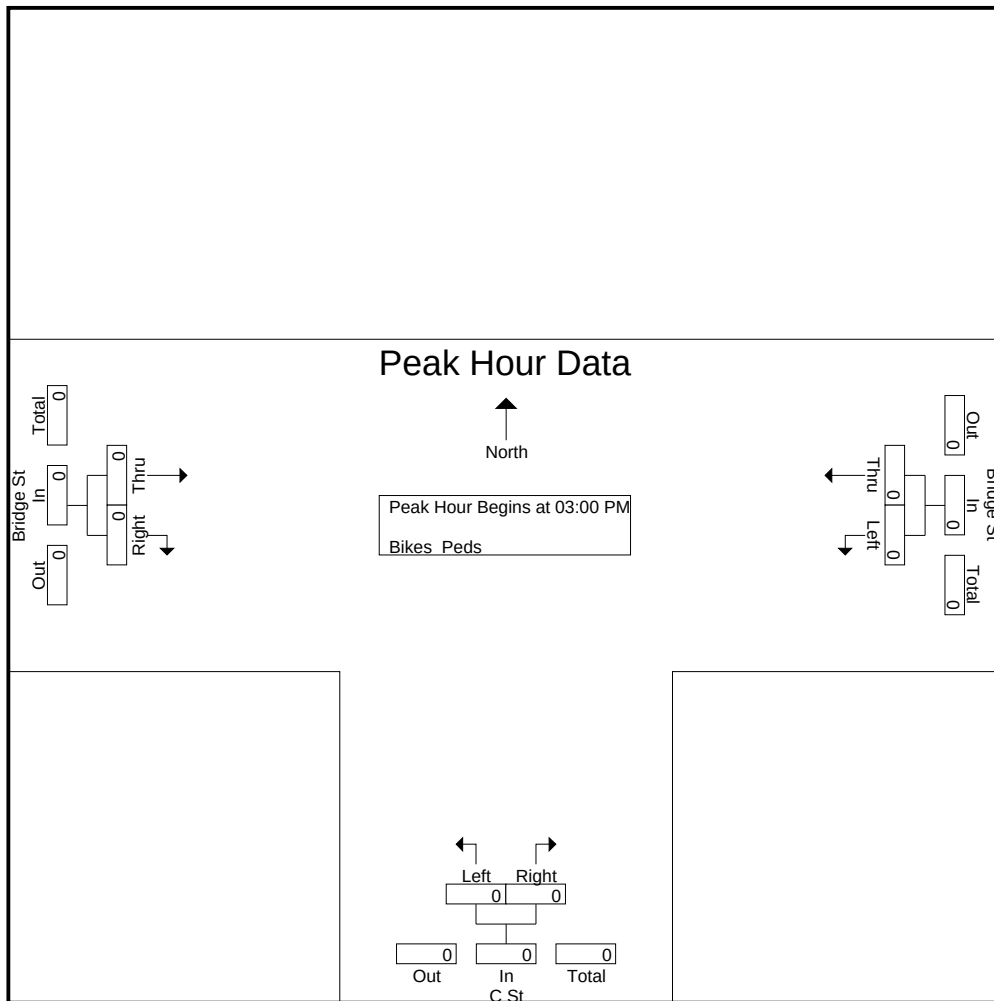
# Accurate Counts

978-664-2565

N/S Street : C Street  
E/W Street: Bridge Street  
City/State : Nashua, NH  
Weather : Cloudy

File Name : 18315005  
Site Code : 18315005  
Start Date : 4/10/2018  
Page No : 11

|                                                            | Bridge St<br>From East |      |            | C St<br>From South |       |            | Bridge St<br>From West |       |            |            |
|------------------------------------------------------------|------------------------|------|------------|--------------------|-------|------------|------------------------|-------|------------|------------|
| Start Time                                                 | Left                   | Thru | App. Total | Left               | Right | App. Total | Thru                   | Right | App. Total | Int. Total |
| Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1 |                        |      |            |                    |       |            |                        |       |            |            |
| Peak Hour for Entire Intersection Begins at 03:00 PM       |                        |      |            |                    |       |            |                        |       |            |            |
| 03:00 PM                                                   | 0                      | 0    | 0          | 0                  | 0     | 0          | 0                      | 0     | 0          | 0          |
| 03:15 PM                                                   | 0                      | 0    | 0          | 0                  | 0     | 0          | 0                      | 0     | 0          | 0          |
| 03:30 PM                                                   | 0                      | 0    | 0          | 0                  | 0     | 0          | 0                      | 0     | 0          | 0          |
| 03:45 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 : C Street  
E/W Street: Bridge Street  
City/State : Nashua, NH  
Weather : Cloudy

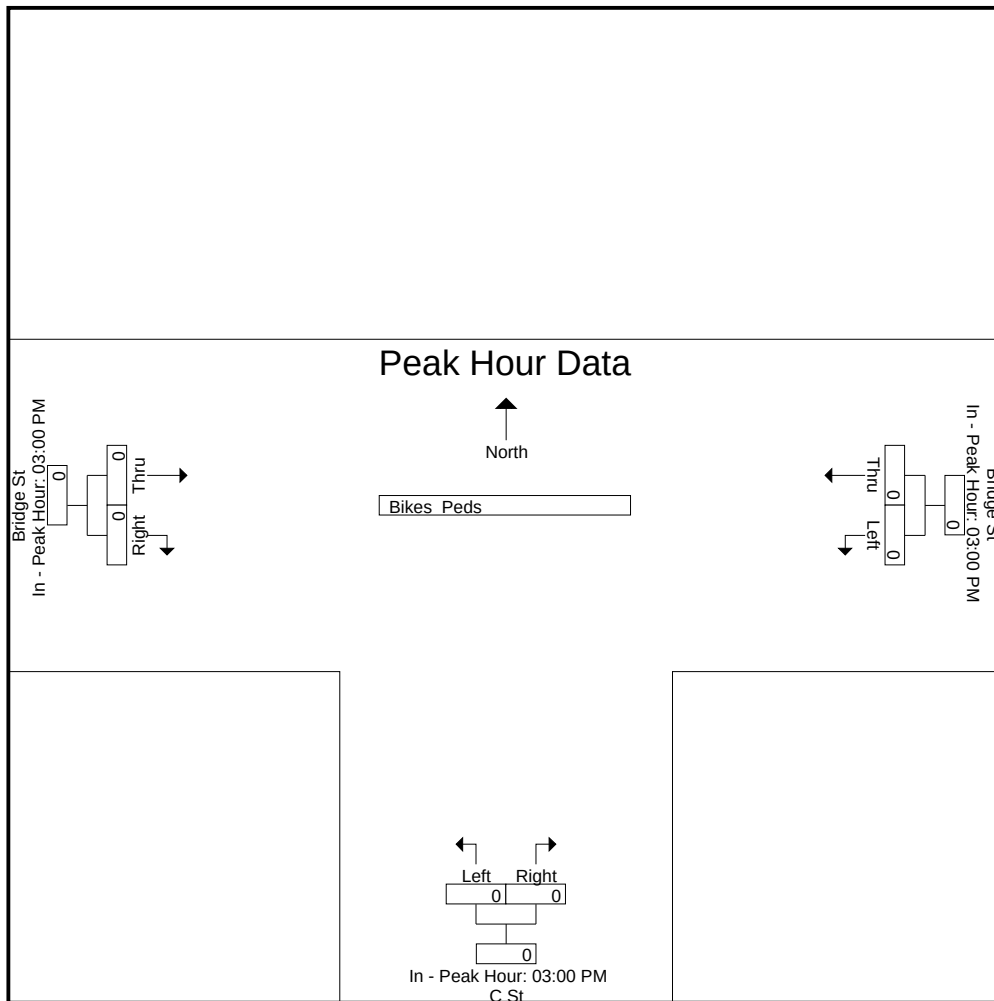
File Name : 18315005  
Site Code : 18315005  
Start Date : 4/10/2018  
Page No : 12

|            | Bridge St<br>From East |      |            | C St<br>From South |       |            | Bridge St<br>From West |       |            |            |
|------------|------------------------|------|------------|--------------------|-------|------------|------------------------|-------|------------|------------|
| Start Time | Left                   | Thru | App. Total | Left               | Right | App. Total | Thru                   | Right | App. Total | Int. Total |

Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

|              | 03:00 PM |      |      | 03:00 PM |      |      | 03:00 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 : Bancroft Street / D Street  
E/W Street: Bridge Street  
City/State : Nashua, NH  
Weather : Cloudy

File Name : 18315006  
Site Code : 18315006  
Start Date : 4/10/2018  
Page No : 1

## Groups Printed- Cars - Trucks

|             | Bancroft St<br>From North |      |       | Bridge St<br>From East |      |       | D St<br>From South |      |       | Bridge St<br>From West |      |       |            |
|-------------|---------------------------|------|-------|------------------------|------|-------|--------------------|------|-------|------------------------|------|-------|------------|
| Start Time  | Left                      | Thru | Right | Left                   | Thru | Right | Left               | Thru | Right | Left                   | Thru | Right | Int. Total |
| 06:00 AM    | 2                         | 0    | 2     | 1                      | 84   | 2     | 0                  | 0    | 1     | 4                      | 58   | 0     | 154        |
| 06:15 AM    | 1                         | 0    | 5     | 0                      | 127  | 3     | 2                  | 0    | 0     | 3                      | 76   | 0     | 217        |
| 06:30 AM    | 3                         | 0    | 6     | 0                      | 178  | 8     | 1                  | 1    | 1     | 0                      | 117  | 0     | 315        |
| 06:45 AM    | 1                         | 0    | 2     | 0                      | 222  | 9     | 2                  | 0    | 3     | 4                      | 116  | 0     | 359        |
| Total       | 7                         | 0    | 15    | 1                      | 611  | 22    | 5                  | 1    | 5     | 11                     | 367  | 0     | 1045       |
| 07:00 AM    | 7                         | 0    | 7     | 0                      | 201  | 7     | 1                  | 1    | 2     | 5                      | 125  | 0     | 356        |
| 07:15 AM    | 4                         | 0    | 7     | 0                      | 199  | 3     | 2                  | 1    | 5     | 3                      | 125  | 0     | 349        |
| 07:30 AM    | 4                         | 0    | 2     | 0                      | 261  | 4     | 2                  | 0    | 2     | 4                      | 120  | 0     | 399        |
| 07:45 AM    | 5                         | 0    | 1     | 0                      | 232  | 4     | 0                  | 1    | 3     | 3                      | 121  | 0     | 370        |
| Total       | 20                        | 0    | 17    | 0                      | 893  | 18    | 5                  | 3    | 12    | 15                     | 491  | 0     | 1474       |
| 08:00 AM    | 8                         | 0    | 6     | 0                      | 233  | 1     | 3                  | 2    | 6     | 3                      | 131  | 0     | 393        |
| 08:15 AM    | 5                         | 0    | 5     | 0                      | 185  | 7     | 3                  | 1    | 4     | 1                      | 127  | 0     | 338        |
| 08:30 AM    | 2                         | 0    | 4     | 0                      | 206  | 5     | 0                  | 1    | 4     | 3                      | 126  | 0     | 351        |
| 08:45 AM    | 2                         | 0    | 3     | 0                      | 173  | 1     | 3                  | 2    | 8     | 2                      | 119  | 0     | 313        |
| Total       | 17                        | 0    | 18    | 0                      | 797  | 14    | 9                  | 6    | 22    | 9                      | 503  | 0     | 1395       |
| Grand Total | 44                        | 0    | 50    | 1                      | 2301 | 54    | 19                 | 10   | 39    | 35                     | 1361 | 0     | 3914       |
| Apprch %    | 46.8                      | 0    | 53.2  | 0                      | 97.7 | 2.3   | 27.9               | 14.7 | 57.4  | 2.5                    | 97.5 | 0     |            |
| Total %     | 1.1                       | 0    | 1.3   | 0                      | 58.8 | 1.4   | 0.5                | 0.3  | 1     | 0.9                    | 34.8 | 0     |            |
| Cars        | 33                        | 0    | 50    | 1                      | 2273 | 46    | 19                 | 10   | 39    | 35                     | 1339 | 0     | 3845       |
| % Cars      | 75                        | 0    | 100   | 100                    | 98.8 | 85.2  | 100                | 100  | 100   | 100                    | 98.4 | 0     | 98.2       |
| Trucks      | 11                        | 0    | 0     | 0                      | 28   | 8     | 0                  | 0    | 0     | 0                      | 22   | 0     | 69         |

Accurate Counts  
978-664-2565

|          |  |    |   |   |  |   |     |      |  |   |   |   |  |   |     |   |  |     |
|----------|--|----|---|---|--|---|-----|------|--|---|---|---|--|---|-----|---|--|-----|
| % Trucks |  | 25 | 0 | 0 |  | 0 | 1.2 | 14.8 |  | 0 | 0 | 0 |  | 0 | 1.6 | 0 |  | 1.8 |
|----------|--|----|---|---|--|---|-----|------|--|---|---|---|--|---|-----|---|--|-----|

Accurate Counts  
978-664-2565

N/S Street : Bancroft Street / D Street  
E/W Street: Bridge Street  
City/State : Nashua, NH  
Weather : Cloudy

File Name : 18315006  
Site Code : 18315006  
Start Date : 4/10/2018  
Page No : 3

|                                                            | Bancroft St<br>From North |      |       |            | Bridge St<br>From East |      |       |            | D St<br>From South |      |       |            | Bridge St<br>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 06:00 AM to 08:45 AM - Peak 1 of 1 |                           |      |       |            |                        |      |       |            |                    |      |       |            |                        |      |       |            |            |
| Peak Hour for Entire Intersection Begins at 07:15 AM       |                           |      |       |            |                        |      |       |            |                    |      |       |            |                        |      |       |            |            |
| 07:15 AM                                                   | 4                         | 0    | 7     | 11         | 0                      | 199  | 3     | 202        | 2                  | 1    | 5     | 8          | 3                      | 125  | 0     | 128        | 349        |
| 07:30 AM                                                   | 4                         | 0    | 2     | 6          | 0                      | 261  | 4     | 265        | 2                  | 0    | 2     | 4          | 4                      | 120  | 0     | 124        | 399        |
| 07:45 AM                                                   | 5                         | 0    | 1     | 6          | 0                      | 232  | 4     | 236        | 0                  | 1    | 3     | 4          | 3                      | 121  | 0     | 124        | 370        |
| 08:00 AM                                                   | 8                         | 0    | 6     | 14         | 0                      | 233  | 1     | 234        | 3                  | 2    | 6     | 11         | 3                      | 131  | 0     | 134        | 393        |
| Total Volume                                               | 21                        | 0    | 16    | 37         | 0                      | 925  | 12    | 937        | 7                  | 4    | 16    | 27         | 13                     | 497  | 0     | 510        | 1511       |
| % App. Total                                               | 56.8                      | 0    | 43.2  |            | 0                      | 98.7 | 1.3   |            | 25.9               | 14.8 | 59.3  |            | 2.5                    | 97.5 | 0     |            |            |
| PHF                                                        | .656                      | .000 | .571  | .661       | .000                   | .886 | .750  | .884       | .583               | .500 | .667  | .614       | .813                   | .948 | .000  | .951       | .947       |
| Cars                                                       | 15                        | 0    | 16    | 31         | 0                      | 911  | 9     | 920        | 7                  | 4    | 16    | 27         | 13                     | 489  | 0     | 502        | 1480       |
| % Cars                                                     | 71.4                      | 0    | 100   | 83.8       | 0                      | 98.5 | 75.0  | 98.2       | 100                | 100  | 100   | 100        | 100                    | 98.4 | 0     | 98.4       | 97.9       |
| Trucks                                                     | 6                         | 0    | 0     | 6          | 0                      | 14   | 3     | 17         | 0                  | 0    | 0     | 0          | 0                      | 8    | 0     | 8          | 31         |
| % Trucks                                                   | 28.6                      | 0    | 0     | 16.2       | 0                      | 1.5  | 25.0  | 1.8        | 0                  | 0    | 0     | 0          | 0                      | 1.6  | 0     | 1.6        | 2.1        |

# Accurate Counts

978-664-2565

File Name : 18315006

Site Code : 18315006

Start Date : 4/10/2018

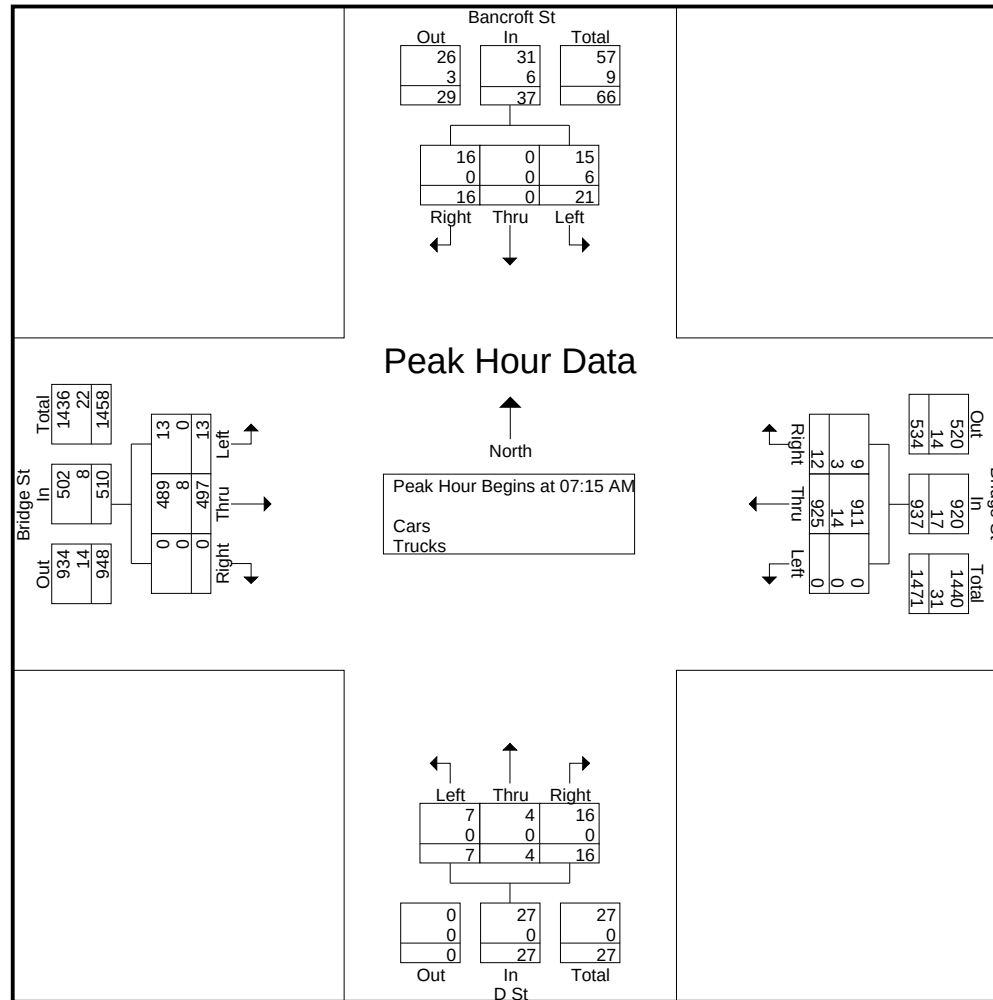
Page No : 4

N/S Street : Bancroft Street / D Street

E/W Street: Bridge Street

City/State : Nashua, NH

Weather : Cloudy



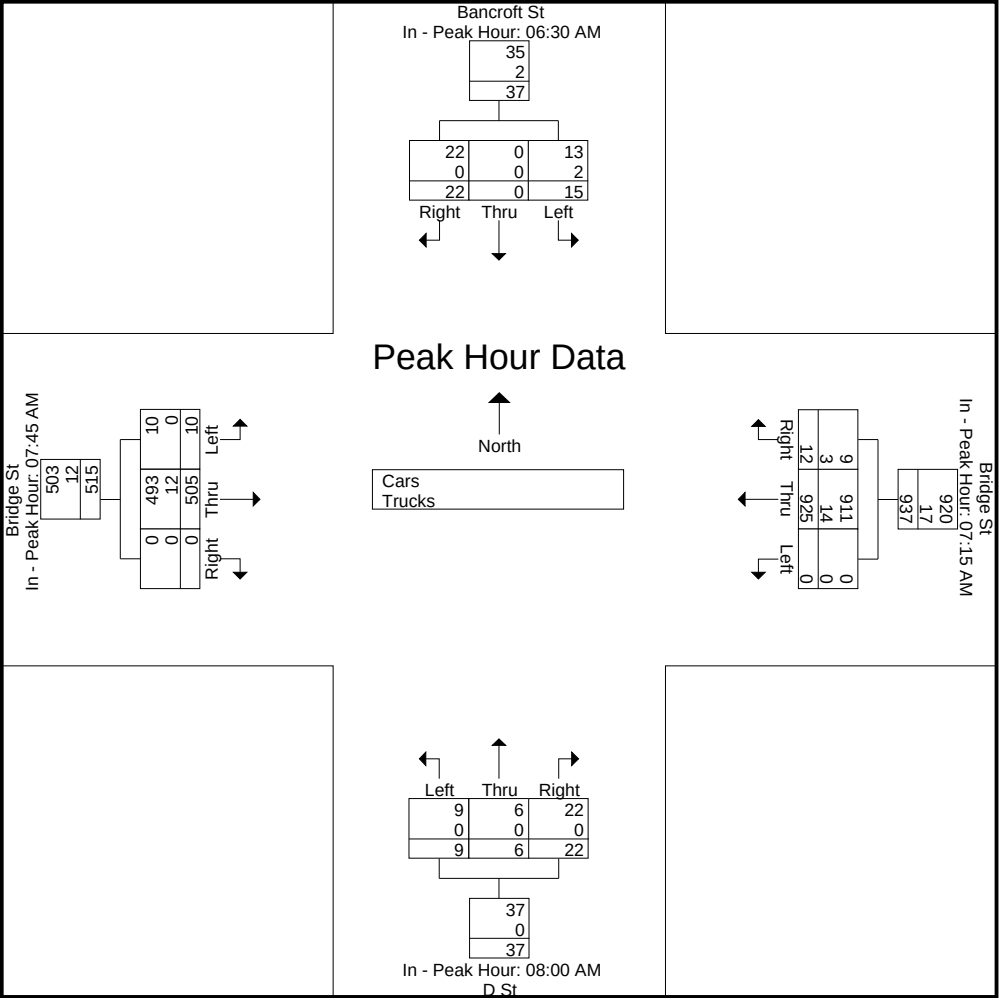
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

|              | 06:30 AM |   |      |    | 07:15 AM |      |     |     | 08:00 AM |      |      |    | 07:45 AM |      |   |     |
|--------------|----------|---|------|----|----------|------|-----|-----|----------|------|------|----|----------|------|---|-----|
| +0 mins.     | 3        | 0 | 6    | 9  | 0        | 199  | 3   | 202 | 3        | 2    | 6    | 11 | 3        | 121  | 0 | 124 |
| +15 mins.    | 1        | 0 | 2    | 3  | 0        | 261  | 4   | 265 | 3        | 1    | 4    | 8  | 3        | 131  | 0 | 134 |
| +30 mins.    | 7        | 0 | 7    | 14 | 0        | 232  | 4   | 236 | 0        | 1    | 4    | 5  | 1        | 127  | 0 | 128 |
| +45 mins.    | 4        | 0 | 7    | 11 | 0        | 233  | 1   | 234 | 3        | 2    | 8    | 13 | 3        | 126  | 0 | 129 |
| Total Volume | 15       | 0 | 22   | 37 | 0        | 925  | 12  | 937 | 9        | 6    | 22   | 37 | 10       | 505  | 0 | 515 |
| % App. Total | 40.5     | 0 | 59.5 |    | 0        | 98.7 | 1.3 |     | 24.3     | 16.2 | 59.5 |    | 1.9      | 98.1 | 0 |     |

Accurate Counts  
978-664-2565

|          |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |
|----------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| PHF      | .536 | .000 | .786 | .661 | .000 | .886 | .750 | .884 | .750 | .750 | .688 | .712 | .833 | .964 | .000 | .961 |
| Cars     | 13   | 0    | 22   | 35   | 0    | 911  | 9    | 920  | 9    | 6    | 22   | 37   | 10   | 493  | 0    | 503  |
| % Cars   | 86.7 | 0    | 100  | 94.6 | 0    | 98.5 | 75   | 98.2 | 100  | 100  | 100  | 100  | 100  | 97.6 | 0    | 97.7 |
| Trucks   | 2    | 0    | 0    | 2    | 0    | 14   | 3    | 17   | 0    | 0    | 0    | 0    | 0    | 12   | 0    | 12   |
| % Trucks | 13.3 | 0    | 0    | 5.4  | 0    | 1.5  | 25   | 1.8  | 0    | 0    | 0    | 0    | 0    | 2.4  | 0    | 2.3  |



# Accurate Counts

978-664-2565

N/S Street : Bancroft Street / D Street  
E/W Street: Bridge Street  
City/State : Nashua, NH  
Weather : Cloudy

File Name : 18315006  
Site Code : 18315006  
Start Date : 4/10/2018  
Page No : 6

## Groups Printed- Cars

|             | Bancroft St<br>From North |      |       | Bridge St<br>From East |      |       | D St<br>From South |      |       | Bridge St<br>From West |      |       |            |
|-------------|---------------------------|------|-------|------------------------|------|-------|--------------------|------|-------|------------------------|------|-------|------------|
| Start Time  | Left                      | Thru | Right | Left                   | Thru | Right | Left               | Thru | Right | Left                   | Thru | Right | Int. Total |
| 06:00 AM    | 2                         | 0    | 2     | 1                      | 84   | 2     | 0                  | 0    | 1     | 4                      | 58   | 0     | 154        |
| 06:15 AM    | 1                         | 0    | 5     | 0                      | 127  | 3     | 2                  | 0    | 0     | 3                      | 76   | 0     | 217        |
| 06:30 AM    | 3                         | 0    | 6     | 0                      | 178  | 8     | 1                  | 1    | 1     | 0                      | 116  | 0     | 314        |
| 06:45 AM    | 1                         | 0    | 2     | 0                      | 221  | 8     | 2                  | 0    | 3     | 4                      | 116  | 0     | 357        |
| Total       | 7                         | 0    | 15    | 1                      | 610  | 21    | 5                  | 1    | 5     | 11                     | 366  | 0     | 1042       |
| 07:00 AM    | 7                         | 0    | 7     | 0                      | 199  | 6     | 1                  | 1    | 2     | 5                      | 121  | 0     | 349        |
| 07:15 AM    | 2                         | 0    | 7     | 0                      | 195  | 3     | 2                  | 1    | 5     | 3                      | 123  | 0     | 341        |
| 07:30 AM    | 3                         | 0    | 2     | 0                      | 261  | 3     | 2                  | 0    | 2     | 4                      | 120  | 0     | 397        |
| 07:45 AM    | 4                         | 0    | 1     | 0                      | 227  | 2     | 0                  | 1    | 3     | 3                      | 119  | 0     | 360        |
| Total       | 16                        | 0    | 17    | 0                      | 882  | 14    | 5                  | 3    | 12    | 15                     | 483  | 0     | 1447       |
| 08:00 AM    | 6                         | 0    | 6     | 0                      | 228  | 1     | 3                  | 2    | 6     | 3                      | 127  | 0     | 382        |
| 08:15 AM    | 3                         | 0    | 5     | 0                      | 181  | 6     | 3                  | 1    | 4     | 1                      | 124  | 0     | 328        |
| 08:30 AM    | 0                         | 0    | 4     | 0                      | 204  | 3     | 0                  | 1    | 4     | 3                      | 123  | 0     | 342        |
| 08:45 AM    | 1                         | 0    | 3     | 0                      | 168  | 1     | 3                  | 2    | 8     | 2                      | 116  | 0     | 304        |
| Total       | 10                        | 0    | 18    | 0                      | 781  | 11    | 9                  | 6    | 22    | 9                      | 490  | 0     | 1356       |
| Grand Total | 33                        | 0    | 50    | 1                      | 2273 | 46    | 19                 | 10   | 39    | 35                     | 1339 | 0     | 3845       |
| Apprch %    | 39.8                      | 0    | 60.2  | 0                      | 98   | 2     | 27.9               | 14.7 | 57.4  | 2.5                    | 97.5 | 0     |            |
| Total %     | 0.9                       | 0    | 1.3   | 0                      | 59.1 | 1.2   | 0.5                | 0.3  | 1     | 0.9                    | 34.8 | 0     |            |

Accurate Counts  
978-664-2565

N/S Street : Bancroft Street / D Street  
E/W Street: Bridge Street  
City/State : Nashua, NH  
Weather : Cloudy

File Name : 18315006  
Site Code : 18315006  
Start Date : 4/10/2018  
Page No : 7

|                                                            | Bancroft St<br>From North |      |       |            | Bridge St<br>From East |      |       |            | D St<br>From South |      |       |            | Bridge St<br>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 06:00 AM to 08:45 AM - Peak 1 of 1 |                           |      |       |            |                        |      |       |            |                    |      |       |            |                        |      |       |            |            |
| Peak Hour for Entire Intersection Begins at 07:15 AM       |                           |      |       |            |                        |      |       |            |                    |      |       |            |                        |      |       |            |            |
| 07:15 AM                                                   | 2                         | 0    | 7     | 9          | 0                      | 195  | 3     | 198        | 2                  | 1    | 5     | 8          | 3                      | 123  | 0     | 126        | 341        |
| 07:30 AM                                                   | 3                         | 0    | 2     | 5          | 0                      | 261  | 3     | 264        | 2                  | 0    | 2     | 4          | 4                      | 120  | 0     | 124        | 397        |
| 07:45 AM                                                   | 4                         | 0    | 1     | 5          | 0                      | 227  | 2     | 229        | 0                  | 1    | 3     | 4          | 3                      | 119  | 0     | 122        | 360        |
| 08:00 AM                                                   | 6                         | 0    | 6     | 12         | 0                      | 228  | 1     | 229        | 3                  | 2    | 6     | 11         | 3                      | 127  | 0     | 130        | 382        |
| Total Volume                                               | 15                        | 0    | 16    | 31         | 0                      | 911  | 9     | 920        | 7                  | 4    | 16    | 27         | 13                     | 489  | 0     | 502        | 1480       |
| % App. Total                                               | 48.4                      | 0    | 51.6  |            | 0                      | 99   | 1     |            | 25.9               | 14.8 | 59.3  |            | 2.6                    | 97.4 | 0     |            |            |
| PHF                                                        | .625                      | .000 | .571  | .646       | .000                   | .873 | .750  | .871       | .583               | .500 | .667  | .614       | .813                   | .963 | .000  | .965       | .932       |

# Accurate Counts

978-664-2565

File Name : 18315006

Site Code : 18315006

Start Date : 4/10/2018

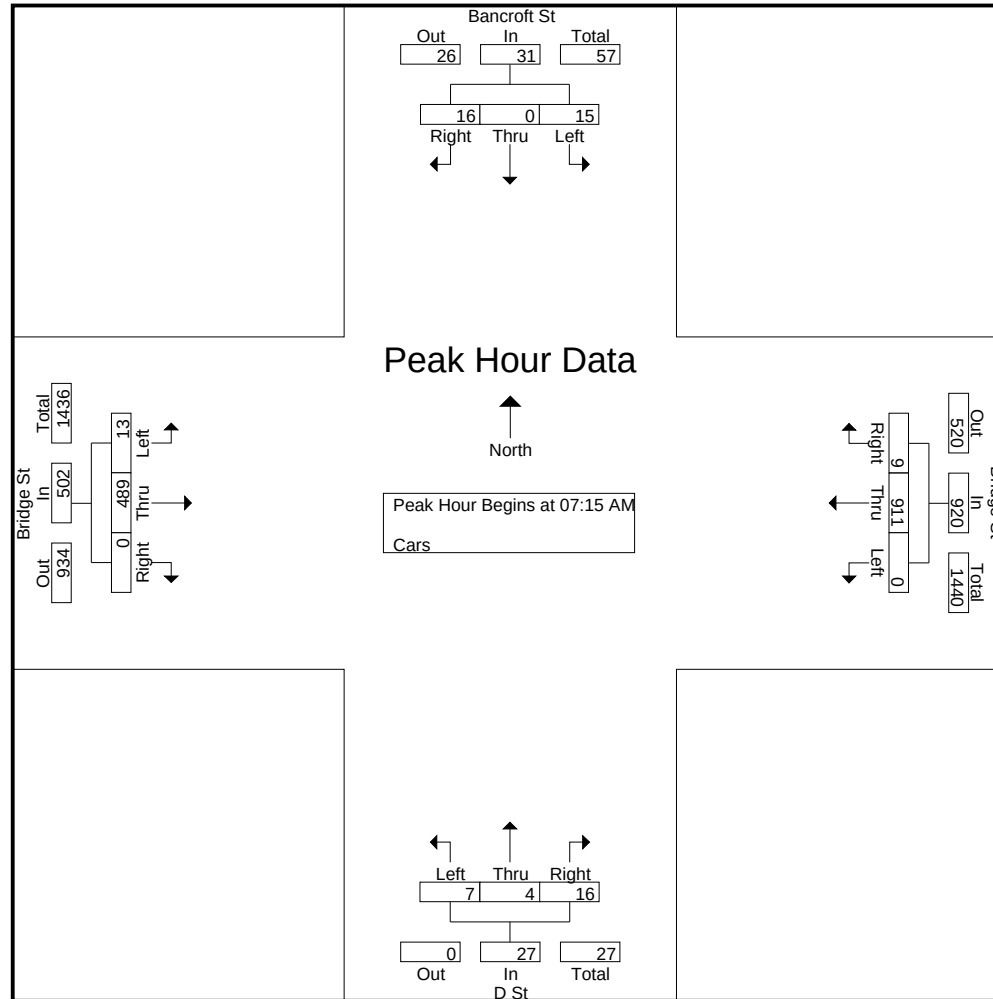
Page No : 8

N/S Street : Bancroft Street / D Street

E/W Street: Bridge Street

City/State : Nashua, NH

Weather : Cloudy



Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1

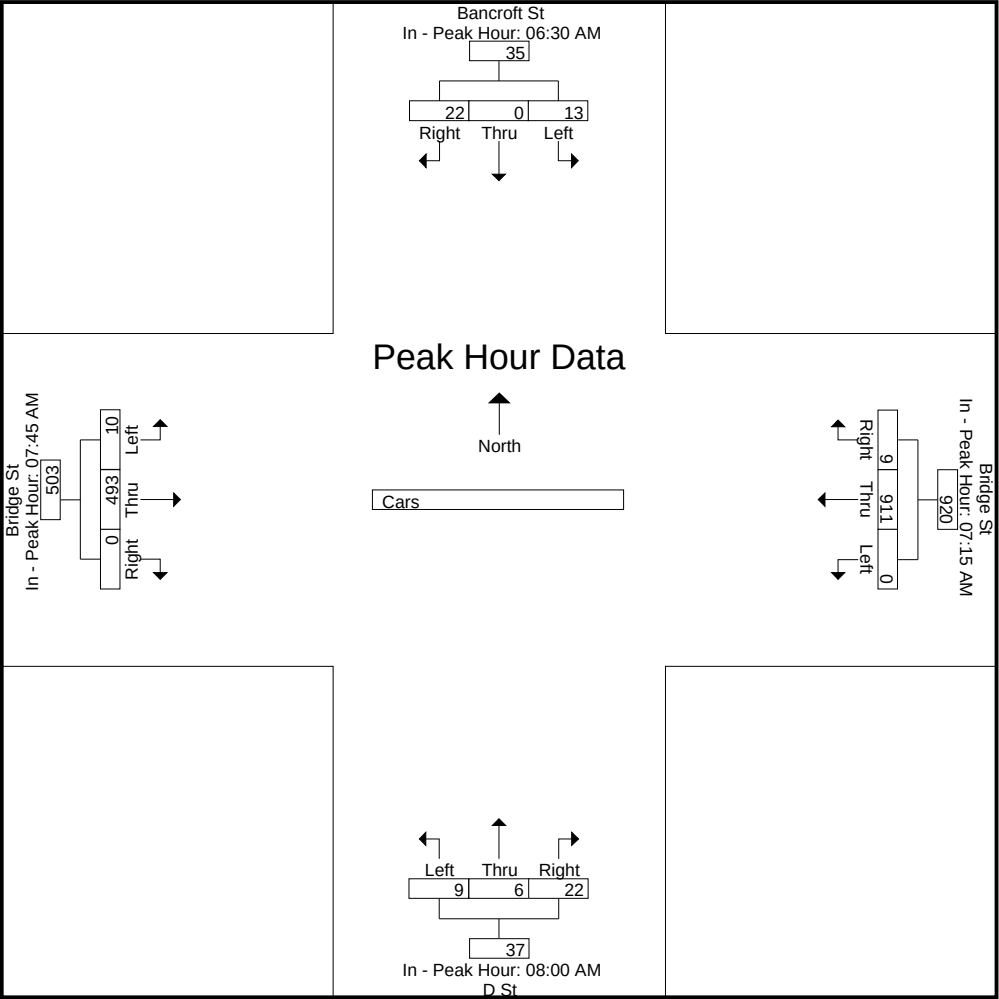
Peak Hour for Each Approach Begins at:

|              | 06:30 AM |   |      |    | 07:15 AM |     |   |     | 08:00 AM |      |      |    | 07:45 AM |     |   |     |
|--------------|----------|---|------|----|----------|-----|---|-----|----------|------|------|----|----------|-----|---|-----|
| +0 mins.     | 3        | 0 | 6    | 9  | 0        | 195 | 3 | 198 | 3        | 2    | 6    | 11 | 3        | 119 | 0 | 122 |
| +15 mins.    | 1        | 0 | 2    | 3  | 0        | 261 | 3 | 264 | 3        | 1    | 4    | 8  | 3        | 127 | 0 | 130 |
| +30 mins.    | 7        | 0 | 7    | 14 | 0        | 227 | 2 | 229 | 0        | 1    | 4    | 5  | 1        | 124 | 0 | 125 |
| +45 mins.    | 2        | 0 | 7    | 9  | 0        | 228 | 1 | 229 | 3        | 2    | 8    | 13 | 3        | 123 | 0 | 126 |
| Total Volume | 13       | 0 | 22   | 35 | 0        | 911 | 9 | 920 | 9        | 6    | 22   | 37 | 10       | 493 | 0 | 503 |
| % App. Total | 37.1     | 0 | 62.9 |    | 0        | 99  | 1 |     | 24.3     | 16.2 | 59.5 |    | 2        | 98  | 0 |     |



Accurate Counts  
978-664-2565

|     |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |
|-----|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| PHF | .464 | .000 | .786 | .625 | .000 | .873 | .750 | .871 | .750 | .750 | .688 | .712 | .833 | .970 | .000 | .967 |
|-----|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|



# Accurate Counts

978-664-2565

N/S Street : Bancroft Street / D Street  
E/W Street: Bridge Street  
City/State : Nashua, NH  
Weather : Cloudy

File Name : 18315006  
Site Code : 18315006  
Start Date : 4/10/2018  
Page No : 10

## Groups Printed- Trucks

|             | Bancroft St<br>From North |      |       | Bridge St<br>From East |      |       | D St<br>From South |      |       | Bridge St<br>From West |      |       |            |
|-------------|---------------------------|------|-------|------------------------|------|-------|--------------------|------|-------|------------------------|------|-------|------------|
| Start Time  | Left                      | Thru | Right | Left                   | Thru | Right | Left               | Thru | Right | Left                   | Thru | Right | Int. Total |
| 06:00 AM    | 0                         | 0    | 0     | 0                      | 0    | 0     | 0                  | 0    | 0     | 0                      | 0    | 0     | 0          |
| 06:15 AM    | 0                         | 0    | 0     | 0                      | 0    | 0     | 0                  | 0    | 0     | 0                      | 0    | 0     | 0          |
| 06:30 AM    | 0                         | 0    | 0     | 0                      | 0    | 0     | 0                  | 0    | 0     | 0                      | 1    | 0     | 1          |
| 06:45 AM    | 0                         | 0    | 0     | 0                      | 1    | 1     | 0                  | 0    | 0     | 0                      | 0    | 0     | 2          |
| Total       | 0                         | 0    | 0     | 0                      | 1    | 1     | 0                  | 0    | 0     | 0                      | 1    | 0     | 3          |
| 07:00 AM    | 0                         | 0    | 0     | 0                      | 2    | 1     | 0                  | 0    | 0     | 0                      | 4    | 0     | 7          |
| 07:15 AM    | 2                         | 0    | 0     | 0                      | 4    | 0     | 0                  | 0    | 0     | 0                      | 2    | 0     | 8          |
| 07:30 AM    | 1                         | 0    | 0     | 0                      | 0    | 1     | 0                  | 0    | 0     | 0                      | 0    | 0     | 2          |
| 07:45 AM    | 1                         | 0    | 0     | 0                      | 5    | 2     | 0                  | 0    | 0     | 0                      | 2    | 0     | 10         |
| Total       | 4                         | 0    | 0     | 0                      | 11   | 4     | 0                  | 0    | 0     | 0                      | 8    | 0     | 27         |
| 08:00 AM    | 2                         | 0    | 0     | 0                      | 5    | 0     | 0                  | 0    | 0     | 0                      | 4    | 0     | 11         |
| 08:15 AM    | 2                         | 0    | 0     | 0                      | 4    | 1     | 0                  | 0    | 0     | 0                      | 3    | 0     | 10         |
| 08:30 AM    | 2                         | 0    | 0     | 0                      | 2    | 2     | 0                  | 0    | 0     | 0                      | 3    | 0     | 9          |
| 08:45 AM    | 1                         | 0    | 0     | 0                      | 5    | 0     | 0                  | 0    | 0     | 0                      | 3    | 0     | 9          |
| Total       | 7                         | 0    | 0     | 0                      | 16   | 3     | 0                  | 0    | 0     | 0                      | 13   | 0     | 39         |
| Grand Total | 11                        | 0    | 0     | 0                      | 28   | 8     | 0                  | 0    | 0     | 0                      | 22   | 0     | 69         |
| Apprch %    | 100                       | 0    | 0     | 0                      | 77.8 | 22.2  | 0                  | 0    | 0     | 0                      | 100  | 0     |            |
| Total %     | 15.9                      | 0    | 0     | 0                      | 40.6 | 11.6  | 0                  | 0    | 0     | 0                      | 31.9 | 0     |            |

Accurate Counts  
978-664-2565

N/S Street : Bancroft Street / D Street  
E/W Street: Bridge Street  
City/State : Nashua, NH  
Weather : Cloudy

File Name : 18315006  
Site Code : 18315006  
Start Date : 4/10/2018  
Page No : 11

|                                                            | Bancroft St<br>From North |      |       |            | Bridge St<br>From East |      |       |            | D St<br>From South |      |       |            | Bridge St<br>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 06:00 AM to 08:45 AM - Peak 1 of 1 |                           |      |       |            |                        |      |       |            |                    |      |       |            |                        |      |       |            |            |
| Peak Hour for Entire Intersection Begins at 07:45 AM       |                           |      |       |            |                        |      |       |            |                    |      |       |            |                        |      |       |            |            |
| 07:45 AM                                                   | 1                         | 0    | 0     | 1          | 0                      | 5    | 2     | 7          | 0                  | 0    | 0     | 0          | 0                      | 2    | 0     | 2          | 10         |
| 08:00 AM                                                   | 2                         | 0    | 0     | 2          | 0                      | 5    | 0     | 5          | 0                  | 0    | 0     | 0          | 0                      | 4    | 0     | 4          | 11         |
| 08:15 AM                                                   | 2                         | 0    | 0     | 2          | 0                      | 4    | 1     | 5          | 0                  | 0    | 0     | 0          | 0                      | 3    | 0     | 3          | 10         |
| 08:30 AM                                                   | 2                         | 0    | 0     | 2          | 0                      | 2    | 2     | 4          | 0                  | 0    | 0     | 0          | 0                      | 3    | 0     | 3          | 9          |
| Total Volume                                               | 7                         | 0    | 0     | 7          | 0                      | 16   | 5     | 21         | 0                  | 0    | 0     | 0          | 0                      | 12   | 0     | 12         | 40         |
| % App. Total                                               | 100                       | 0    | 0     |            | 0                      | 76.2 | 23.8  |            | 0                  | 0    | 0     |            | 0                      | 100  | 0     |            |            |
| PHF                                                        | .875                      | .000 | .000  | .875       | .000                   | .800 | .625  | .750       | .000               | .000 | .000  | .000       | .000                   | .750 | .000  | .750       | .909       |

# Accurate Counts

978-664-2565

File Name : 18315006

Site Code : 18315006

Start Date : 4/10/2018

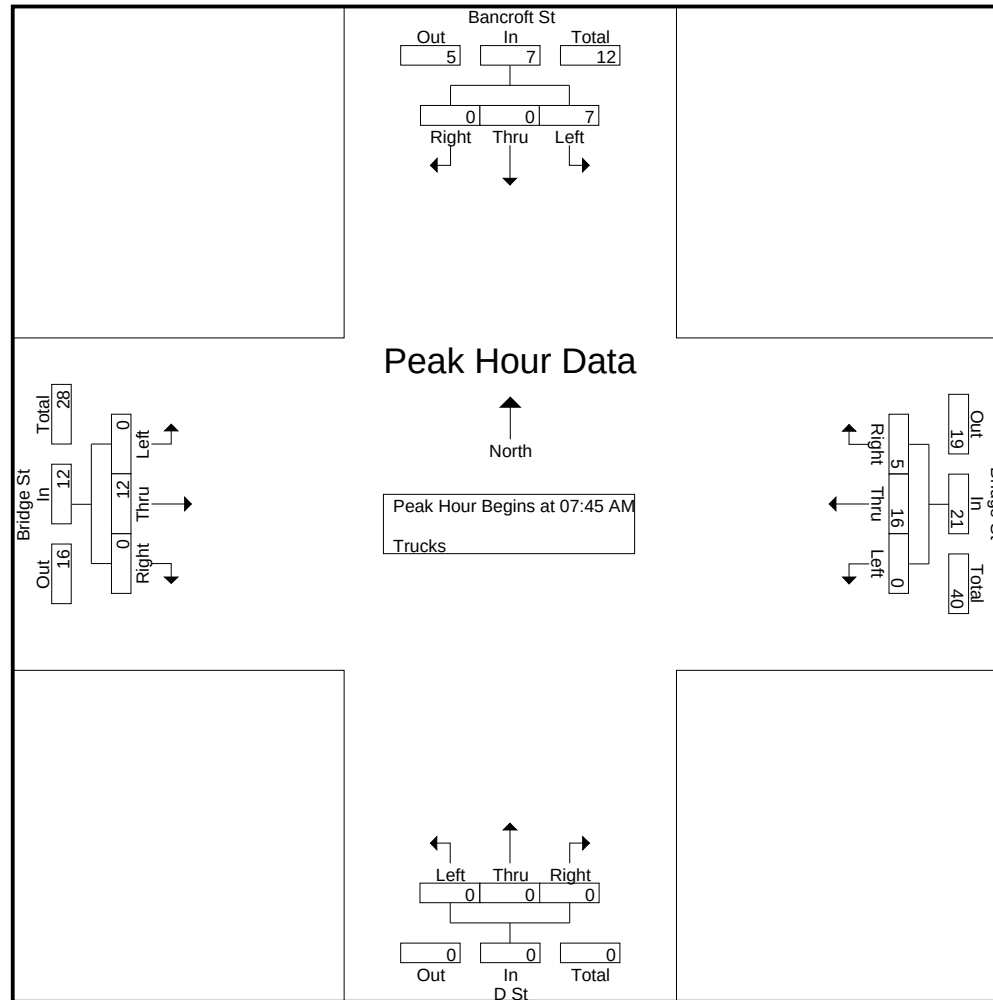
Page No : 12

N/S Street : Bancroft Street / D Street

E/W Street: Bridge Street

City/State : Nashua, NH

Weather : Cloudy



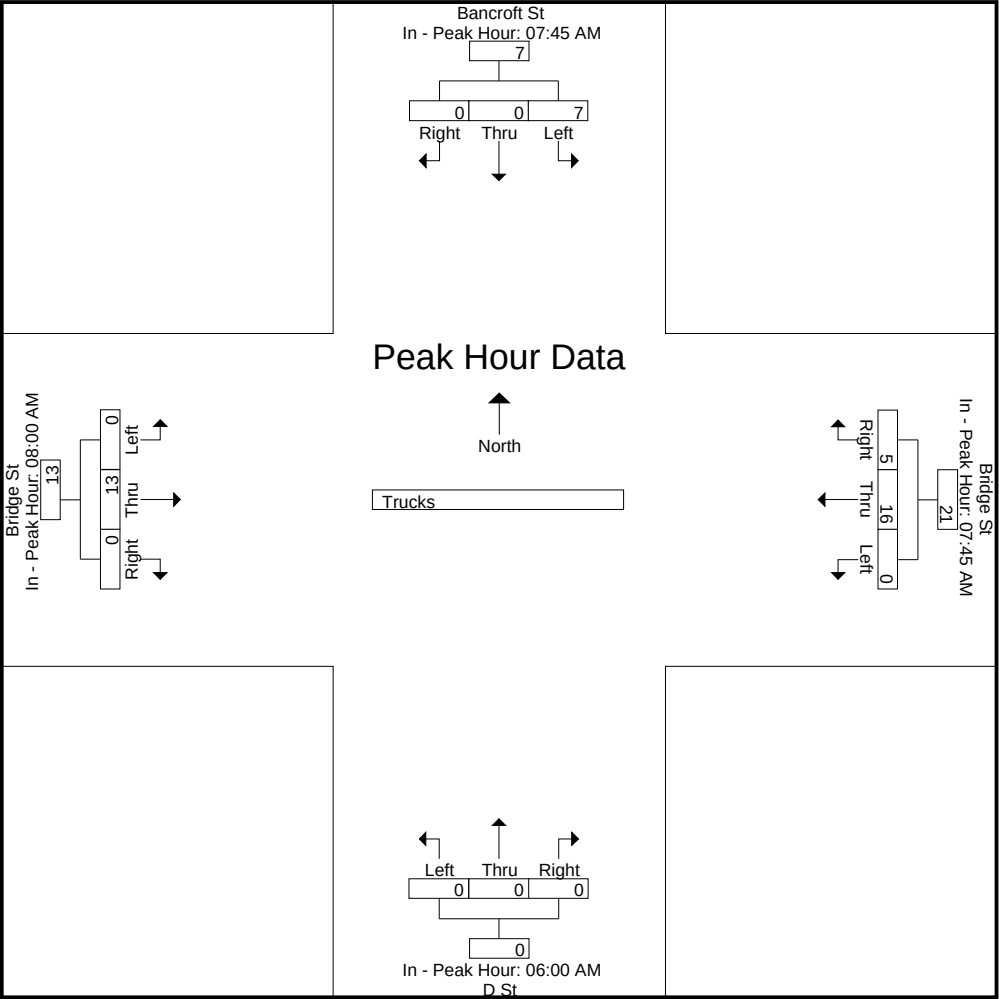
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

|              | 07:45 AM |   |   |   | 07:45 AM |      |      |    | 06:00 AM |   |   |   | 08:00 AM |     |   |    |
|--------------|----------|---|---|---|----------|------|------|----|----------|---|---|---|----------|-----|---|----|
| +0 mins.     | 1        | 0 | 0 | 1 | 0        | 5    | 2    | 7  | 0        | 0 | 0 | 0 | 0        | 4   | 0 | 4  |
| +15 mins.    | 2        | 0 | 0 | 2 | 0        | 5    | 0    | 5  | 0        | 0 | 0 | 0 | 0        | 3   | 0 | 3  |
| +30 mins.    | 2        | 0 | 0 | 2 | 0        | 4    | 1    | 5  | 0        | 0 | 0 | 0 | 0        | 3   | 0 | 3  |
| +45 mins.    | 2        | 0 | 0 | 2 | 0        | 2    | 2    | 4  | 0        | 0 | 0 | 0 | 0        | 3   | 0 | 3  |
| Total Volume | 7        | 0 | 0 | 7 | 0        | 16   | 5    | 21 | 0        | 0 | 0 | 0 | 0        | 13  | 0 | 13 |
| % App. Total | 100      | 0 | 0 |   | 0        | 76.2 | 23.8 |    | 0        | 0 | 0 |   | 0        | 100 | 0 |    |

Accurate Counts  
978-664-2565

|     |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |
|-----|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| PHF | .875 | .000 | .000 | .875 | .000 | .800 | .625 | .750 | .000 | .000 | .000 | .000 | .000 | .813 | .000 | .813 |
|-----|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|



978-664-2565

File Name : 18315006  
Site Code : 18315006  
Start Date : 4/10/2018  
Page No : 14

[illegible]

978-664-2565

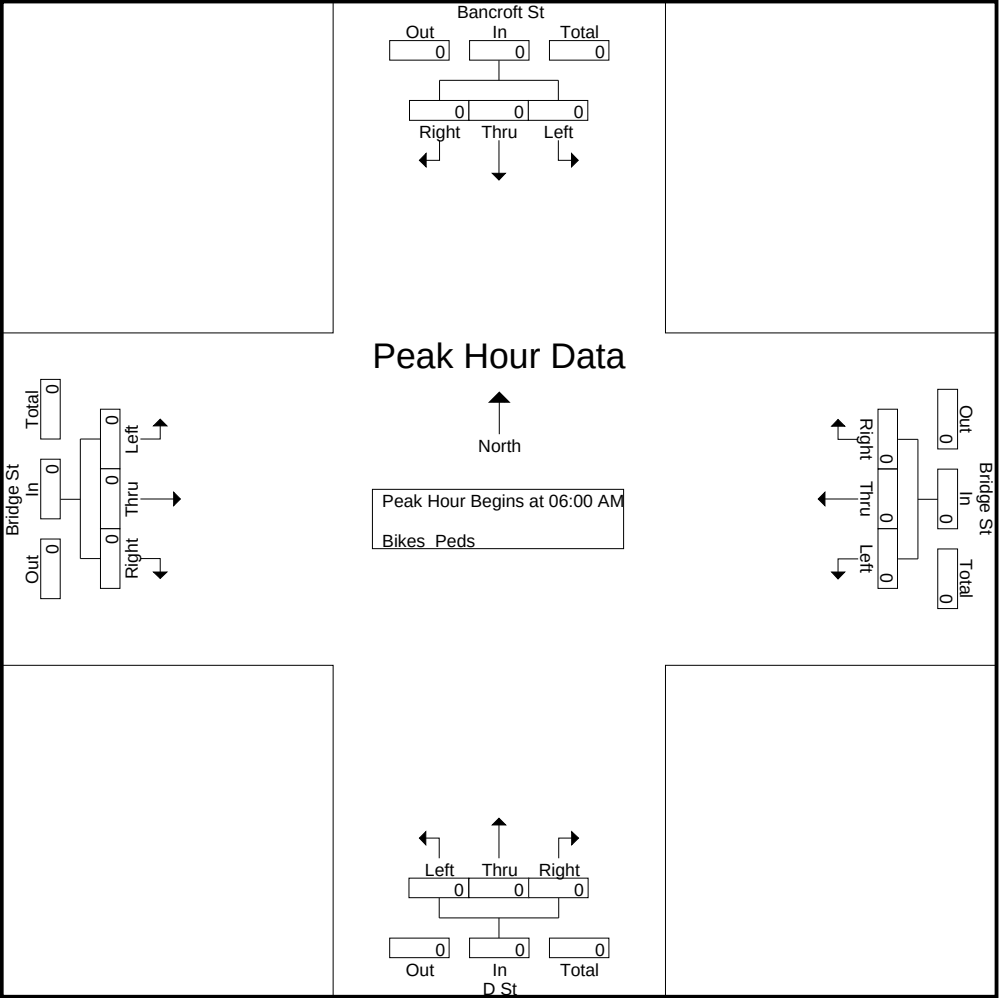
File Name : 18315006  
Site Code : 18315006  
Start Date : 4/10/2018  
Page No : 15

[illegible]

Accurate Counts  
978-664-2565

N/S Street : Bancroft Street / D Street  
E/W Street: Bridge Street  
City/State : Nashua, NH  
Weather : Cloudy

File Name : 18315006  
Site Code : 18315006  
Start Date : 4/10/2018  
Page No : 16



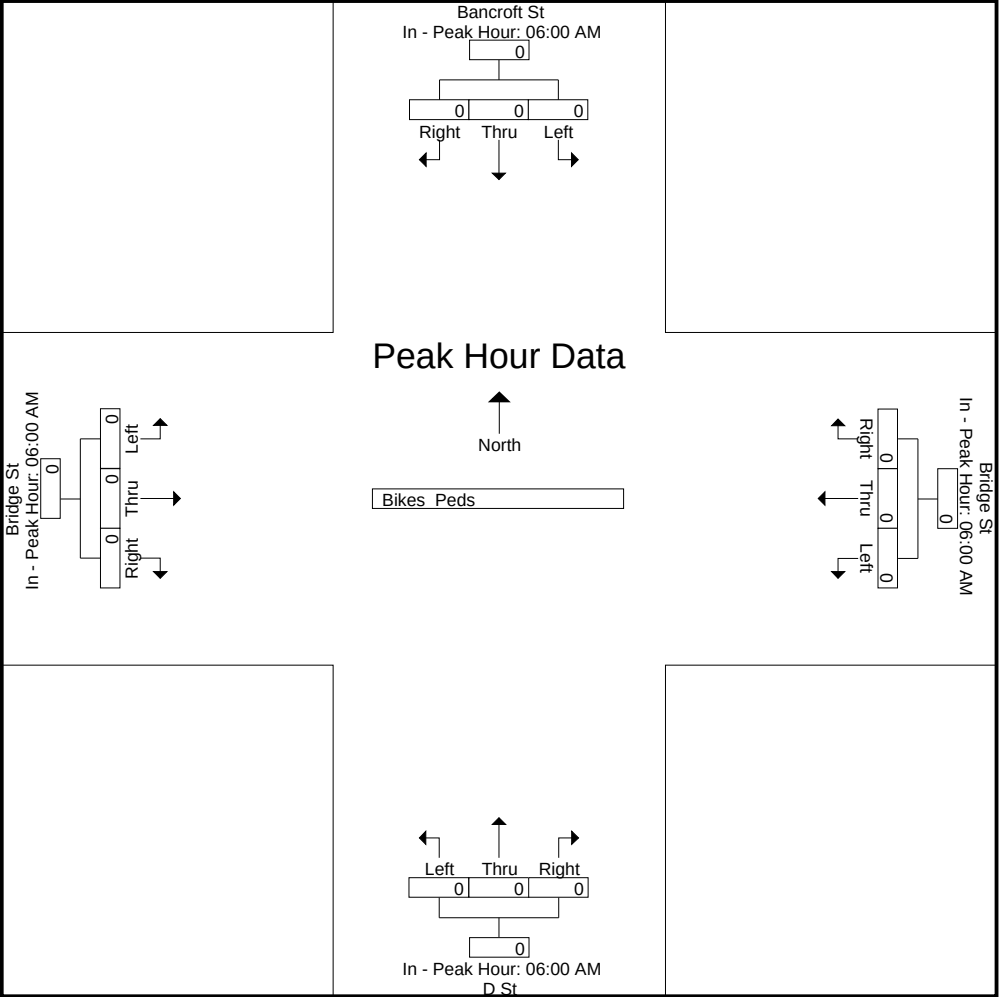
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1  
Peak Hour for Each Approach Begins at:

|              | 06:00 AM |   |   |   | 06:00 AM |   |   |   | 06:00 AM |   |   |   | 06:00 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 |   |



Accurate Counts  
978-664-2565

|     |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |
|-----|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| 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 : Bancroft Street / D Street  
E/W Street: Bridge Street  
City/State : Nashua, NH  
Weather : Cloudy

File Name : 18315006  
Site Code : 18315006  
Start Date : 4/10/2018  
Page No : 1

## Groups Printed- Cars - Trucks

|             | Bancroft St<br>From North |      |       | Bridge St<br>From East |      |       | D St<br>From South |      |       | Bridge St<br>From West |      |       |            |
|-------------|---------------------------|------|-------|------------------------|------|-------|--------------------|------|-------|------------------------|------|-------|------------|
| Start Time  | Left                      | Thru | Right | Left                   | Thru | Right | Left               | Thru | Right | Left                   | Thru | Right | Int. Total |
| 03:00 PM    | 8                         | 0    | 6     | 0                      | 146  | 3     | 3                  | 1    | 1     | 3                      | 162  | 0     | 333        |
| 03:15 PM    | 6                         | 0    | 8     | 0                      | 140  | 4     | 3                  | 1    | 1     | 3                      | 181  | 0     | 347        |
| 03:30 PM    | 5                         | 0    | 8     | 0                      | 148  | 1     | 1                  | 3    | 1     | 5                      | 196  | 0     | 368        |
| 03:45 PM    | 5                         | 0    | 3     | 1                      | 156  | 4     | 2                  | 0    | 2     | 3                      | 188  | 0     | 364        |
| Total       | 24                        | 0    | 25    | 1                      | 590  | 12    | 9                  | 5    | 5     | 14                     | 727  | 0     | 1412       |
| 04:00 PM    | 4                         | 0    | 1     | 0                      | 151  | 1     | 2                  | 1    | 1     | 2                      | 209  | 0     | 372        |
| 04:15 PM    | 2                         | 0    | 7     | 0                      | 127  | 4     | 2                  | 0    | 0     | 2                      | 216  | 0     | 360        |
| 04:30 PM    | 3                         | 0    | 2     | 0                      | 166  | 1     | 1                  | 2    | 3     | 4                      | 178  | 0     | 360        |
| 04:45 PM    | 5                         | 0    | 5     | 0                      | 143  | 6     | 1                  | 3    | 4     | 8                      | 196  | 0     | 371        |
| Total       | 14                        | 0    | 15    | 0                      | 587  | 12    | 6                  | 6    | 8     | 16                     | 799  | 0     | 1463       |
| 05:00 PM    | 4                         | 0    | 6     | 0                      | 133  | 1     | 0                  | 0    | 2     | 2                      | 197  | 1     | 346        |
| 05:15 PM    | 6                         | 0    | 6     | 0                      | 162  | 5     | 2                  | 1    | 2     | 0                      | 185  | 0     | 369        |
| 05:30 PM    | 6                         | 0    | 5     | 0                      | 170  | 3     | 1                  | 1    | 1     | 4                      | 179  | 0     | 370        |
| 05:45 PM    | 2                         | 0    | 4     | 0                      | 138  | 7     | 3                  | 3    | 2     | 5                      | 171  | 0     | 335        |
| Total       | 18                        | 0    | 21    | 0                      | 603  | 16    | 6                  | 5    | 7     | 11                     | 732  | 1     | 1420       |
| Grand Total | 56                        | 0    | 61    | 1                      | 1780 | 40    | 21                 | 16   | 20    | 41                     | 2258 | 1     | 4295       |
| Apprch %    | 47.9                      | 0    | 52.1  | 0.1                    | 97.7 | 2.2   | 36.8               | 28.1 | 35.1  | 1.8                    | 98.2 | 0     |            |
| Total %     | 1.3                       | 0    | 1.4   | 0                      | 41.4 | 0.9   | 0.5                | 0.4  | 0.5   | 1                      | 52.6 | 0     |            |
| Cars        | 52                        | 0    | 59    | 1                      | 1770 | 39    | 21                 | 16   | 20    | 41                     | 2238 | 1     | 4258       |
| % Cars      | 92.9                      | 0    | 96.7  | 100                    | 99.4 | 97.5  | 100                | 100  | 100   | 100                    | 99.1 | 100   | 99.1       |
| Trucks      | 4                         | 0    | 2     | 0                      | 10   | 1     | 0                  | 0    | 0     | 0                      | 20   | 0     | 37         |

Accurate Counts

978-664-2565

|          |     |   |     |   |     |     |   |   |   |   |     |   |     |
|----------|-----|---|-----|---|-----|-----|---|---|---|---|-----|---|-----|
| % Trucks | 7.1 | 0 | 3.3 | 0 | 0.6 | 2.5 | 0 | 0 | 0 | 0 | 0.9 | 0 | 0.9 |
|----------|-----|---|-----|---|-----|-----|---|---|---|---|-----|---|-----|

# Accurate Counts

978-664-2565

File Name : 18315006

Site Code : 18315006

Start Date : 4/10/2018

Page No : 3

N/S Street : Bancroft Street / D Street

E/W Street: Bridge Street

City/State : Nashua, NH

Weather : Cloudy

|                                                            | Bancroft St<br>From North |      |       |            | Bridge St<br>From East |      |       |            | D St<br>From South |      |       |            | Bridge St<br>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 03:00 PM to 05:45 PM - Peak 1 of 1 |                           |      |       |            |                        |      |       |            |                    |      |       |            |                        |      |       |            |            |
| Peak Hour for Entire Intersection Begins at 03:30 PM       |                           |      |       |            |                        |      |       |            |                    |      |       |            |                        |      |       |            |            |
| 03:30 PM                                                   | 5                         | 0    | 8     | 13         | 0                      | 148  | 1     | 149        | 1                  | 3    | 1     | 5          | 5                      | 196  | 0     | 201        | 368        |
| 03:45 PM                                                   | 5                         | 0    | 3     | 8          | 1                      | 156  | 4     | 161        | 2                  | 0    | 2     | 4          | 3                      | 188  | 0     | 191        | 364        |
| 04:00 PM                                                   | 4                         | 0    | 1     | 5          | 0                      | 151  | 1     | 152        | 2                  | 1    | 1     | 4          | 2                      | 209  | 0     | 211        | 372        |
| 04:15 PM                                                   | 2                         | 0    | 7     | 9          | 0                      | 127  | 4     | 131        | 2                  | 0    | 0     | 2          | 2                      | 216  | 0     | 218        | 360        |
| Total Volume                                               | 16                        | 0    | 19    | 35         | 1                      | 582  | 10    | 593        | 7                  | 4    | 4     | 15         | 12                     | 809  | 0     | 821        | 1464       |
| % App. Total                                               | 45.7                      | 0    | 54.3  |            | 0.2                    | 98.1 | 1.7   |            | 46.7               | 26.7 | 26.7  |            | 1.5                    | 98.5 | 0     |            |            |
| PHF                                                        | .800                      | .000 | .594  | .673       | .250                   | .933 | .625  | .921       | .875               | .333 | .500  | .750       | .600                   | .936 | .000  | .942       | .984       |
| Cars                                                       | 16                        | 0    | 17    | 33         | 1                      | 577  | 10    | 588        | 7                  | 4    | 4     | 15         | 12                     | 799  | 0     | 811        | 1447       |
| % Cars                                                     | 100                       | 0    | 89.5  | 94.3       | 100                    | 99.1 | 100   | 99.2       | 100                | 100  | 100   | 100        | 100                    | 98.8 | 0     | 98.8       | 98.8       |
| Trucks                                                     | 0                         | 0    | 2     | 2          | 0                      | 5    | 0     | 5          | 0                  | 0    | 0     | 0          | 0                      | 10   | 0     | 10         | 17         |
| % Trucks                                                   | 0                         | 0    | 10.5  | 5.7        | 0                      | 0.9  | 0     | 0.8        | 0                  | 0    | 0     | 0          | 0                      | 1.2  | 0     | 1.2        | 1.2        |

# Accurate Counts

978-664-2565

File Name : 18315006

Site Code : 18315006

Start Date : 4/10/2018

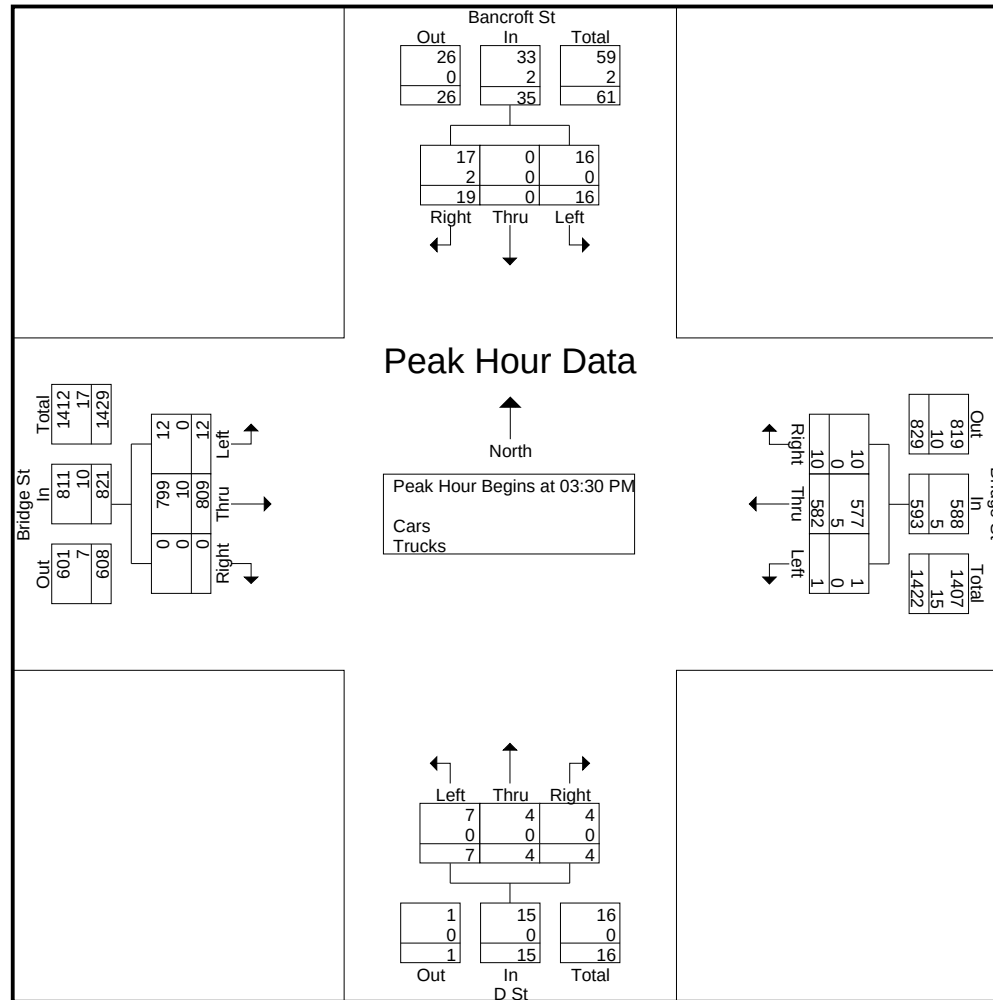
Page No : 4

N/S Street : Bancroft Street / D Street

E/W Street: Bridge Street

City/State : Nashua, NH

Weather : Cloudy



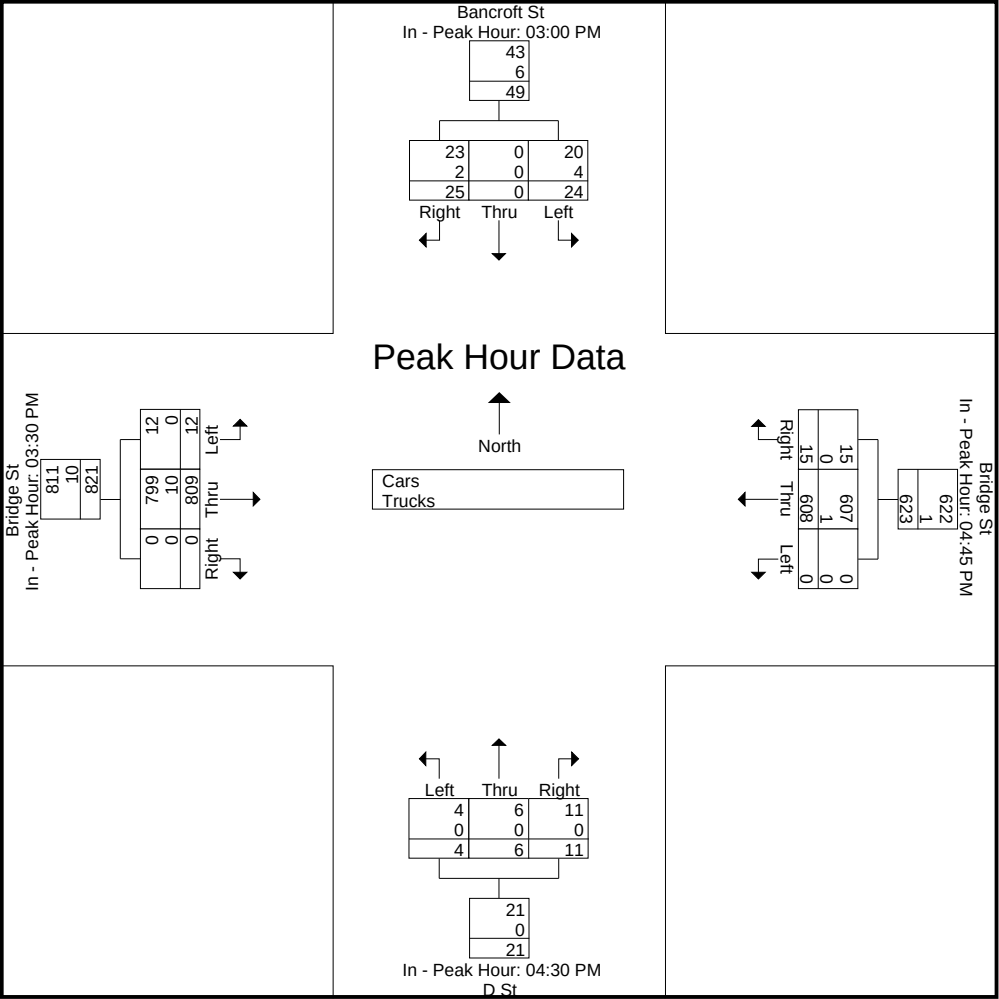
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

|              | 03:00 PM |   |    |    | 04:45 PM |      |     |     | 04:30 PM |      |      |    | 03:30 PM |      |   |     |
|--------------|----------|---|----|----|----------|------|-----|-----|----------|------|------|----|----------|------|---|-----|
| +0 mins.     | 8        | 0 | 6  | 14 | 0        | 143  | 6   | 149 | 1        | 2    | 3    | 6  | 5        | 196  | 0 | 201 |
| +15 mins.    | 6        | 0 | 8  | 14 | 0        | 133  | 1   | 134 | 1        | 3    | 4    | 8  | 3        | 188  | 0 | 191 |
| +30 mins.    | 5        | 0 | 8  | 13 | 0        | 162  | 5   | 167 | 0        | 0    | 2    | 2  | 2        | 209  | 0 | 211 |
| +45 mins.    | 5        | 0 | 3  | 8  | 0        | 170  | 3   | 173 | 2        | 1    | 2    | 5  | 2        | 216  | 0 | 218 |
| Total Volume | 24       | 0 | 25 | 49 | 0        | 608  | 15  | 623 | 4        | 6    | 11   | 21 | 12       | 809  | 0 | 821 |
| % App. Total | 49       | 0 | 51 |    | 0        | 97.6 | 2.4 |     | 19       | 28.6 | 52.4 |    | 1.5      | 98.5 | 0 |     |

Accurate Counts  
978-664-2565

| PHF      | .750 | .000 | .781 | .875 | .000 | .894 | .625 | .900 | .500 | .500 | .688 | .656 | .600 | .936 | .000 | .942 |
|----------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| Cars     | 20   | 0    | 23   | 43   | 0    | 607  | 15   | 622  | 4    | 6    | 11   | 21   | 12   | 799  | 0    | 811  |
| % Cars   | 83.3 | 0    | 92   | 87.8 | 0    | 99.8 | 100  | 99.8 | 100  | 100  | 100  | 100  | 100  | 98.8 | 0    | 98.8 |
| Trucks   | 4    | 0    | 2    | 6    | 0    | 1    | 0    | 1    | 0    | 0    | 0    | 0    | 0    | 10   | 0    | 10   |
| % Trucks | 16.7 | 0    | 8    | 12.2 | 0    | 0.2  | 0    | 0.2  | 0    | 0    | 0    | 0    | 0    | 1.2  | 0    | 1.2  |



# Accurate Counts

978-664-2565

N/S Street : Bancroft Street / D Street  
E/W Street: Bridge Street  
City/State : Nashua, NH  
Weather : Cloudy

File Name : 18315006  
Site Code : 18315006  
Start Date : 4/10/2018  
Page No : 6

## Groups Printed- Cars

|             | Bancroft St<br>From North |      |       | Bridge St<br>From East |      |       | D St<br>From South |      |       | Bridge St<br>From West |      |       |            |
|-------------|---------------------------|------|-------|------------------------|------|-------|--------------------|------|-------|------------------------|------|-------|------------|
| Start Time  | Left                      | Thru | Right | Left                   | Thru | Right | Left               | Thru | Right | Left                   | Thru | Right | Int. Total |
| 03:00 PM    | 7                         | 0    | 6     | 0                      | 144  | 2     | 3                  | 1    | 1     | 3                      | 156  | 0     | 323        |
| 03:15 PM    | 3                         | 0    | 8     | 0                      | 139  | 4     | 3                  | 1    | 1     | 3                      | 179  | 0     | 341        |
| 03:30 PM    | 5                         | 0    | 8     | 0                      | 147  | 1     | 1                  | 3    | 1     | 5                      | 195  | 0     | 366        |
| 03:45 PM    | 5                         | 0    | 1     | 1                      | 154  | 4     | 2                  | 0    | 2     | 3                      | 183  | 0     | 355        |
| Total       | 20                        | 0    | 23    | 1                      | 584  | 11    | 9                  | 5    | 5     | 14                     | 713  | 0     | 1385       |
| 04:00 PM    | 4                         | 0    | 1     | 0                      | 149  | 1     | 2                  | 1    | 1     | 2                      | 205  | 0     | 366        |
| 04:15 PM    | 2                         | 0    | 7     | 0                      | 127  | 4     | 2                  | 0    | 0     | 2                      | 216  | 0     | 360        |
| 04:30 PM    | 3                         | 0    | 2     | 0                      | 165  | 1     | 1                  | 2    | 3     | 4                      | 178  | 0     | 359        |
| 04:45 PM    | 5                         | 0    | 5     | 0                      | 142  | 6     | 1                  | 3    | 4     | 8                      | 196  | 0     | 370        |
| Total       | 14                        | 0    | 15    | 0                      | 583  | 12    | 6                  | 6    | 8     | 16                     | 795  | 0     | 1455       |
| 05:00 PM    | 4                         | 0    | 6     | 0                      | 133  | 1     | 0                  | 0    | 2     | 2                      | 197  | 1     | 346        |
| 05:15 PM    | 6                         | 0    | 6     | 0                      | 162  | 5     | 2                  | 1    | 2     | 0                      | 184  | 0     | 368        |
| 05:30 PM    | 6                         | 0    | 5     | 0                      | 170  | 3     | 1                  | 1    | 1     | 4                      | 178  | 0     | 369        |
| 05:45 PM    | 2                         | 0    | 4     | 0                      | 138  | 7     | 3                  | 3    | 2     | 5                      | 171  | 0     | 335        |
| Total       | 18                        | 0    | 21    | 0                      | 603  | 16    | 6                  | 5    | 7     | 11                     | 730  | 1     | 1418       |
| Grand Total | 52                        | 0    | 59    | 1                      | 1770 | 39    | 21                 | 16   | 20    | 41                     | 2238 | 1     | 4258       |
| Apprch %    | 46.8                      | 0    | 53.2  | 0.1                    | 97.8 | 2.2   | 36.8               | 28.1 | 35.1  | 1.8                    | 98.2 | 0     |            |
| Total %     | 1.2                       | 0    | 1.4   | 0                      | 41.6 | 0.9   | 0.5                | 0.4  | 0.5   | 1                      | 52.6 | 0     |            |

Accurate Counts  
978-664-2565

N/S Street : Bancroft Street / D Street  
E/W Street: Bridge Street  
City/State : Nashua, NH  
Weather : Cloudy

File Name : 18315006  
Site Code : 18315006  
Start Date : 4/10/2018  
Page No : 7

|                                                            | Bancroft St<br>From North |      |       |            | Bridge St<br>From East |      |       |            | D St<br>From South |      |       |            | Bridge St<br>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 03:00 PM to 05:45 PM - Peak 1 of 1 |                           |      |       |            |                        |      |       |            |                    |      |       |            |                        |      |       |            |            |
| Peak Hour for Entire Intersection Begins at 04:00 PM       |                           |      |       |            |                        |      |       |            |                    |      |       |            |                        |      |       |            |            |
| 04:00 PM                                                   | 4                         | 0    | 1     | 5          | 0                      | 149  | 1     | 150        | 2                  | 1    | 1     | 4          | 2                      | 205  | 0     | 207        | 366        |
| 04:15 PM                                                   | 2                         | 0    | 7     | 9          | 0                      | 127  | 4     | 131        | 2                  | 0    | 0     | 2          | 2                      | 216  | 0     | 218        | 360        |
| 04:30 PM                                                   | 3                         | 0    | 2     | 5          | 0                      | 165  | 1     | 166        | 1                  | 2    | 3     | 6          | 4                      | 178  | 0     | 182        | 359        |
| 04:45 PM                                                   | 5                         | 0    | 5     | 10         | 0                      | 142  | 6     | 148        | 1                  | 3    | 4     | 8          | 8                      | 196  | 0     | 204        | 370        |
| Total Volume                                               | 14                        | 0    | 15    | 29         | 0                      | 583  | 12    | 595        | 6                  | 6    | 8     | 20         | 16                     | 795  | 0     | 811        | 1455       |
| % App. Total                                               | 48.3                      | 0    | 51.7  |            | 0                      | 98   | 2     |            | 30                 | 30   | 40    |            | 2                      | 98   | 0     |            |            |
| PHF                                                        | .700                      | .000 | .536  | .725       | .000                   | .883 | .500  | .896       | .750               | .500 | .500  | .625       | .500                   | .920 | .000  | .930       | .983       |



# Accurate Counts

978-664-2565

File Name : 18315006

Site Code : 18315006

Start Date : 4/10/2018

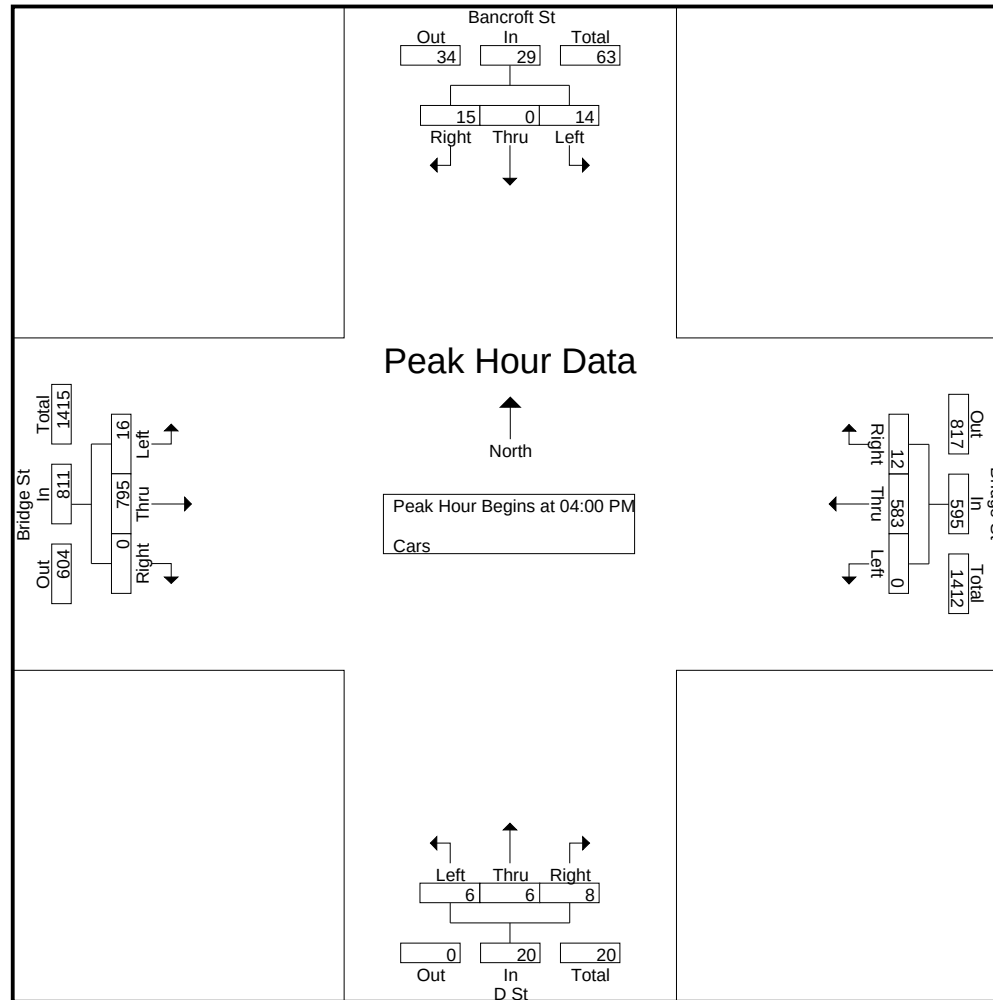
Page No : 8

N/S Street : Bancroft Street / D Street

E/W Street: Bridge Street

City/State : Nashua, NH

Weather : Cloudy



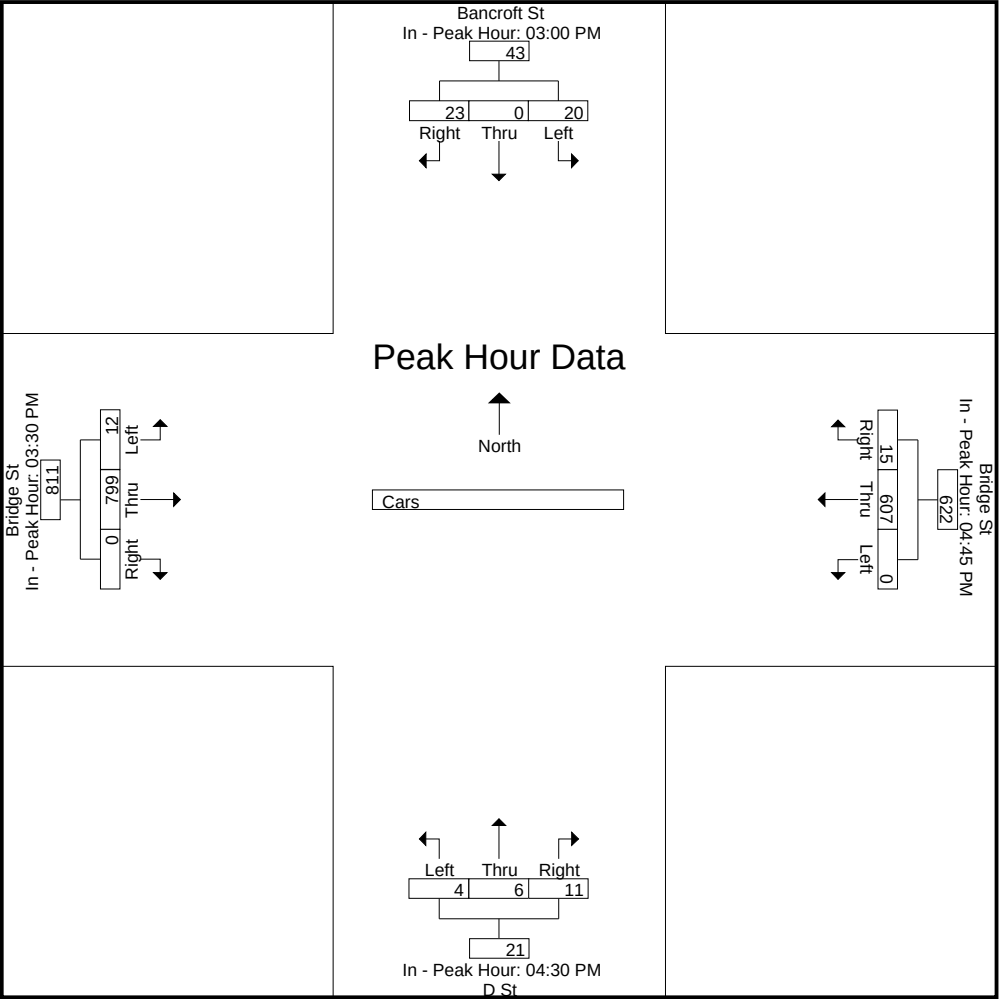
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

|              | 03:00 PM |   |      |    | 04:45 PM |      |     |     | 04:30 PM |      |      |    | 03:30 PM |      |   |     |
|--------------|----------|---|------|----|----------|------|-----|-----|----------|------|------|----|----------|------|---|-----|
| +0 mins.     | 7        | 0 | 6    | 13 | 0        | 142  | 6   | 148 | 1        | 2    | 3    | 6  | 5        | 195  | 0 | 200 |
| +15 mins.    | 3        | 0 | 8    | 11 | 0        | 133  | 1   | 134 | 1        | 3    | 4    | 8  | 3        | 183  | 0 | 186 |
| +30 mins.    | 5        | 0 | 8    | 13 | 0        | 162  | 5   | 167 | 0        | 0    | 2    | 2  | 2        | 205  | 0 | 207 |
| +45 mins.    | 5        | 0 | 1    | 6  | 0        | 170  | 3   | 173 | 2        | 1    | 2    | 5  | 2        | 216  | 0 | 218 |
| Total Volume | 20       | 0 | 23   | 43 | 0        | 607  | 15  | 622 | 4        | 6    | 11   | 21 | 12       | 799  | 0 | 811 |
| % App. Total | 46.5     | 0 | 53.5 |    | 0        | 97.6 | 2.4 |     | 19       | 28.6 | 52.4 |    | 1.5      | 98.5 | 0 |     |

Accurate Counts  
978-664-2565

|     |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |
|-----|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| PHF | .714 | .000 | .719 | .827 | .000 | .893 | .625 | .899 | .500 | .500 | .688 | .656 | .600 | .925 | .000 | .930 |
|-----|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|



# Accurate Counts

978-664-2565

N/S Street : Bancroft Street / D Street  
E/W Street: Bridge Street  
City/State : Nashua, NH  
Weather : Cloudy

File Name : 18315006  
Site Code : 18315006  
Start Date : 4/10/2018  
Page No : 10

## Groups Printed- Trucks

|             | Bancroft St<br>From North |      |       | Bridge St<br>From East |      |       | D St<br>From South |      |       | Bridge St<br>From West |      |       |            |
|-------------|---------------------------|------|-------|------------------------|------|-------|--------------------|------|-------|------------------------|------|-------|------------|
| Start Time  | Left                      | Thru | Right | Left                   | Thru | Right | Left               | Thru | Right | Left                   | Thru | Right | Int. Total |
| 03:00 PM    | 1                         | 0    | 0     | 0                      | 2    | 1     | 0                  | 0    | 0     | 0                      | 6    | 0     | 10         |
| 03:15 PM    | 3                         | 0    | 0     | 0                      | 1    | 0     | 0                  | 0    | 0     | 0                      | 2    | 0     | 6          |
| 03:30 PM    | 0                         | 0    | 0     | 0                      | 1    | 0     | 0                  | 0    | 0     | 0                      | 1    | 0     | 2          |
| 03:45 PM    | 0                         | 0    | 2     | 0                      | 2    | 0     | 0                  | 0    | 0     | 0                      | 5    | 0     | 9          |
| Total       | 4                         | 0    | 2     | 0                      | 6    | 1     | 0                  | 0    | 0     | 0                      | 14   | 0     | 27         |
| 04:00 PM    | 0                         | 0    | 0     | 0                      | 2    | 0     | 0                  | 0    | 0     | 0                      | 4    | 0     | 6          |
| 04:15 PM    | 0                         | 0    | 0     | 0                      | 0    | 0     | 0                  | 0    | 0     | 0                      | 0    | 0     | 0          |
| 04:30 PM    | 0                         | 0    | 0     | 0                      | 1    | 0     | 0                  | 0    | 0     | 0                      | 0    | 0     | 1          |
| 04:45 PM    | 0                         | 0    | 0     | 0                      | 1    | 0     | 0                  | 0    | 0     | 0                      | 0    | 0     | 1          |
| Total       | 0                         | 0    | 0     | 0                      | 4    | 0     | 0                  | 0    | 0     | 0                      | 4    | 0     | 8          |
| 05:00 PM    | 0                         | 0    | 0     | 0                      | 0    | 0     | 0                  | 0    | 0     | 0                      | 0    | 0     | 0          |
| 05:15 PM    | 0                         | 0    | 0     | 0                      | 0    | 0     | 0                  | 0    | 0     | 0                      | 1    | 0     | 1          |
| 05:30 PM    | 0                         | 0    | 0     | 0                      | 0    | 0     | 0                  | 0    | 0     | 0                      | 1    | 0     | 1          |
| 05:45 PM    | 0                         | 0    | 0     | 0                      | 0    | 0     | 0                  | 0    | 0     | 0                      | 0    | 0     | 0          |
| Total       | 0                         | 0    | 0     | 0                      | 0    | 0     | 0                  | 0    | 0     | 0                      | 2    | 0     | 2          |
| Grand Total | 4                         | 0    | 2     | 0                      | 10   | 1     | 0                  | 0    | 0     | 0                      | 20   | 0     | 37         |
| Apprch %    | 66.7                      | 0    | 33.3  | 0                      | 90.9 | 9.1   | 0                  | 0    | 0     | 0                      | 100  | 0     |            |
| Total %     | 10.8                      | 0    | 5.4   | 0                      | 27   | 2.7   | 0                  | 0    | 0     | 0                      | 54.1 | 0     |            |

Accurate Counts  
978-664-2565

N/S Street : Bancroft Street / D Street  
E/W Street: Bridge Street  
City/State : Nashua, NH  
Weather : Cloudy

File Name : 18315006  
Site Code : 18315006  
Start Date : 4/10/2018  
Page No : 11

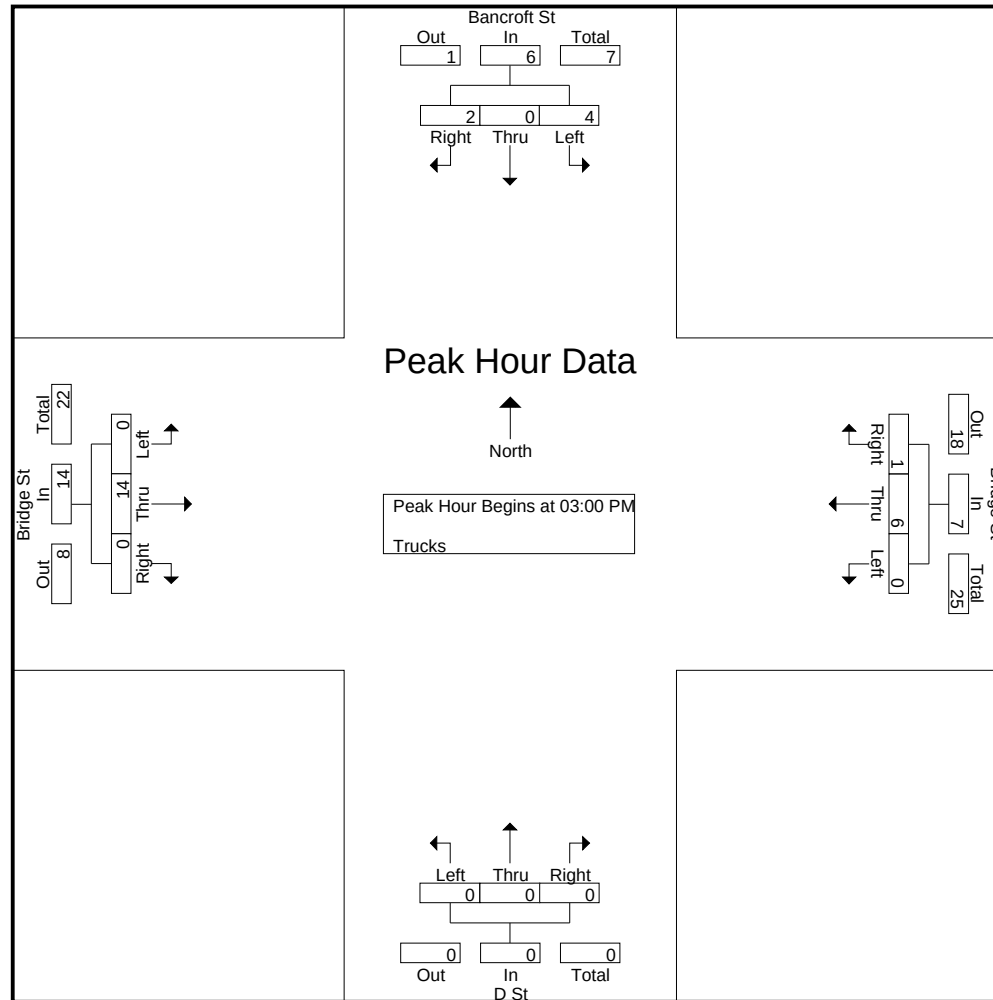
|                                                            | Bancroft St<br>From North |      |       |            | Bridge St<br>From East |      |       |            | D St<br>From South |      |       |            | Bridge St<br>From West |      |       |            |            |
|------------------------------------------------------------|---------------------------|------|-------|------------|------------------------|------|-------|------------|--------------------|------|-------|------------|------------------------|------|-------|------------|------------|
| 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 03:00 PM to 05:45 PM - Peak 1 of 1 |                           |      |       |            |                        |      |       |            |                    |      |       |            |                        |      |       |            |            |
| Peak Hour for Entire Intersection Begins at 03:00 PM       |                           |      |       |            |                        |      |       |            |                    |      |       |            |                        |      |       |            |            |
| 03:00 PM                                                   | 1                         | 0    | 0     | 1          | 0                      | 2    | 1     | 3          | 0                  | 0    | 0     | 0          | 0                      | 6    | 0     | 6          | 10         |
| 03:15 PM                                                   | 3                         | 0    | 0     | 3          | 0                      | 1    | 0     | 1          | 0                  | 0    | 0     | 0          | 0                      | 2    | 0     | 2          | 6          |
| 03:30 PM                                                   | 0                         | 0    | 0     | 0          | 0                      | 1    | 0     | 1          | 0                  | 0    | 0     | 0          | 0                      | 1    | 0     | 1          | 2          |
| 03:45 PM                                                   | 0                         | 0    | 2     | 2          | 0                      | 2    | 0     | 2          | 0                  | 0    | 0     | 0          | 0                      | 5    | 0     | 5          | 9          |
| Total Volume                                               | 4                         | 0    | 2     | 6          | 0                      | 6    | 1     | 7          | 0                  | 0    | 0     | 0          | 0                      | 14   | 0     | 14         | 27         |
| % App. Total                                               | 66.7                      | 0    | 33.3  |            | 0                      | 85.7 | 14.3  |            | 0                  | 0    | 0     |            | 0                      | 100  | 0     |            |            |
| PHF                                                        | .333                      | .000 | .250  | .500       | .000                   | .750 | .250  | .583       | .000               | .000 | .000  | .000       | .000                   | .583 | .000  | .583       | .675       |

# Accurate Counts

978-664-2565

N/S Street : Bancroft Street / D Street  
E/W Street: Bridge Street  
City/State : Nashua, NH  
Weather : Cloudy

File Name : 18315006  
Site Code : 18315006  
Start Date : 4/10/2018  
Page No : 12



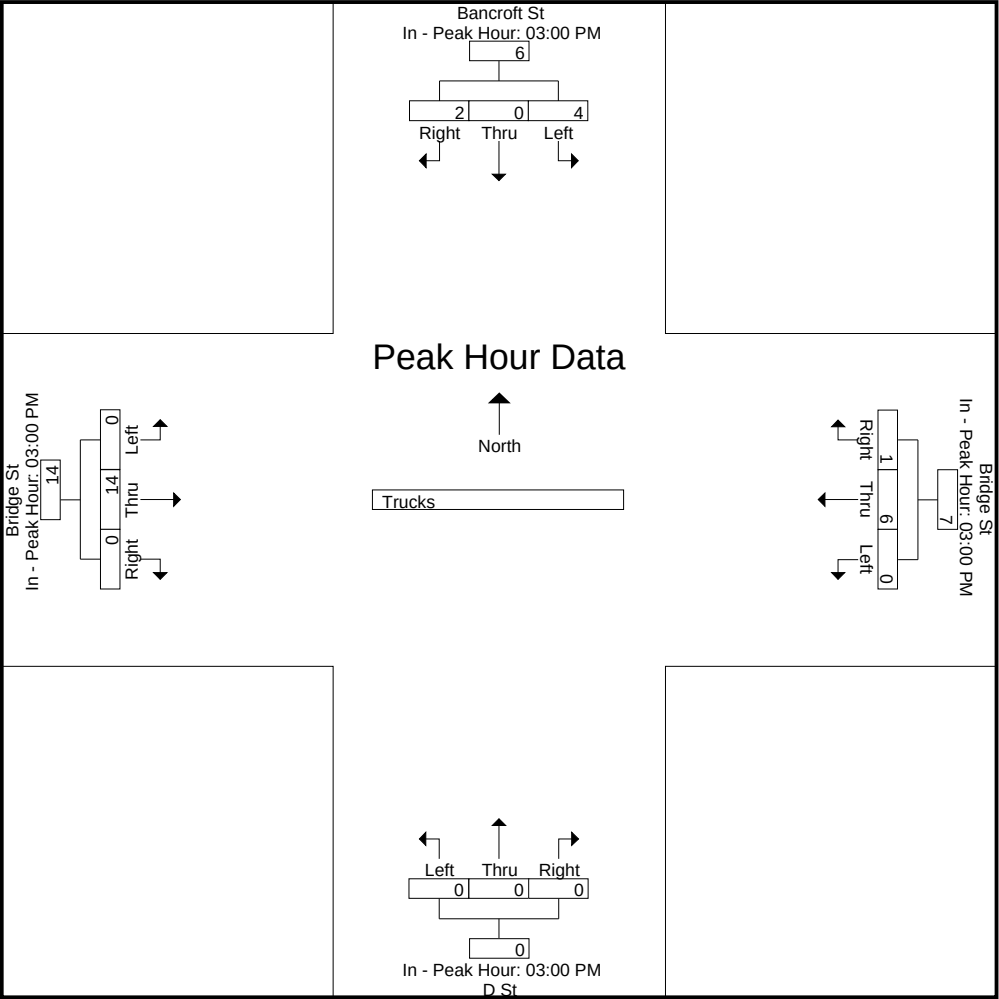
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

|              | 03:00 PM |   |      |   | 03:00 PM |      |      |   | 03:00 PM |   |   |   | 03:00 PM |     |   |    |
|--------------|----------|---|------|---|----------|------|------|---|----------|---|---|---|----------|-----|---|----|
| +0 mins.     | 1        | 0 | 0    | 1 | 0        | 2    | 1    | 3 | 0        | 0 | 0 | 0 | 0        | 6   | 0 | 6  |
| +15 mins.    | 3        | 0 | 0    | 3 | 0        | 1    | 0    | 1 | 0        | 0 | 0 | 0 | 0        | 2   | 0 | 2  |
| +30 mins.    | 0        | 0 | 0    | 0 | 0        | 1    | 0    | 1 | 0        | 0 | 0 | 0 | 0        | 1   | 0 | 1  |
| +45 mins.    | 0        | 0 | 2    | 2 | 0        | 2    | 0    | 2 | 0        | 0 | 0 | 0 | 0        | 5   | 0 | 5  |
| Total Volume | 4        | 0 | 2    | 6 | 0        | 6    | 1    | 7 | 0        | 0 | 0 | 0 | 0        | 14  | 0 | 14 |
| % App. Total | 66.7     | 0 | 33.3 |   | 0        | 85.7 | 14.3 |   | 0        | 0 | 0 |   | 0        | 100 | 0 |    |

Accurate Counts  
978-664-2565

|     |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |
|-----|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| PHF | .333 | .000 | .250 | .500 | .000 | .750 | .250 | .583 | .000 | .000 | .000 | .000 | .000 | .583 | .000 | .583 |
|-----|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|



978-664-2565

File Name : 18315006  
Site Code : 18315006  
Start Date : 4/10/2018  
Page No : 14

|             | Bancroft St<br>From North |      |       |      | Bridge St<br>From East |      |       |      | D St<br>From South |      |       |      | Bridge St<br>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 |   |
| 03:00 PM    | 0                         | 0    | 0     | 0    | 0                      | 0    | 0     | 0    | 0                  | 0    | 0     | 0    | 0                      | 0    | 0     | 0    | 1            | 1            | 0          | 1 |
| 03:15 PM    | 0                         | 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          | 0 |
| 03:45 PM    | 0                         | 0    | 0     | 0    | 0                      | 0    | 0     | 0    | 0                  | 0    | 0     | 0    | 0                      | 0    | 0     | 0    | 1            | 1            | 0          | 1 |
| Total       | 0                         | 0    | 0     | 0    | 0                      | 0    | 0     | 0    | 0                  | 0    | 0     | 0    | 0                      | 0    | 0     | 0    | 2            | 2            | 0          | 2 |
| 04:00 PM    | 0                         | 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          | 0 |
| 04:30 PM    | 0                         | 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     | 1    | 0                  | 0    | 0     | 0    | 0                      | 0    | 0     | 0    | 0            | 1            | 0          | 1 |
| Total       | 0                         | 0    | 0     | 0    | 0                      | 0    | 0     | 1    | 0                  | 0    | 0     | 0    | 0                      | 0    | 0     | 0    | 0            | 1            | 0          | 1 |
| 05:00 PM    | 0                         | 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     | 2    | 0                      | 0    | 0     | 0    | 0                  | 0    | 0     | 0    | 0                      | 0    | 0     | 0    | 0            | 2            | 0          | 2 |
| 05:30 PM    | 0                         | 0    | 0     | 0    | 0                      | 0    | 0     | 0    | 0                  | 0    | 0     | 0    | 0                      | 0    | 0     | 0    | 0            | 0            | 0          | 0 |
| 05:45 PM    | 0                         | 0    | 0     | 0    | 0                      | 0    | 0     | 0    | 0                  | 0    | 0     | 0    | 0                      | 0    | 0     | 0    | 0            | 0            | 0          | 0 |
| Total       | 0                         | 0    | 0     | 2    | 0                      | 0    | 0     | 0    | 0                  | 0    | 0     | 0    | 0                      | 0    | 0     | 0    | 0            | 2            | 0          | 2 |
| Grand Total | 0                         | 0    | 0     | 2    | 0                      | 0    | 0     | 1    | 0                  | 0    | 0     | 0    | 0                      | 0    | 0     | 0    | 2            | 5            | 0          | 5 |
| Apprch %    | 0                         | 0    | 0     |      | 0                      | 0    | 0     |      | 0                  | 0    | 0     |      | 0                      | 0    | 0     |      |              |              |            |   |
| Total %     |                           |      |       |      |                        |      |       |      |                    |      |       |      |                        |      |       |      | 100          | 0            |            |   |

978-664-2565

File Name : 18315006  
Site Code : 18315006  
Start Date : 4/10/2018  
Page No : 15

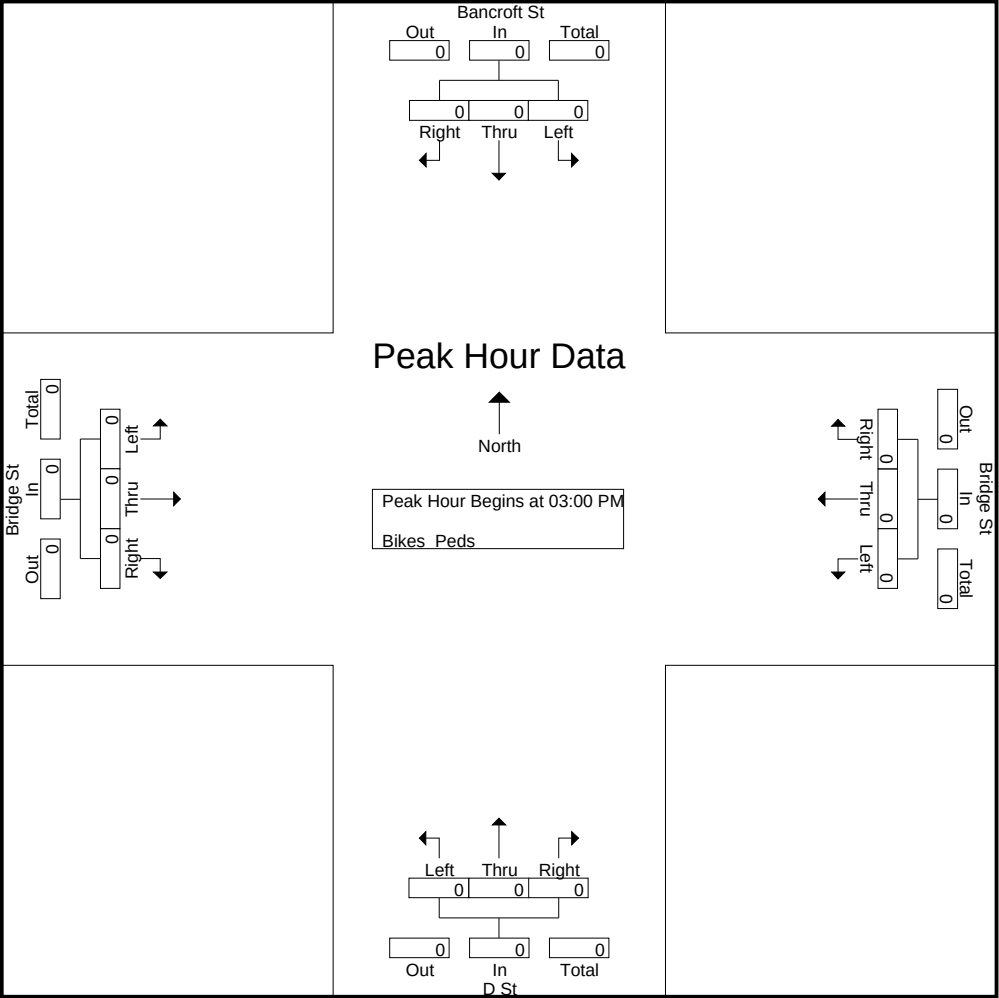
### Peak Hour for Entire Intersection Begins at 03:00 PM



Accurate Counts  
978-664-2565

N/S Street : Bancroft Street / D Street  
E/W Street: Bridge Street  
City/State : Nashua, NH  
Weather : Cloudy

File Name : 18315006  
Site Code : 18315006  
Start Date : 4/10/2018  
Page No : 16

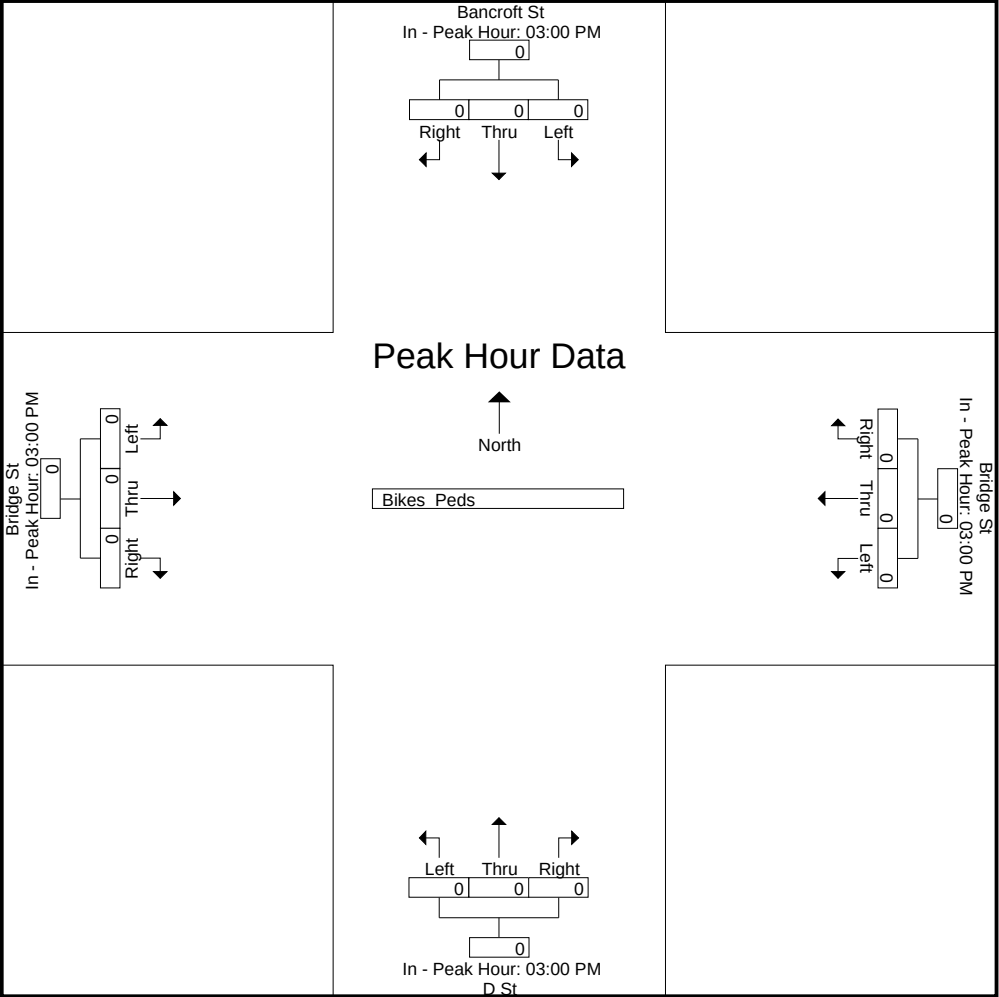


Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

|              | 03:00 PM |   |   |   | 03:00 PM |   |   |   | 03:00 PM |   |   |   | 03:00 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 | .000 |
|-----|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|



# Accurate Counts

978-664-2565

N/S Street : E Street  
E/W Street: Bridge Street  
City/State : Nashua, NH  
Weather : Cloudy

File Name : 18315007  
Site Code : 18315007  
Start Date : 4/10/2018  
Page No : 1

## Groups Printed- Cars - Trucks

|             | Bridge St<br>From East |      | E St<br>From South |       | Bridge St<br>From West |       |            |
|-------------|------------------------|------|--------------------|-------|------------------------|-------|------------|
| Start Time  | Left                   | Thru | Left               | Right | Thru                   | Right | Int. Total |
| 06:00 AM    | 0                      | 88   | 0                  | 0     | 61                     | 1     | 150        |
| 06:15 AM    | 0                      | 130  | 0                  | 0     | 80                     | 0     | 210        |
| 06:30 AM    | 0                      | 187  | 0                  | 0     | 121                    | 2     | 310        |
| 06:45 AM    | 0                      | 222  | 0                  | 0     | 116                    | 5     | 343        |
| Total       | 0                      | 627  | 0                  | 0     | 378                    | 8     | 1013       |
| 07:00 AM    | 1                      | 211  | 0                  | 0     | 135                    | 2     | 349        |
| 07:15 AM    | 0                      | 203  | 0                  | 0     | 128                    | 3     | 334        |
| 07:30 AM    | 0                      | 271  | 0                  | 0     | 126                    | 4     | 401        |
| 07:45 AM    | 0                      | 243  | 0                  | 0     | 125                    | 8     | 376        |
| Total       | 1                      | 928  | 0                  | 0     | 514                    | 17    | 1460       |
| 08:00 AM    | 1                      | 230  | 0                  | 0     | 134                    | 6     | 371        |
| 08:15 AM    | 0                      | 193  | 0                  | 0     | 131                    | 5     | 329        |
| 08:30 AM    | 0                      | 209  | 0                  | 1     | 129                    | 7     | 346        |
| 08:45 AM    | 0                      | 173  | 0                  | 0     | 120                    | 9     | 302        |
| Total       | 1                      | 805  | 0                  | 1     | 514                    | 27    | 1348       |
| Grand Total | 2                      | 2360 | 0                  | 1     | 1406                   | 52    | 3821       |
| Apprch %    | 0.1                    | 99.9 | 0                  | 100   | 96.4                   | 3.6   |            |
| Total %     | 0.1                    | 61.8 | 0                  | 0     | 36.8                   | 1.4   |            |
| Cars        | 2                      | 2304 | 0                  | 1     | 1357                   | 52    | 3716       |
| % Cars      | 100                    | 97.6 | 0                  | 100   | 96.5                   | 100   | 97.3       |
| Trucks      | 0                      | 56   | 0                  | 0     | 49                     | 0     | 105        |
| % Trucks    | 0                      | 2.4  | 0                  | 0     | 3.5                    | 0     | 2.7        |

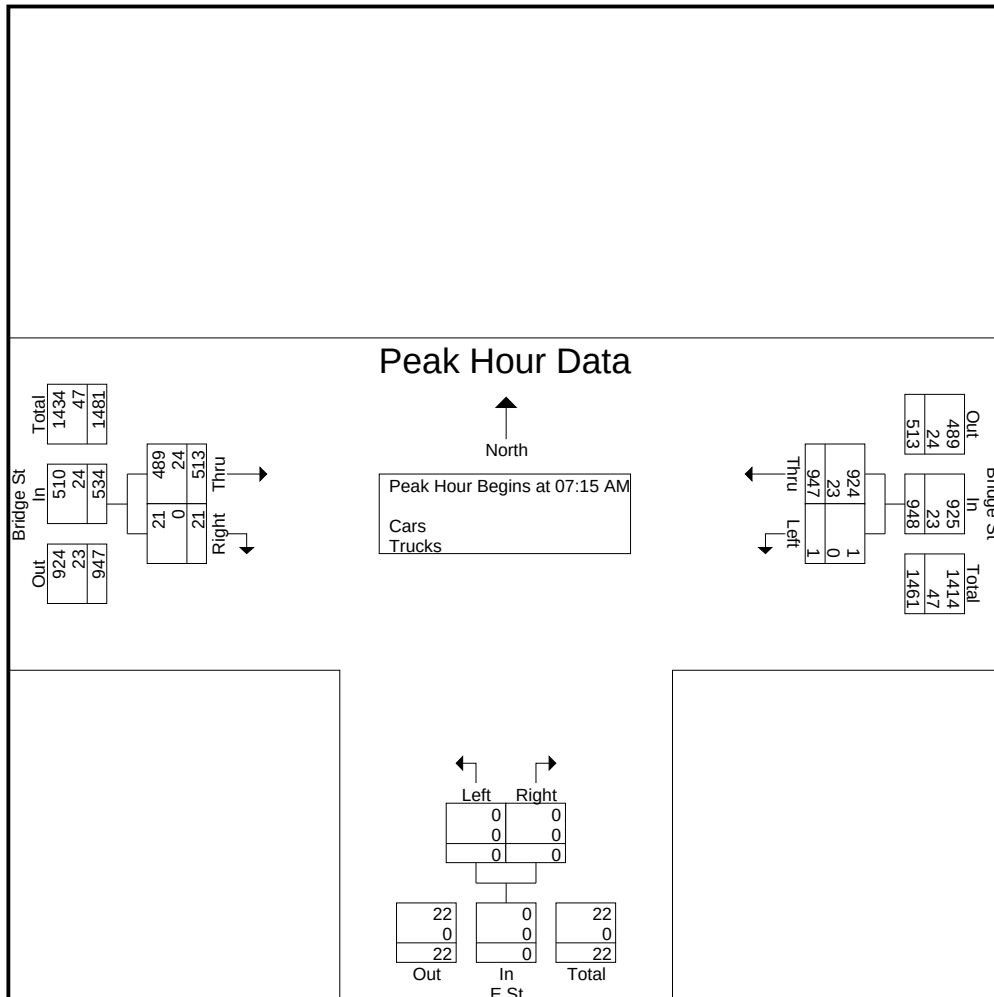
# Accurate Counts

978-664-2565

N/S Street : E Street  
E/W Street: Bridge Street  
City/State : Nashua, NH  
Weather : Cloudy

File Name : 18315007  
Site Code : 18315007  
Start Date : 4/10/2018  
Page No : 2

|                                                            | Bridge St<br>From East |            |            | E St<br>From South |       |            | Bridge St<br>From West |          |            |            |
|------------------------------------------------------------|------------------------|------------|------------|--------------------|-------|------------|------------------------|----------|------------|------------|
| Start Time                                                 | Left                   | Thru       | App. Total | Left               | Right | App. Total | Thru                   | Right    | App. Total | Int. Total |
| Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1 |                        |            |            |                    |       |            |                        |          |            |            |
| Peak Hour for Entire Intersection Begins at 07:15 AM       |                        |            |            |                    |       |            |                        |          |            |            |
| 07:15 AM                                                   | 0                      | 203        | 203        | 0                  | 0     | 0          | 128                    | 3        | 131        | 334        |
| 07:30 AM                                                   | 0                      | <b>271</b> | <b>271</b> | 0                  | 0     | 0          | 126                    | 4        | 130        | <b>401</b> |
| 07:45 AM                                                   | 0                      | 243        | 243        | 0                  | 0     | 0          | 125                    | <b>8</b> | 133        | 376        |
| 08:00 AM                                                   | <b>1</b>               | 230        | 231        | 0                  | 0     | 0          | <b>134</b>             | 6        | <b>140</b> | 371        |
| Total Volume                                               | 1                      | 947        | 948        | 0                  | 0     | 0          | 513                    | 21       | 534        | 1482       |
| % App. Total                                               | 0.1                    | 99.9       |            | 0                  | 0     |            | 96.1                   | 3.9      |            |            |
| PHF                                                        | .250                   | .874       | .875       | .000               | .000  | .000       | .957                   | .656     | .954       | .924       |
| Cars                                                       | 1                      | 924        | 925        | 0                  | 0     | 0          | 489                    | 21       | 510        | 1435       |
| % Cars                                                     | 100                    | 97.6       | 97.6       | 0                  | 0     | 0          | 95.3                   | 100      | 95.5       | 96.8       |
| Trucks                                                     | 0                      | 23         | 23         | 0                  | 0     | 0          | 24                     | 0        | 24         | 47         |
| % Trucks                                                   | 0                      | 2.4        | 2.4        | 0                  | 0     | 0          | 4.7                    | 0        | 4.5        | 3.2        |



# Accurate Counts

978-664-2565

N/S Street : E Street  
E/W Street: Bridge Street  
City/State : Nashua, NH  
Weather : Cloudy

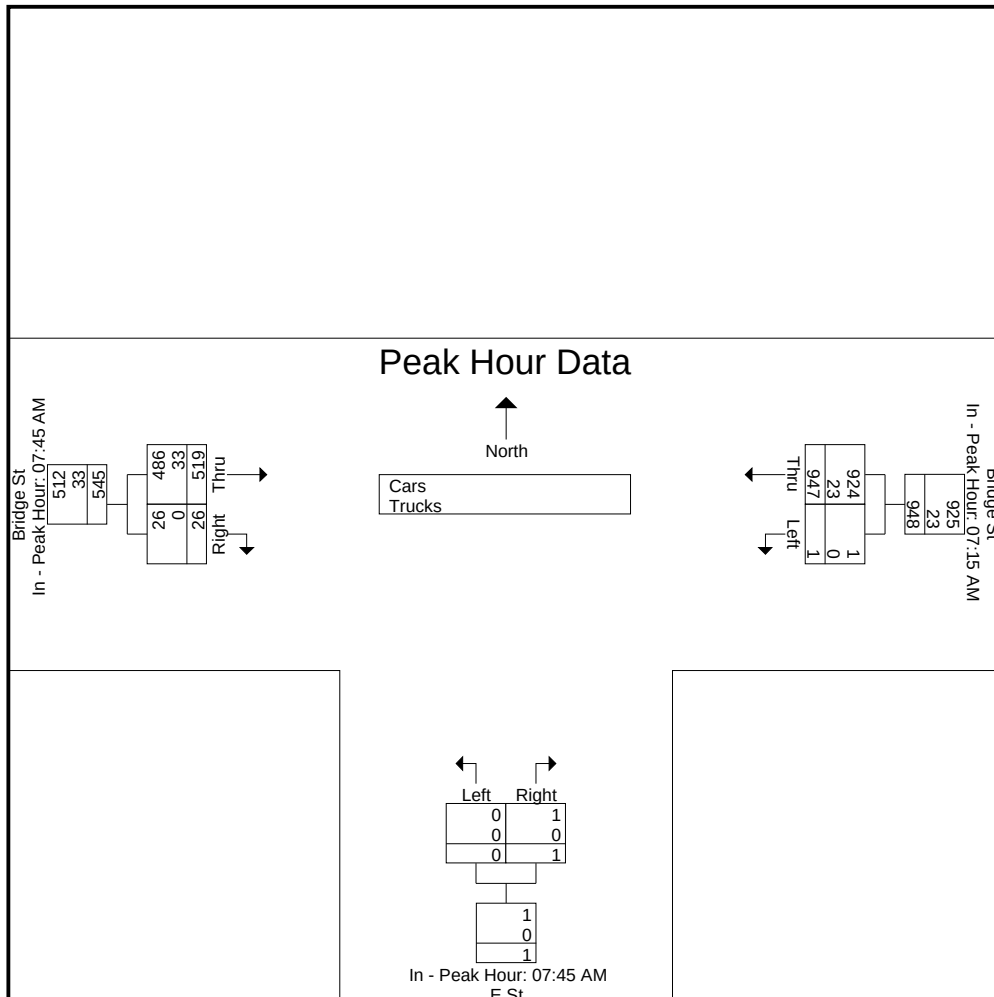
File Name : 18315007  
Site Code : 18315007  
Start Date : 4/10/2018  
Page No : 3

|            | Bridge St<br>From East |      |            | E St<br>From South |       |            | Bridge St<br>From West |       |            |            |
|------------|------------------------|------|------------|--------------------|-------|------------|------------------------|-------|------------|------------|
| Start Time | Left                   | Thru | App. Total | Left               | Right | App. Total | Thru                   | Right | App. Total | Int. Total |

Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

|              | 07:15 AM |            |            | 07:45 AM |          |          | 07:45 AM   |      |            |
|--------------|----------|------------|------------|----------|----------|----------|------------|------|------------|
| +0 mins.     | 0        | 203        | 203        | 0        | 0        | 0        | 125        | 8    | 133        |
| +15 mins.    | 0        | <b>271</b> | <b>271</b> | 0        | 0        | 0        | <b>134</b> | 6    | <b>140</b> |
| +30 mins.    | 0        | 243        | 243        | 0        | 0        | 0        | 131        | 5    | 136        |
| +45 mins.    | <b>1</b> | 230        | 231        | 0        | <b>1</b> | <b>1</b> | 129        | 7    | 136        |
| Total Volume | 1        | 947        | 948        | 0        | 1        | 1        | 519        | 26   | 545        |
| % App. Total | 0.1      | 99.9       |            | 0        | 100      |          | 95.2       | 4.8  |            |
| PHF          | .250     | .874       | .875       | .000     | .250     | .250     | .968       | .813 | .973       |
| Cars         | 1        | 924        | 925        | 0        | 1        | 1        | 486        | 26   | 512        |
| % Cars       | 100      | 97.6       | 97.6       | 0        | 100      | 100      | 93.6       | 100  | 93.9       |
| Trucks       | 0        | 23         | 23         | 0        | 0        | 0        | 33         | 0    | 33         |
| % Trucks     | 0        | 2.4        | 2.4        | 0        | 0        | 0        | 6.4        | 0    | 6.1        |



# Accurate Counts

978-664-2565

N/S Street : E Street  
E/W Street: Bridge Street  
City/State : Nashua, NH  
Weather : Cloudy

File Name : 18315007  
Site Code : 18315007  
Start Date : 4/10/2018  
Page No : 4

## Groups Printed- Cars

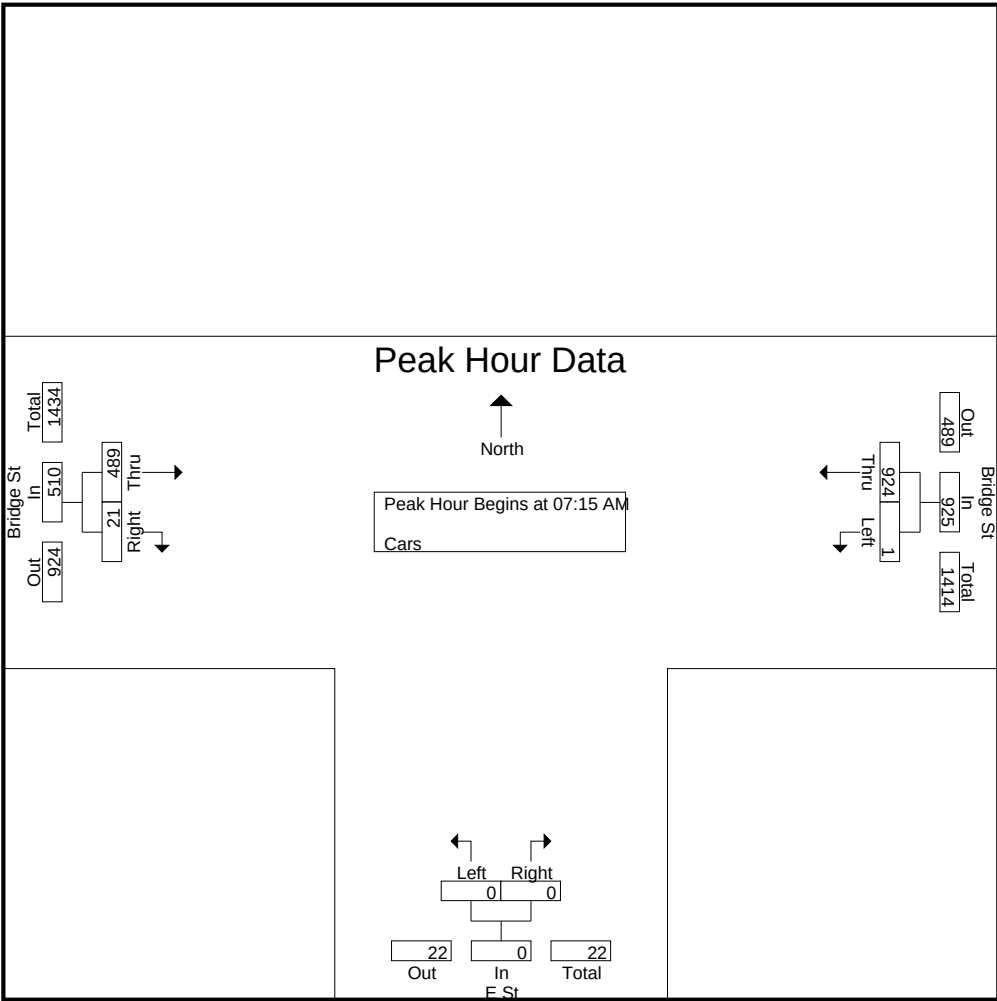
| Start Time  | Bridge St<br>From East |      | E St<br>From South |       | Bridge St<br>From West |       | Int. Total |
|-------------|------------------------|------|--------------------|-------|------------------------|-------|------------|
|             | Left                   | Thru | Left               | Right | Thru                   | Right |            |
| 06:00 AM    | 0                      | 87   | 0                  | 0     | 61                     | 1     | 149        |
| 06:15 AM    | 0                      | 130  | 0                  | 0     | 79                     | 0     | 209        |
| 06:30 AM    | 0                      | 186  | 0                  | 0     | 120                    | 2     | 308        |
| 06:45 AM    | 0                      | 220  | 0                  | 0     | 116                    | 5     | 341        |
| Total       | 0                      | 623  | 0                  | 0     | 376                    | 8     | 1007       |
| 07:00 AM    | 1                      | 206  | 0                  | 0     | 130                    | 2     | 339        |
| 07:15 AM    | 0                      | 197  | 0                  | 0     | 124                    | 3     | 324        |
| 07:30 AM    | 0                      | 268  | 0                  | 0     | 124                    | 4     | 396        |
| 07:45 AM    | 0                      | 235  | 0                  | 0     | 119                    | 8     | 362        |
| Total       | 1                      | 906  | 0                  | 0     | 497                    | 17    | 1421       |
| 08:00 AM    | 1                      | 224  | 0                  | 0     | 122                    | 6     | 353        |
| 08:15 AM    | 0                      | 183  | 0                  | 0     | 125                    | 5     | 313        |
| 08:30 AM    | 0                      | 201  | 0                  | 1     | 120                    | 7     | 329        |
| 08:45 AM    | 0                      | 167  | 0                  | 0     | 117                    | 9     | 293        |
| Total       | 1                      | 775  | 0                  | 1     | 484                    | 27    | 1288       |
| Grand Total | 2                      | 2304 | 0                  | 1     | 1357                   | 52    | 3716       |
| Apprch %    | 0.1                    | 99.9 | 0                  | 100   | 96.3                   | 3.7   |            |
| Total %     | 0.1                    | 62   | 0                  | 0     | 36.5                   | 1.4   |            |

Accurate Counts  
978-664-2565

N/S Street : E Street  
E/W Street: Bridge Street  
City/State : Nashua, NH  
Weather : Cloudy

File Name : 18315007  
Site Code : 18315007  
Start Date : 4/10/2018  
Page No : 5

|                                                            | Bridge St<br>From East |      |            | E St<br>From South |       |            | Bridge St<br>From West |       |            |            |
|------------------------------------------------------------|------------------------|------|------------|--------------------|-------|------------|------------------------|-------|------------|------------|
| Start Time                                                 | Left                   | Thru | App. Total | Left               | Right | App. Total | Thru                   | Right | App. Total | Int. Total |
| Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1 |                        |      |            |                    |       |            |                        |       |            |            |
| Peak Hour for Entire Intersection Begins at 07:15 AM       |                        |      |            |                    |       |            |                        |       |            |            |
| 07:15 AM                                                   | 0                      | 197  | 197        | 0                  | 0     | 0          | 124                    | 3     | 127        | 324        |
| 07:30 AM                                                   | 0                      | 268  | 268        | 0                  | 0     | 0          | 124                    | 4     | 128        | 396        |
| 07:45 AM                                                   | 0                      | 235  | 235        | 0                  | 0     | 0          | 119                    | 8     | 127        | 362        |
| 08:00 AM                                                   | 1                      | 224  | 225        | 0                  | 0     | 0          | 122                    | 6     | 128        | 353        |
| Total Volume                                               | 1                      | 924  | 925        | 0                  | 0     | 0          | 489                    | 21    | 510        | 1435       |
| % App. Total                                               | 0.1                    | 99.9 |            | 0                  | 0     |            | 95.9                   | 4.1   |            |            |
| PHF                                                        | .250                   | .862 | .863       | .000               | .000  | .000       | .986                   | .656  | .996       | .906       |



# Accurate Counts

978-664-2565

N/S Street : E Street  
E/W Street: Bridge Street  
City/State : Nashua, NH  
Weather : Cloudy

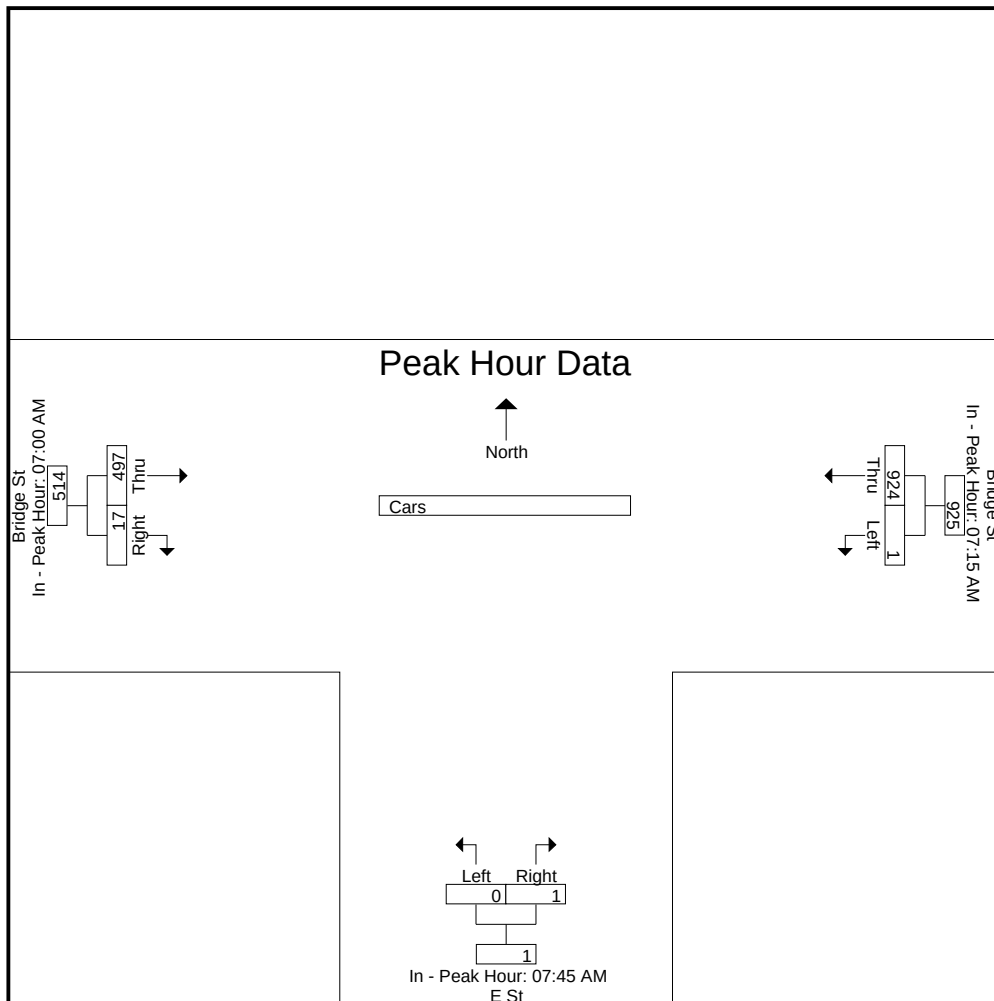
File Name : 18315007  
Site Code : 18315007  
Start Date : 4/10/2018  
Page No : 6

|            | Bridge St<br>From East |      |            | E St<br>From South |       |            | Bridge St<br>From West |       |            |            |
|------------|------------------------|------|------------|--------------------|-------|------------|------------------------|-------|------------|------------|
| Start Time | Left                   | Thru | App. Total | Left               | Right | App. Total | Thru                   | Right | App. Total | Int. Total |

Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

|              | 07:15 AM |            |            | 07:45 AM |          |          | 07:00 AM   |          |            |
|--------------|----------|------------|------------|----------|----------|----------|------------|----------|------------|
| +0 mins.     | 0        | 197        | 197        | 0        | 0        | 0        | <b>130</b> | 2        | <b>132</b> |
| +15 mins.    | 0        | <b>268</b> | <b>268</b> | 0        | 0        | 0        | 124        | 3        | 127        |
| +30 mins.    | 0        | 235        | 235        | 0        | 0        | 0        | 124        | 4        | 128        |
| +45 mins.    | <b>1</b> | 224        | 225        | 0        | <b>1</b> | <b>1</b> | 119        | <b>8</b> | 127        |
| Total Volume | 1        | 924        | 925        | 0        | 1        | 1        | 497        | 17       | 514        |
| % App. Total | 0.1      | 99.9       |            | 0        | 100      |          | 96.7       | 3.3      |            |
| PHF          | .250     | .862       | .863       | .000     | .250     | .250     | .956       | .531     | .973       |





# Accurate Counts

978-664-2565

N/S Street : E Street  
E/W Street: Bridge Street  
City/State : Nashua, NH  
Weather : Cloudy

File Name : 18315007  
Site Code : 18315007  
Start Date : 4/10/2018  
Page No : 7

## Groups Printed- Trucks

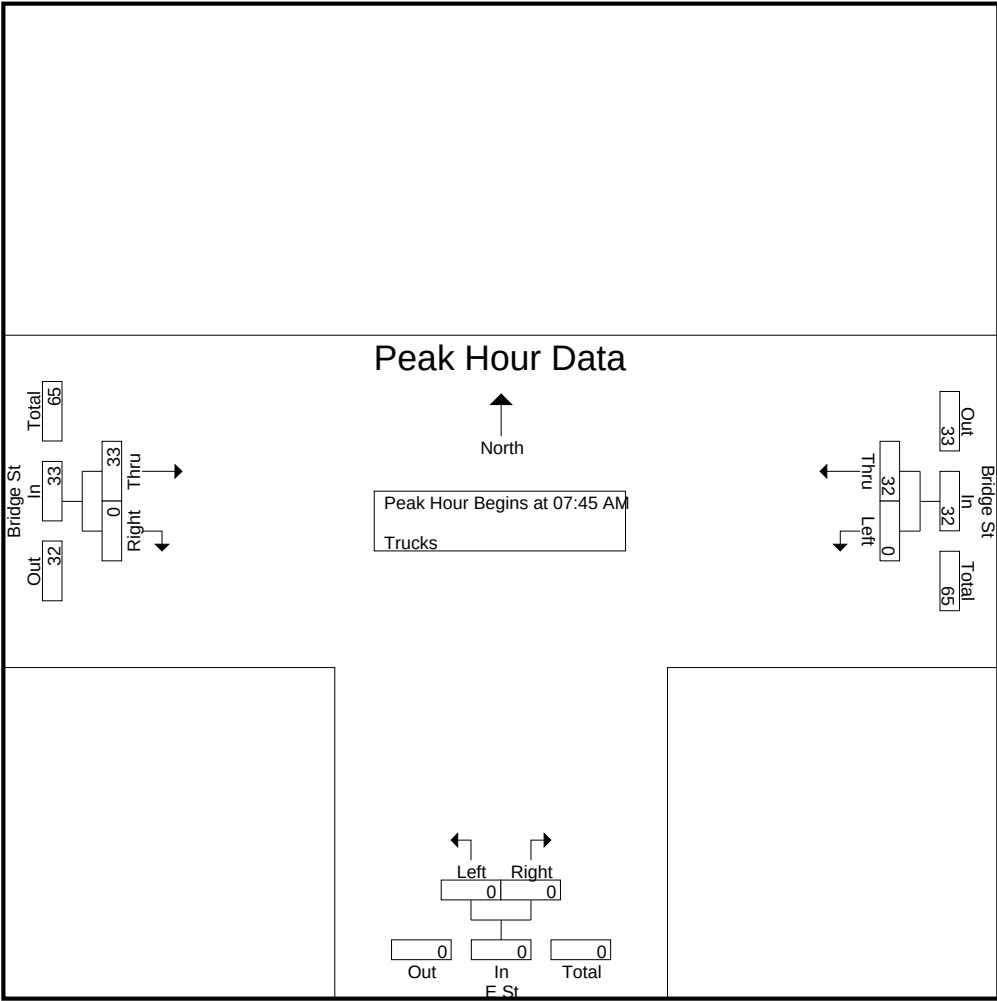
| Start Time  | Bridge St<br>From East |      | E St<br>From South |       | Bridge St<br>From West |       | Int. Total |
|-------------|------------------------|------|--------------------|-------|------------------------|-------|------------|
|             | Left                   | Thru | Left               | Right | Thru                   | Right |            |
| 06:00 AM    | 0                      | 1    | 0                  | 0     | 0                      | 0     | 1          |
| 06:15 AM    | 0                      | 0    | 0                  | 0     | 1                      | 0     | 1          |
| 06:30 AM    | 0                      | 1    | 0                  | 0     | 1                      | 0     | 2          |
| 06:45 AM    | 0                      | 2    | 0                  | 0     | 0                      | 0     | 2          |
| Total       | 0                      | 4    | 0                  | 0     | 2                      | 0     | 6          |
| 07:00 AM    | 0                      | 5    | 0                  | 0     | 5                      | 0     | 10         |
| 07:15 AM    | 0                      | 6    | 0                  | 0     | 4                      | 0     | 10         |
| 07:30 AM    | 0                      | 3    | 0                  | 0     | 2                      | 0     | 5          |
| 07:45 AM    | 0                      | 8    | 0                  | 0     | 6                      | 0     | 14         |
| Total       | 0                      | 22   | 0                  | 0     | 17                     | 0     | 39         |
| 08:00 AM    | 0                      | 6    | 0                  | 0     | 12                     | 0     | 18         |
| 08:15 AM    | 0                      | 10   | 0                  | 0     | 6                      | 0     | 16         |
| 08:30 AM    | 0                      | 8    | 0                  | 0     | 9                      | 0     | 17         |
| 08:45 AM    | 0                      | 6    | 0                  | 0     | 3                      | 0     | 9          |
| Total       | 0                      | 30   | 0                  | 0     | 30                     | 0     | 60         |
| Grand Total | 0                      | 56   | 0                  | 0     | 49                     | 0     | 105        |
| Apprch %    | 0                      | 100  | 0                  | 0     | 100                    | 0     |            |
| Total %     | 0                      | 53.3 | 0                  | 0     | 46.7                   | 0     |            |

Accurate Counts  
978-664-2565

N/S Street : E Street  
E/W Street: Bridge Street  
City/State : Nashua, NH  
Weather : Cloudy

File Name : 18315007  
Site Code : 18315007  
Start Date : 4/10/2018  
Page No : 8

|                                                            | Bridge St<br>From East |      |            | E St<br>From South |       |            | Bridge St<br>From West |       |            |            |
|------------------------------------------------------------|------------------------|------|------------|--------------------|-------|------------|------------------------|-------|------------|------------|
| Start Time                                                 | Left                   | Thru | App. Total | Left               | Right | App. Total | Thru                   | Right | App. Total | Int. Total |
| Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1 |                        |      |            |                    |       |            |                        |       |            |            |
| Peak Hour for Entire Intersection Begins at 07:45 AM       |                        |      |            |                    |       |            |                        |       |            |            |
| 07:45 AM                                                   | 0                      | 8    | 8          | 0                  | 0     | 0          | 6                      | 0     | 6          | 14         |
| 08:00 AM                                                   | 0                      | 6    | 6          | 0                  | 0     | 0          | 12                     | 0     | 12         | 18         |
| 08:15 AM                                                   | 0                      | 10   | 10         | 0                  | 0     | 0          | 6                      | 0     | 6          | 16         |
| 08:30 AM                                                   | 0                      | 8    | 8          | 0                  | 0     | 0          | 9                      | 0     | 9          | 17         |
| Total Volume                                               | 0                      | 32   | 32         | 0                  | 0     | 0          | 33                     | 0     | 33         | 65         |
| % App. Total                                               | 0                      | 100  |            | 0                  | 0     |            | 100                    | 0     |            |            |
| PHF                                                        | .000                   | .800 | .800       | .000               | .000  | .000       | .688                   | .000  | .688       | .903       |



# Accurate Counts

978-664-2565

N/S Street : E Street  
E/W Street: Bridge Street  
City/State : Nashua, NH  
Weather : Cloudy

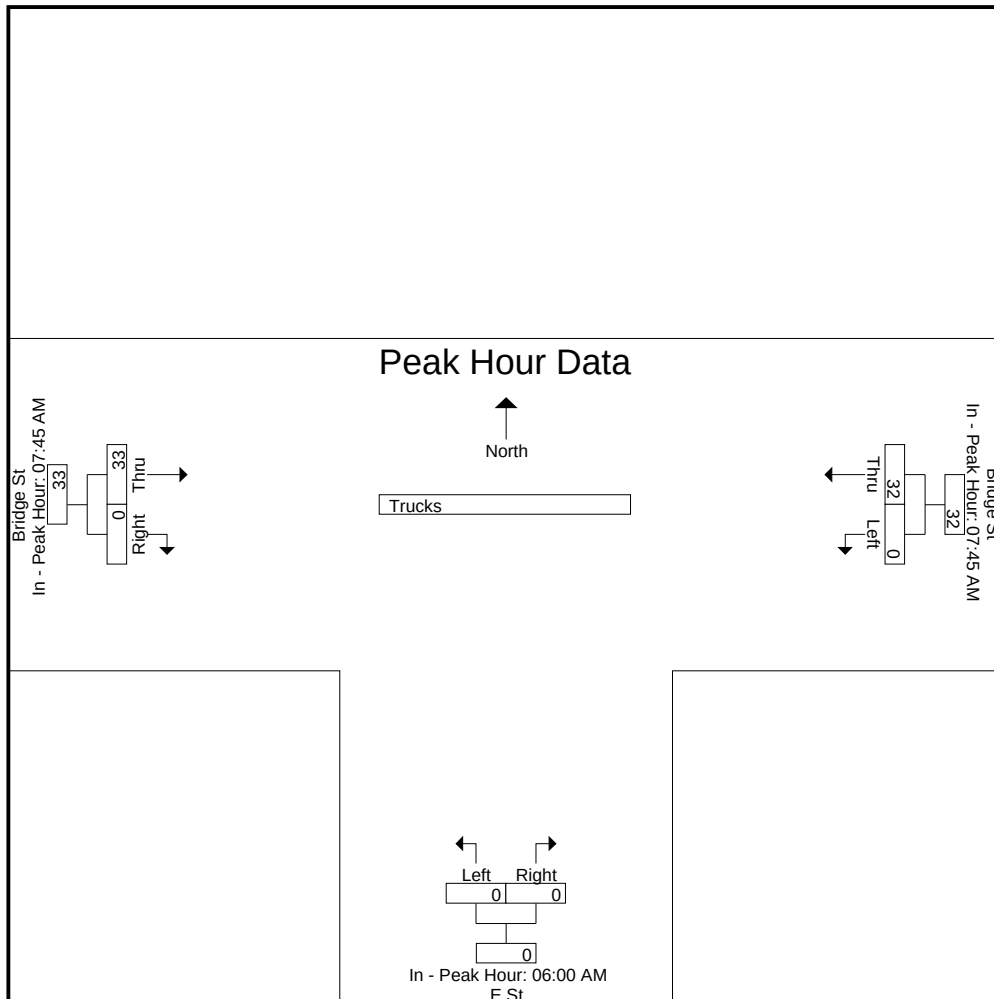
File Name : 18315007  
Site Code : 18315007  
Start Date : 4/10/2018  
Page No : 9

|            | Bridge St<br>From East |      |            | E St<br>From South |       |            | Bridge St<br>From West |       |            |            |
|------------|------------------------|------|------------|--------------------|-------|------------|------------------------|-------|------------|------------|
| Start Time | Left                   | Thru | App. Total | Left               | Right | App. Total | Thru                   | Right | App. Total | Int. Total |

Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

|              | 07:45 AM |           |           | 06:00 AM |      |      | 07:45 AM  |      |           |
|--------------|----------|-----------|-----------|----------|------|------|-----------|------|-----------|
| +0 mins.     | 0        | 8         | 8         | 0        | 0    | 0    | 6         | 0    | 6         |
| +15 mins.    | 0        | 6         | 6         | 0        | 0    | 0    | <b>12</b> | 0    | <b>12</b> |
| +30 mins.    | 0        | <b>10</b> | <b>10</b> | 0        | 0    | 0    | 6         | 0    | 6         |
| +45 mins.    | 0        | 8         | 8         | 0        | 0    | 0    | 9         | 0    | 9         |
| Total Volume | 0        | 32        | 32        | 0        | 0    | 0    | 33        | 0    | 33        |
| % App. Total | 0        | 100       |           | 0        | 0    |      | 100       | 0    |           |
| PHF          | .000     | .800      | .800      | .000     | .000 | .000 | .688      | .000 | .688      |



978-664-2565

File Name : 18315007  
Site Code : 18315007  
Start Date : 4/10/2018  
Page No : 10

[illegible]

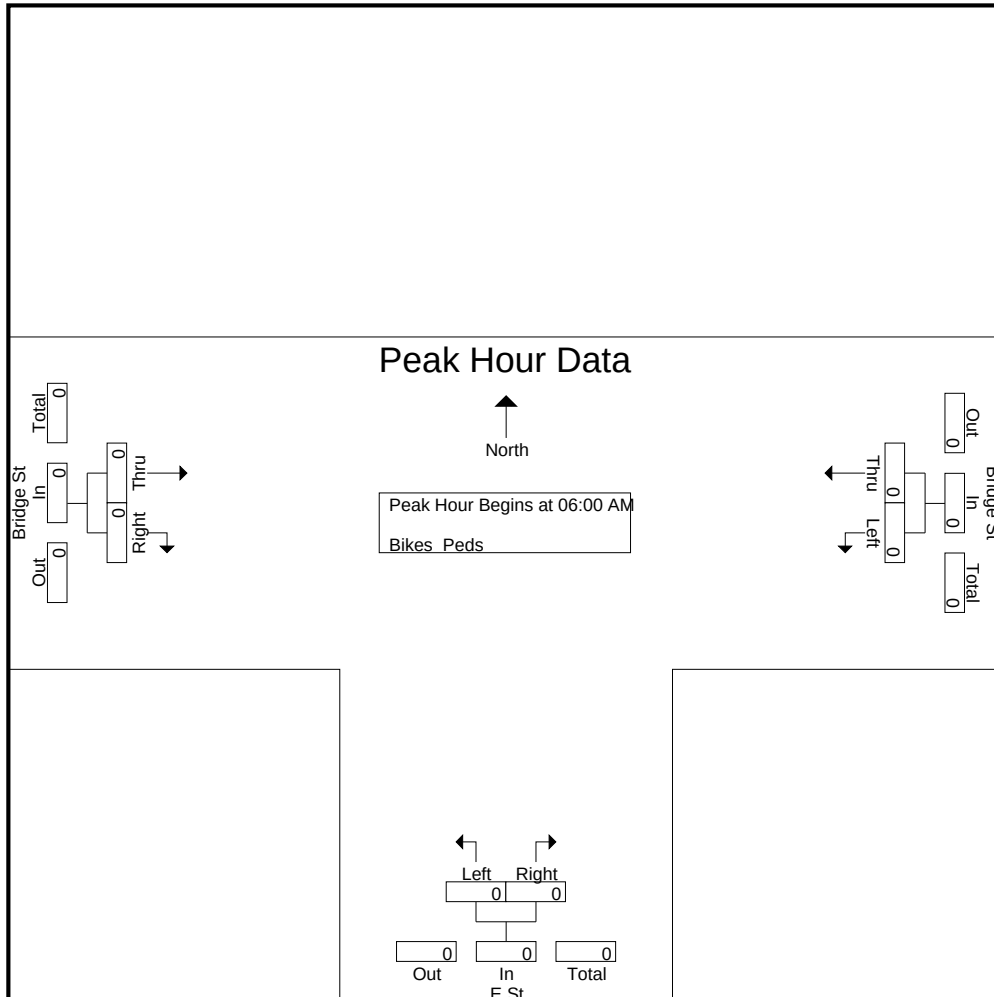
# Accurate Counts

978-664-2565

N/S Street : E Street  
E/W Street: Bridge Street  
City/State : Nashua, NH  
Weather : Cloudy

File Name : 18315007  
Site Code : 18315007  
Start Date : 4/10/2018  
Page No : 11

|                                                            | Bridge St<br>From East |      |            | E St<br>From South |       |            | Bridge St<br>From West |       |            |            |
|------------------------------------------------------------|------------------------|------|------------|--------------------|-------|------------|------------------------|-------|------------|------------|
| Start Time                                                 | Left                   | Thru | App. Total | Left               | Right | App. Total | Thru                   | Right | App. Total | Int. Total |
| Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1 |                        |      |            |                    |       |            |                        |       |            |            |
| Peak Hour for Entire Intersection Begins at 06:00 AM       |                        |      |            |                    |       |            |                        |       |            |            |
| 06:00 AM                                                   | 0                      | 0    | 0          | 0                  | 0     | 0          | 0                      | 0     | 0          | 0          |
| 06:15 AM                                                   | 0                      | 0    | 0          | 0                  | 0     | 0          | 0                      | 0     | 0          | 0          |
| 06:30 AM                                                   | 0                      | 0    | 0          | 0                  | 0     | 0          | 0                      | 0     | 0          | 0          |
| 06:45 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 : E Street  
E/W Street: Bridge Street  
City/State : Nashua, NH  
Weather : Cloudy

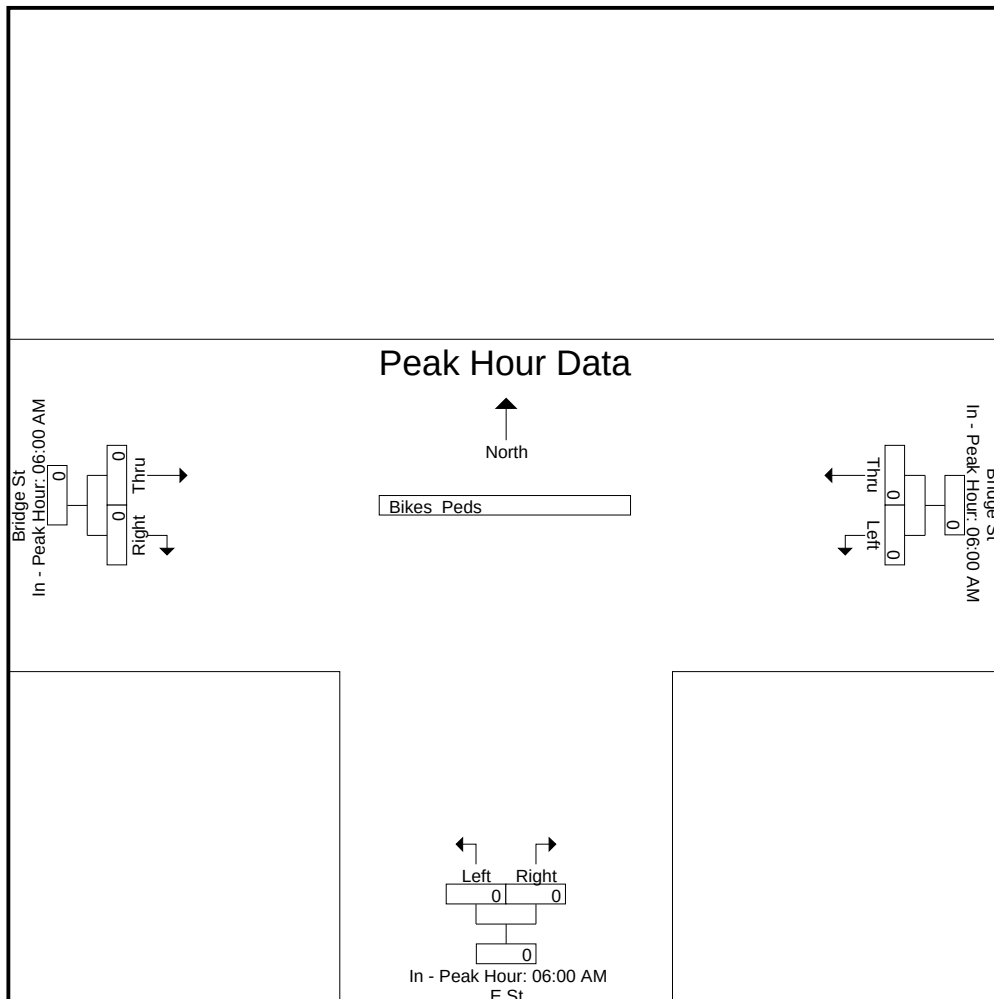
File Name : 18315007  
Site Code : 18315007  
Start Date : 4/10/2018  
Page No : 12

|            | Bridge St<br>From East |      |            | E St<br>From South |       |            | Bridge St<br>From West |       |            |            |
|------------|------------------------|------|------------|--------------------|-------|------------|------------------------|-------|------------|------------|
| Start Time | Left                   | Thru | App. Total | Left               | Right | App. Total | Thru                   | Right | App. Total | Int. Total |

Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

|              | 06:00 AM |      |      | 06:00 AM |      |      | 06:00 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 : E Street  
E/W Street: Bridge Street  
City/State : Nashua, NH  
Weather : Cloudy

File Name : 18315007  
Site Code : 18315007  
Start Date : 4/10/2018  
Page No : 1

## Groups Printed- Cars - Trucks

|             | Bridge St<br>From East |      | E St<br>From South |       | Bridge St<br>From West |       |            |
|-------------|------------------------|------|--------------------|-------|------------------------|-------|------------|
| Start Time  | Left                   | Thru | Left               | Right | Thru                   | Right | Int. Total |
| 03:00 PM    | 0                      | 150  | 0                  | 0     | 166                    | 6     | 322        |
| 03:15 PM    | 0                      | 147  | 0                  | 0     | 187                    | 4     | 338        |
| 03:30 PM    | 0                      | 150  | 0                  | 0     | 199                    | 1     | 350        |
| 03:45 PM    | 0                      | 163  | 0                  | 0     | 195                    | 1     | 359        |
| Total       | 0                      | 610  | 0                  | 0     | 747                    | 12    | 1369       |
| 04:00 PM    | 0                      | 151  | 0                  | 0     | 215                    | 3     | 369        |
| 04:15 PM    | 0                      | 150  | 0                  | 0     | 231                    | 1     | 382        |
| 04:30 PM    | 0                      | 153  | 0                  | 0     | 172                    | 4     | 329        |
| 04:45 PM    | 0                      | 152  | 0                  | 0     | 205                    | 7     | 364        |
| Total       | 0                      | 606  | 0                  | 0     | 823                    | 15    | 1444       |
| 05:00 PM    | 0                      | 131  | 0                  | 0     | 198                    | 1     | 330        |
| 05:15 PM    | 0                      | 168  | 0                  | 0     | 194                    | 3     | 365        |
| 05:30 PM    | 0                      | 174  | 0                  | 0     | 191                    | 1     | 366        |
| 05:45 PM    | 0                      | 142  | 0                  | 0     | 178                    | 2     | 322        |
| Total       | 0                      | 615  | 0                  | 0     | 761                    | 7     | 1383       |
| Grand Total | 0                      | 1831 | 0                  | 0     | 2331                   | 34    | 4196       |
| Apprch %    | 0                      | 100  | 0                  | 0     | 98.6                   | 1.4   |            |
| Total %     | 0                      | 43.6 | 0                  | 0     | 55.6                   | 0.8   |            |
| Cars        | 0                      | 1807 | 0                  | 0     | 2299                   | 34    | 4140       |
| % Cars      | 0                      | 98.7 | 0                  | 0     | 98.6                   | 100   | 98.7       |
| Trucks      | 0                      | 24   | 0                  | 0     | 32                     | 0     | 56         |
| % Trucks    | 0                      | 1.3  | 0                  | 0     | 1.4                    | 0     | 1.3        |

# Accurate Counts

978-664-2565

N/S Street : E Street  
E/W Street: Bridge Street  
City/State : Nashua, NH  
Weather : Cloudy

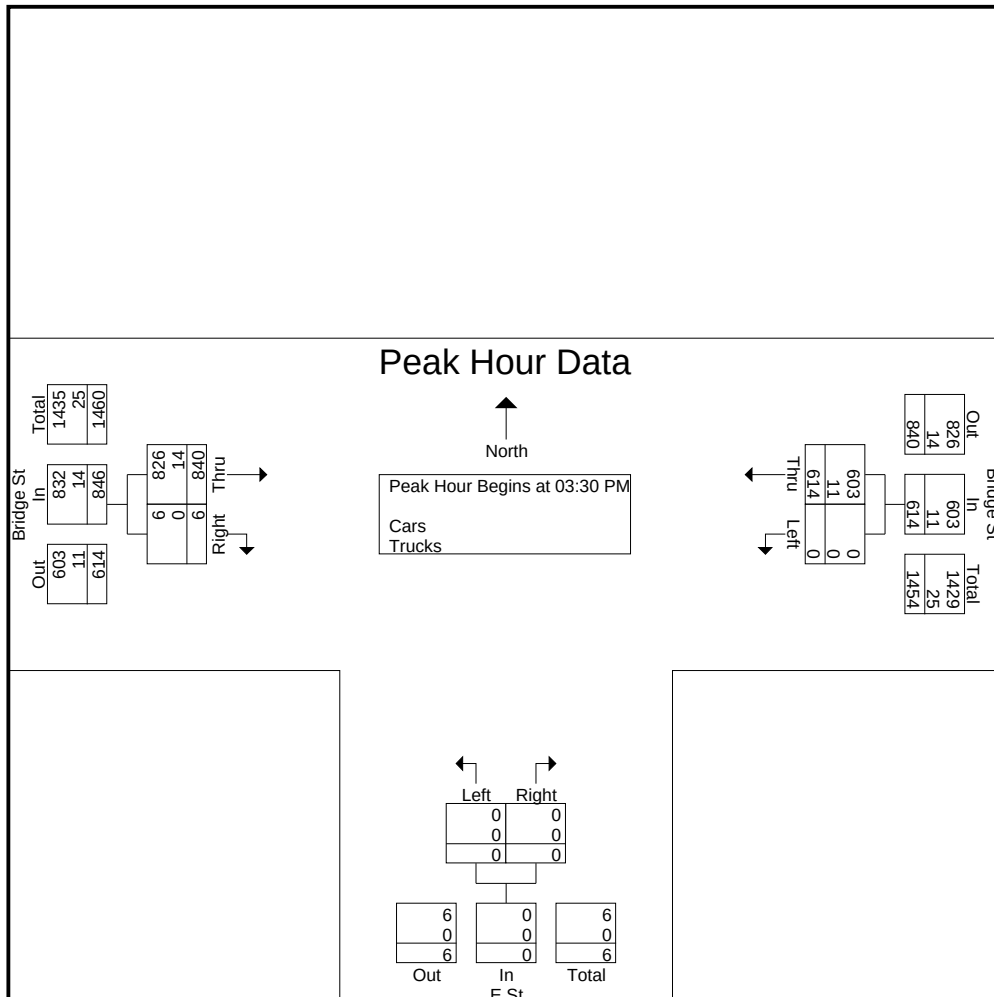
File Name : 18315007  
Site Code : 18315007  
Start Date : 4/10/2018  
Page No : 2

|            | Bridge St<br>From East |      |            | E St<br>From South |       |            | Bridge St<br>From West |       |            |            |
|------------|------------------------|------|------------|--------------------|-------|------------|------------------------|-------|------------|------------|
| Start Time | Left                   | Thru | App. Total | Left               | Right | App. Total | Thru                   | Right | App. Total | Int. Total |

Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 03:30 PM

|              |      |            |            |      |      |      |            |          |            |            |
|--------------|------|------------|------------|------|------|------|------------|----------|------------|------------|
| 03:30 PM     | 0    | 150        | 150        | 0    | 0    | 0    | 199        | 1        | 200        | 350        |
| 03:45 PM     | 0    | <b>163</b> | <b>163</b> | 0    | 0    | 0    | 195        | 1        | 196        | 359        |
| 04:00 PM     | 0    | 151        | 151        | 0    | 0    | 0    | 215        | <b>3</b> | 218        | 369        |
| 04:15 PM     | 0    | 150        | 150        | 0    | 0    | 0    | <b>231</b> | 1        | <b>232</b> | <b>382</b> |
| Total Volume | 0    | 614        | 614        | 0    | 0    | 0    | 840        | 6        | 846        | 1460       |
| % App. Total | 0    | 100        |            | 0    | 0    |      | 99.3       | 0.7      |            |            |
| PHF          | .000 | .942       | .942       | .000 | .000 | .000 | .909       | .500     | .912       | .955       |
| Cars         | 0    | 603        | 603        | 0    | 0    | 0    | 826        | 6        | 832        | 1435       |
| % Cars       | 0    | 98.2       | 98.2       | 0    | 0    | 0    | 98.3       | 100      | 98.3       | 98.3       |
| Trucks       | 0    | 11         | 11         | 0    | 0    | 0    | 14         | 0        | 14         | 25         |
| % Trucks     | 0    | 1.8        | 1.8        | 0    | 0    | 0    | 1.7        | 0        | 1.7        | 1.7        |





# Accurate Counts

978-664-2565

N/S Street : E Street  
E/W Street: Bridge Street  
City/State : Nashua, NH  
Weather : Cloudy

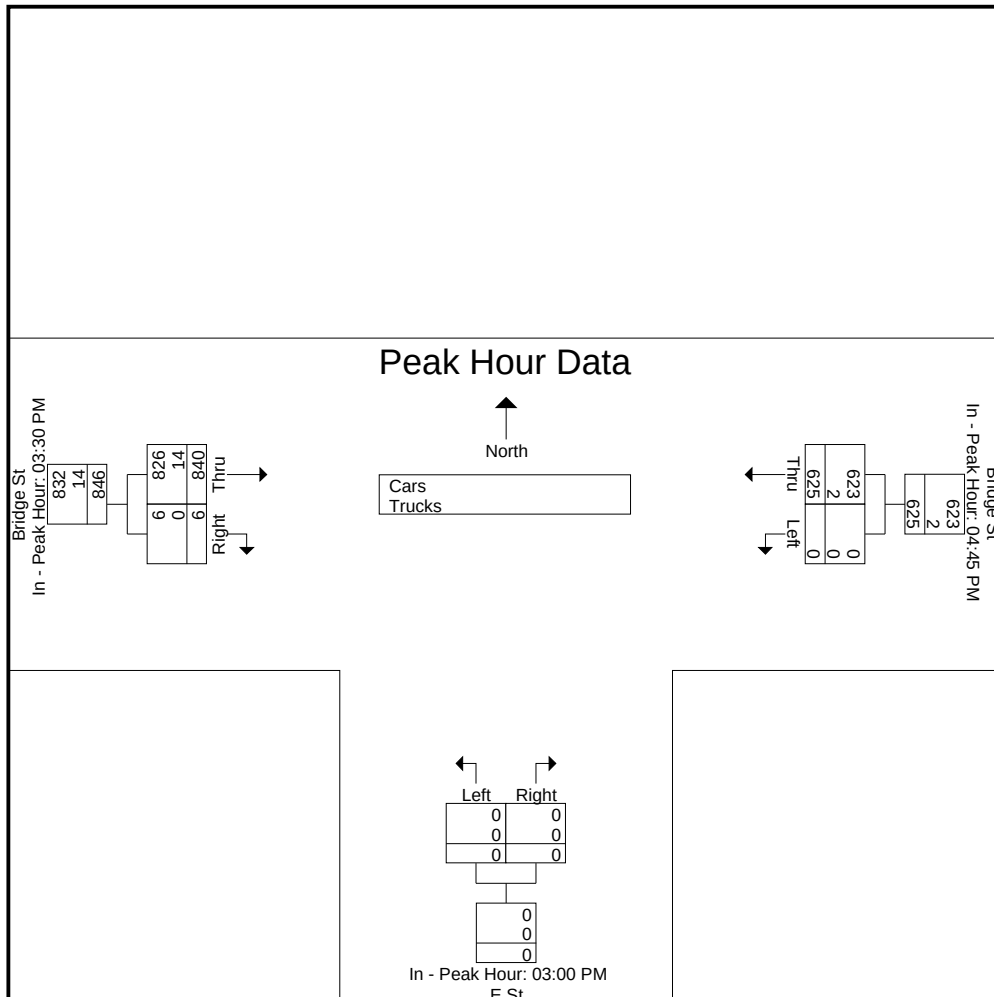
File Name : 18315007  
Site Code : 18315007  
Start Date : 4/10/2018  
Page No : 3

|            | Bridge St<br>From East |      |            | E St<br>From South |       |            | Bridge St<br>From West |       |            |            |
|------------|------------------------|------|------------|--------------------|-------|------------|------------------------|-------|------------|------------|
| Start Time | Left                   | Thru | App. Total | Left               | Right | App. Total | Thru                   | Right | App. Total | Int. Total |

Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

|              | 04:45 PM |      |      | 03:00 PM |      |      | 03:30 PM |      |      |
|--------------|----------|------|------|----------|------|------|----------|------|------|
| +0 mins.     | 0        | 152  | 152  | 0        | 0    | 0    | 199      | 1    | 200  |
| +15 mins.    | 0        | 131  | 131  | 0        | 0    | 0    | 195      | 1    | 196  |
| +30 mins.    | 0        | 168  | 168  | 0        | 0    | 0    | 215      | 3    | 218  |
| +45 mins.    | 0        | 174  | 174  | 0        | 0    | 0    | 231      | 1    | 232  |
| Total Volume | 0        | 625  | 625  | 0        | 0    | 0    | 840      | 6    | 846  |
| % App. Total | 0        | 100  |      | 0        | 0    |      | 99.3     | 0.7  |      |
| PHF          | .000     | .898 | .898 | .000     | .000 | .000 | .909     | .500 | .912 |
| Cars         | 0        | 623  | 623  | 0        | 0    | 0    | 826      | 6    | 832  |
| % Cars       | 0        | 99.7 | 99.7 | 0        | 0    | 0    | 98.3     | 100  | 98.3 |
| Trucks       | 0        | 2    | 2    | 0        | 0    | 0    | 14       | 0    | 14   |
| % Trucks     | 0        | 0.3  | 0.3  | 0        | 0    | 0    | 1.7      | 0    | 1.7  |



# Accurate Counts

978-664-2565

N/S Street : E Street  
E/W Street: Bridge Street  
City/State : Nashua, NH  
Weather : Cloudy

File Name : 18315007  
Site Code : 18315007  
Start Date : 4/10/2018  
Page No : 4

## Groups Printed- Cars

| Start Time  | Bridge St<br>From East |      | E St<br>From South |       | Bridge St<br>From West |       | Int. Total |
|-------------|------------------------|------|--------------------|-------|------------------------|-------|------------|
|             | Left                   | Thru | Left               | Right | Thru                   | Right |            |
| 03:00 PM    | 0                      | 144  | 0                  | 0     | 159                    | 6     | 309        |
| 03:15 PM    | 0                      | 144  | 0                  | 0     | 181                    | 4     | 329        |
| 03:30 PM    | 0                      | 148  | 0                  | 0     | 198                    | 1     | 347        |
| 03:45 PM    | 0                      | 157  | 0                  | 0     | 190                    | 1     | 348        |
| Total       | 0                      | 593  | 0                  | 0     | 728                    | 12    | 1333       |
| 04:00 PM    | 0                      | 149  | 0                  | 0     | 211                    | 3     | 363        |
| 04:15 PM    | 0                      | 149  | 0                  | 0     | 227                    | 1     | 377        |
| 04:30 PM    | 0                      | 152  | 0                  | 0     | 172                    | 4     | 328        |
| 04:45 PM    | 0                      | 150  | 0                  | 0     | 204                    | 7     | 361        |
| Total       | 0                      | 600  | 0                  | 0     | 814                    | 15    | 1429       |
| 05:00 PM    | 0                      | 131  | 0                  | 0     | 197                    | 1     | 329        |
| 05:15 PM    | 0                      | 168  | 0                  | 0     | 193                    | 3     | 364        |
| 05:30 PM    | 0                      | 174  | 0                  | 0     | 189                    | 1     | 364        |
| 05:45 PM    | 0                      | 141  | 0                  | 0     | 178                    | 2     | 321        |
| Total       | 0                      | 614  | 0                  | 0     | 757                    | 7     | 1378       |
| Grand Total | 0                      | 1807 | 0                  | 0     | 2299                   | 34    | 4140       |
| Apprch %    | 0                      | 100  | 0                  | 0     | 98.5                   | 1.5   |            |
| Total %     | 0                      | 43.6 | 0                  | 0     | 55.5                   | 0.8   |            |

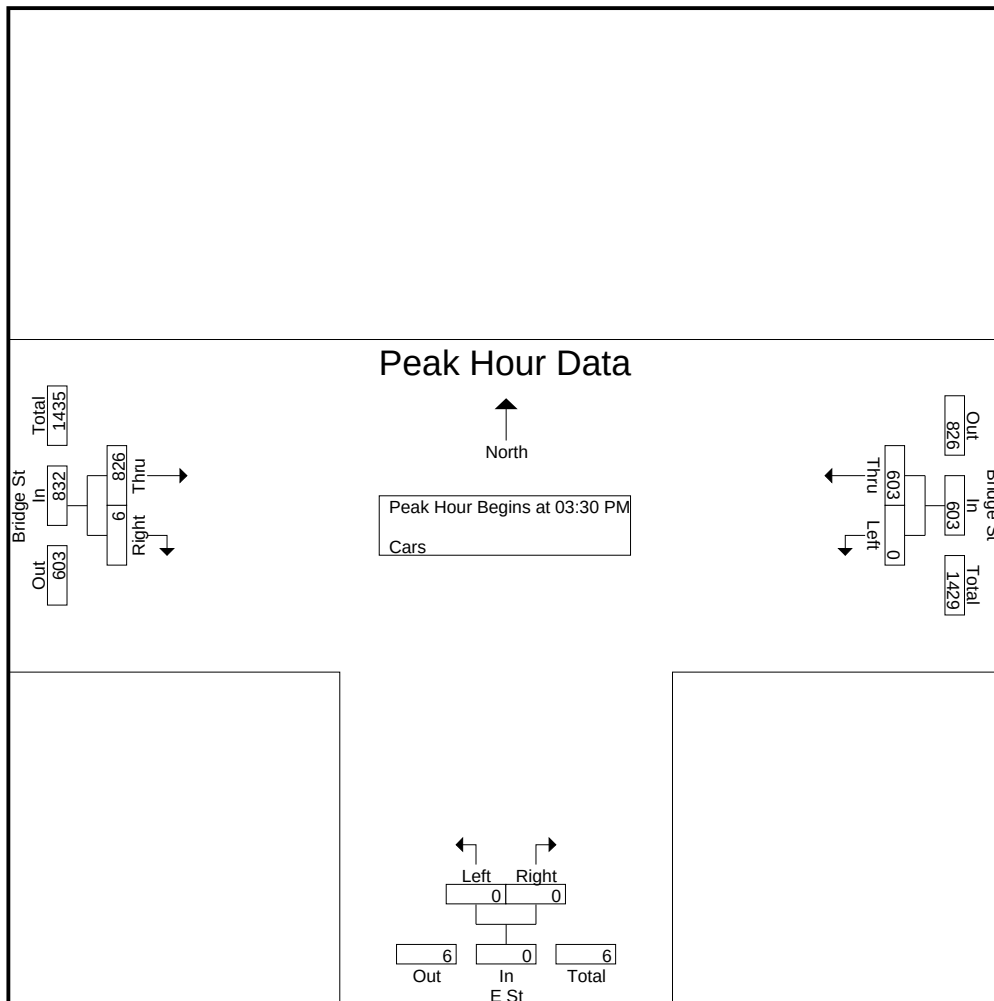
# Accurate Counts

978-664-2565

N/S Street : E Street  
E/W Street: Bridge Street  
City/State : Nashua, NH  
Weather : Cloudy

File Name : 18315007  
Site Code : 18315007  
Start Date : 4/10/2018  
Page No : 5

|                                                            | Bridge St<br>From East |            |            | E St<br>From South |       |            | Bridge St<br>From West |          |            |            |
|------------------------------------------------------------|------------------------|------------|------------|--------------------|-------|------------|------------------------|----------|------------|------------|
| Start Time                                                 | Left                   | Thru       | App. Total | Left               | Right | App. Total | Thru                   | Right    | App. Total | Int. Total |
| Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1 |                        |            |            |                    |       |            |                        |          |            |            |
| Peak Hour for Entire Intersection Begins at 03:30 PM       |                        |            |            |                    |       |            |                        |          |            |            |
| 03:30 PM                                                   | 0                      | 148        | 148        | 0                  | 0     | 0          | 198                    | 1        | 199        | 347        |
| 03:45 PM                                                   | 0                      | <b>157</b> | <b>157</b> | 0                  | 0     | 0          | 190                    | 1        | 191        | 348        |
| 04:00 PM                                                   | 0                      | 149        | 149        | 0                  | 0     | 0          | 211                    | <b>3</b> | 214        | 363        |
| 04:15 PM                                                   | 0                      | 149        | 149        | 0                  | 0     | 0          | <b>227</b>             | 1        | <b>228</b> | <b>377</b> |
| Total Volume                                               | 0                      | 603        | 603        | 0                  | 0     | 0          | 826                    | 6        | 832        | 1435       |
| % App. Total                                               | 0                      | 100        |            | 0                  | 0     |            | 99.3                   | 0.7      |            |            |
| PHF                                                        | .000                   | .960       | .960       | .000               | .000  | .000       | .910                   | .500     | .912       | .952       |



# Accurate Counts

978-664-2565

N/S Street : E Street  
E/W Street: Bridge Street  
City/State : Nashua, NH  
Weather : Cloudy

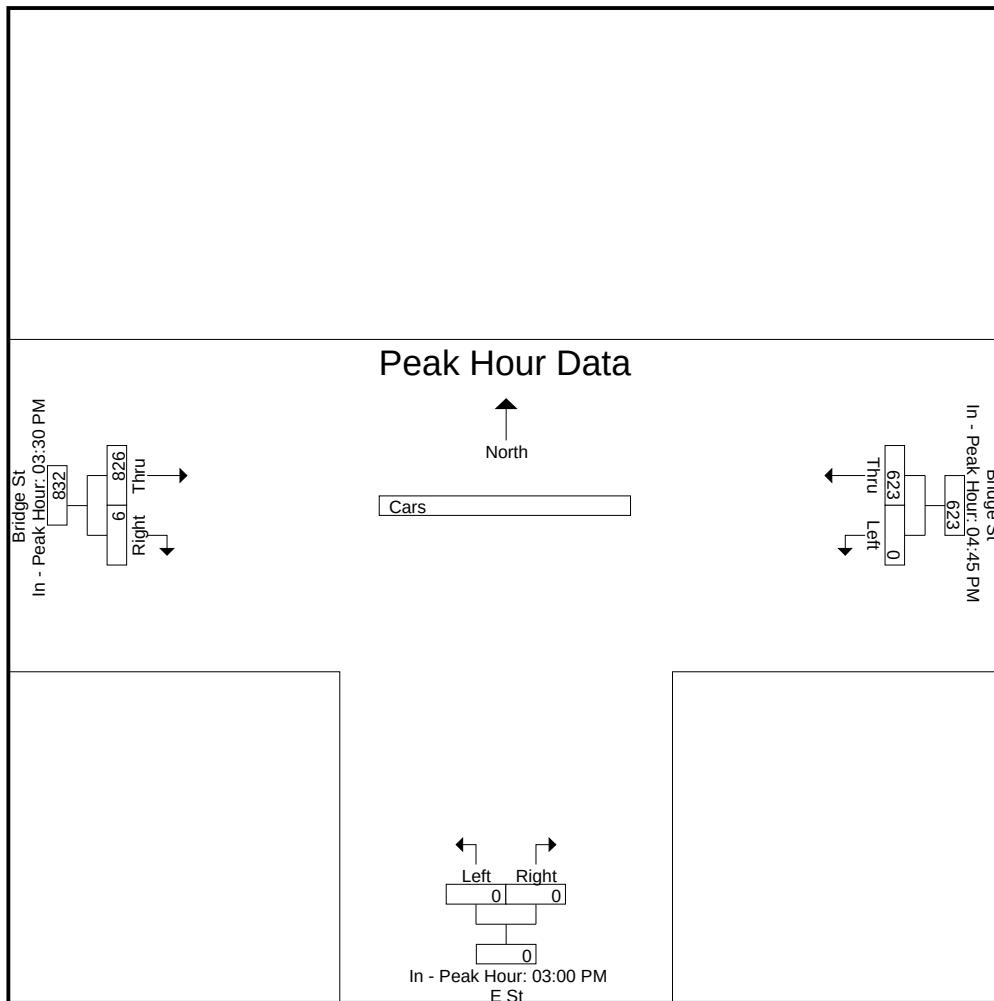
File Name : 18315007  
Site Code : 18315007  
Start Date : 4/10/2018  
Page No : 6

|            | Bridge St<br>From East |      |            | E St<br>From South |       |            | Bridge St<br>From West |       |            |            |
|------------|------------------------|------|------------|--------------------|-------|------------|------------------------|-------|------------|------------|
| Start Time | Left                   | Thru | App. Total | Left               | Right | App. Total | Thru                   | Right | App. Total | Int. Total |

Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

|              | 04:45 PM |      |      | 03:00 PM |      |      | 03:30 PM |      |      |
|--------------|----------|------|------|----------|------|------|----------|------|------|
| +0 mins.     | 0        | 150  | 150  | 0        | 0    | 0    | 198      | 1    | 199  |
| +15 mins.    | 0        | 131  | 131  | 0        | 0    | 0    | 190      | 1    | 191  |
| +30 mins.    | 0        | 168  | 168  | 0        | 0    | 0    | 211      | 3    | 214  |
| +45 mins.    | 0        | 174  | 174  | 0        | 0    | 0    | 227      | 1    | 228  |
| Total Volume | 0        | 623  | 623  | 0        | 0    | 0    | 826      | 6    | 832  |
| % App. Total | 0        | 100  |      | 0        | 0    |      | 99.3     | 0.7  |      |
| PHF          | .000     | .895 | .895 | .000     | .000 | .000 | .910     | .500 | .912 |



# Accurate Counts

978-664-2565

N/S Street : E Street  
E/W Street: Bridge Street  
City/State : Nashua, NH  
Weather : Cloudy

File Name : 18315007  
Site Code : 18315007  
Start Date : 4/10/2018  
Page No : 7

## Groups Printed- Trucks

|             | Bridge St<br>From East |      | E St<br>From South |       | Bridge St<br>From West |       |            |
|-------------|------------------------|------|--------------------|-------|------------------------|-------|------------|
| Start Time  | Left                   | Thru | Left               | Right | Thru                   | Right | Int. Total |
| 03:00 PM    | 0                      | 6    | 0                  | 0     | 7                      | 0     | 13         |
| 03:15 PM    | 0                      | 3    | 0                  | 0     | 6                      | 0     | 9          |
| 03:30 PM    | 0                      | 2    | 0                  | 0     | 1                      | 0     | 3          |
| 03:45 PM    | 0                      | 6    | 0                  | 0     | 5                      | 0     | 11         |
| Total       | 0                      | 17   | 0                  | 0     | 19                     | 0     | 36         |
| 04:00 PM    | 0                      | 2    | 0                  | 0     | 4                      | 0     | 6          |
| 04:15 PM    | 0                      | 1    | 0                  | 0     | 4                      | 0     | 5          |
| 04:30 PM    | 0                      | 1    | 0                  | 0     | 0                      | 0     | 1          |
| 04:45 PM    | 0                      | 2    | 0                  | 0     | 1                      | 0     | 3          |
| Total       | 0                      | 6    | 0                  | 0     | 9                      | 0     | 15         |
| 05:00 PM    | 0                      | 0    | 0                  | 0     | 1                      | 0     | 1          |
| 05:15 PM    | 0                      | 0    | 0                  | 0     | 1                      | 0     | 1          |
| 05:30 PM    | 0                      | 0    | 0                  | 0     | 2                      | 0     | 2          |
| 05:45 PM    | 0                      | 1    | 0                  | 0     | 0                      | 0     | 1          |
| Total       | 0                      | 1    | 0                  | 0     | 4                      | 0     | 5          |
| Grand Total | 0                      | 24   | 0                  | 0     | 32                     | 0     | 56         |
| Apprch %    | 0                      | 100  | 0                  | 0     | 100                    | 0     |            |
| Total %     | 0                      | 42.9 | 0                  | 0     | 57.1                   | 0     |            |

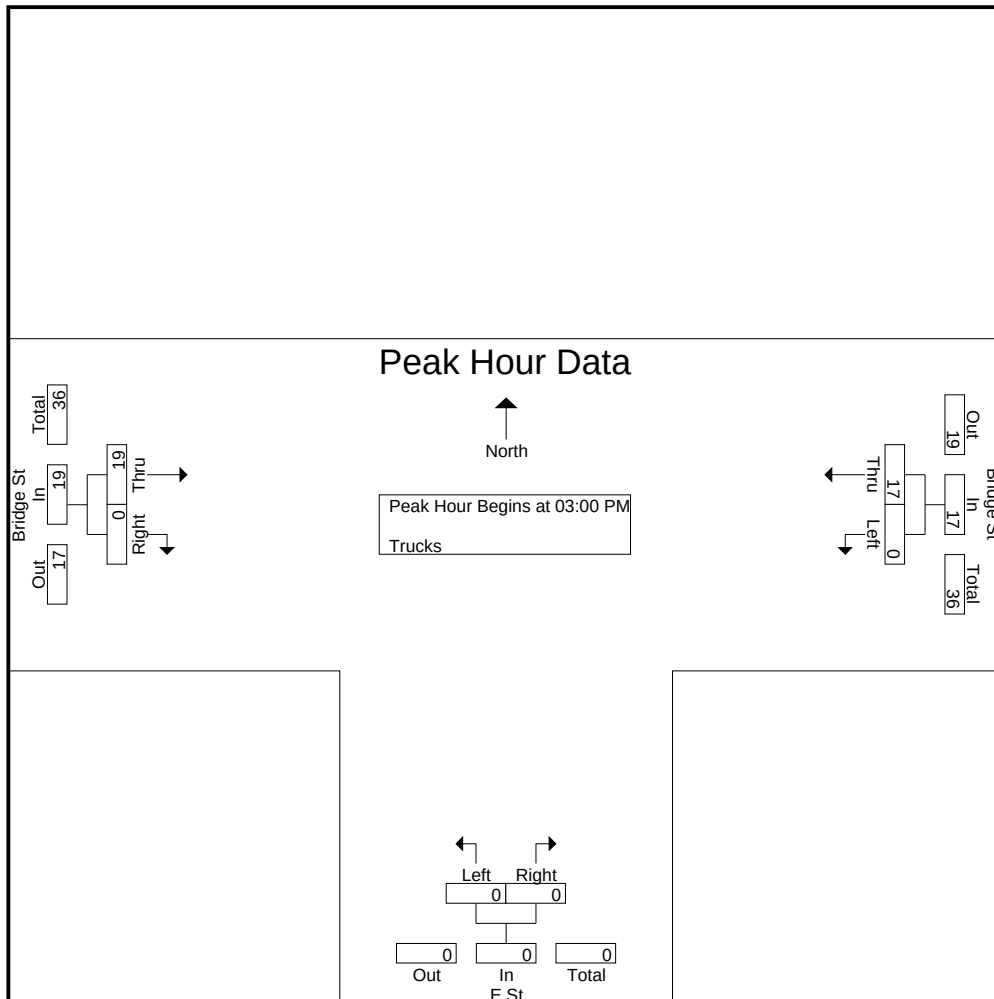
# Accurate Counts

978-664-2565

N/S Street : E Street  
E/W Street: Bridge Street  
City/State : Nashua, NH  
Weather : Cloudy

File Name : 18315007  
Site Code : 18315007  
Start Date : 4/10/2018  
Page No : 8

|                                                            | Bridge St<br>From East |      |            | E St<br>From South |       |            | Bridge St<br>From West |       |            |            |
|------------------------------------------------------------|------------------------|------|------------|--------------------|-------|------------|------------------------|-------|------------|------------|
| Start Time                                                 | Left                   | Thru | App. Total | Left               | Right | App. Total | Thru                   | Right | App. Total | Int. Total |
| Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1 |                        |      |            |                    |       |            |                        |       |            |            |
| Peak Hour for Entire Intersection Begins at 03:00 PM       |                        |      |            |                    |       |            |                        |       |            |            |
| 03:00 PM                                                   | 0                      | 6    | 6          | 0                  | 0     | 0          | 7                      | 0     | 7          | 13         |
| 03:15 PM                                                   | 0                      | 3    | 3          | 0                  | 0     | 0          | 6                      | 0     | 6          | 9          |
| 03:30 PM                                                   | 0                      | 2    | 2          | 0                  | 0     | 0          | 1                      | 0     | 1          | 3          |
| 03:45 PM                                                   | 0                      | 6    | 6          | 0                  | 0     | 0          | 5                      | 0     | 5          | 11         |
| Total Volume                                               | 0                      | 17   | 17         | 0                  | 0     | 0          | 19                     | 0     | 19         | 36         |
| % App. Total                                               | 0                      | 100  |            | 0                  | 0     |            | 100                    | 0     |            |            |
| PHF                                                        | .000                   | .708 | .708       | .000               | .000  | .000       | .679                   | .000  | .679       | .692       |



# Accurate Counts

978-664-2565

N/S Street : E Street  
E/W Street: Bridge Street  
City/State : Nashua, NH  
Weather : Cloudy

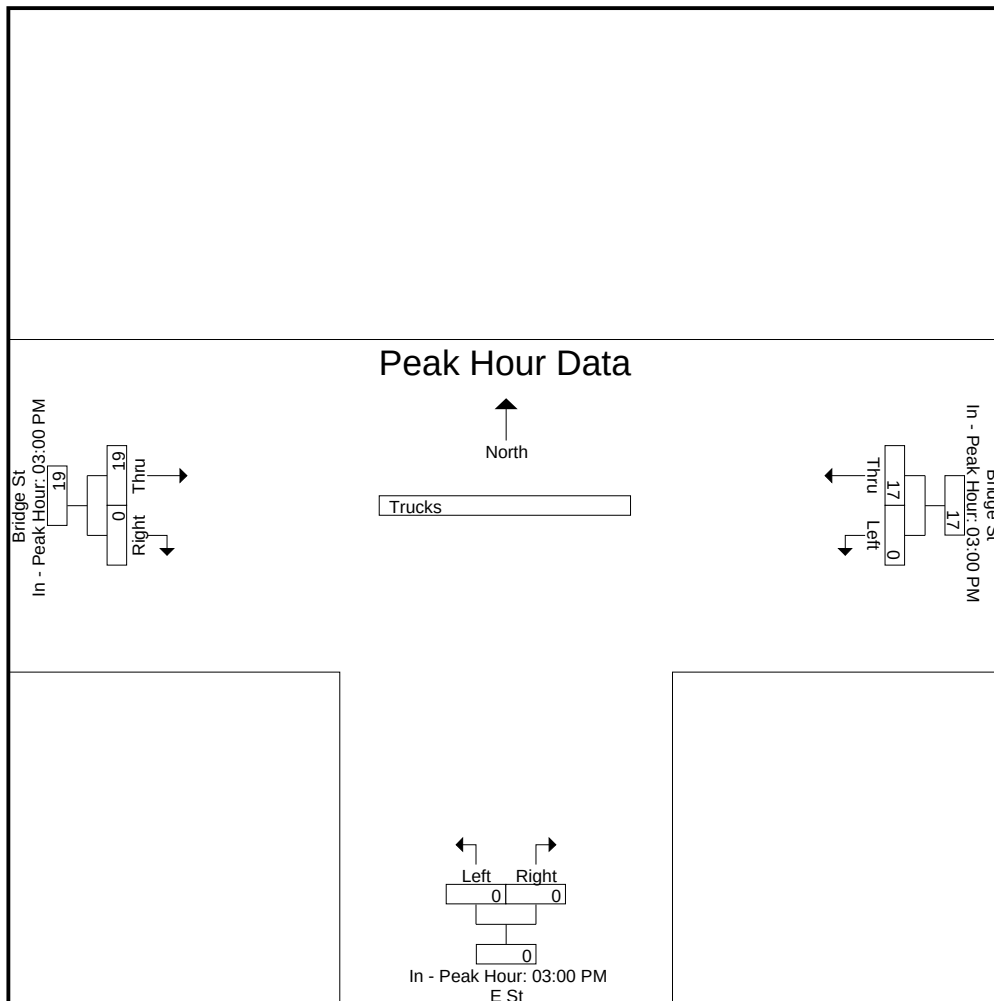
File Name : 18315007  
Site Code : 18315007  
Start Date : 4/10/2018  
Page No : 9

|            | Bridge St<br>From East |      |            | E St<br>From South |       |            | Bridge St<br>From West |       |            |            |
|------------|------------------------|------|------------|--------------------|-------|------------|------------------------|-------|------------|------------|
| Start Time | Left                   | Thru | App. Total | Left               | Right | App. Total | Thru                   | Right | App. Total | Int. Total |

Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

|              | 03:00 PM |      |      | 03:00 PM |      |      | 03:00 PM |      |      |
|--------------|----------|------|------|----------|------|------|----------|------|------|
| +0 mins.     | 0        | 6    | 6    | 0        | 0    | 0    | 7        | 0    | 7    |
| +15 mins.    | 0        | 3    | 3    | 0        | 0    | 0    | 6        | 0    | 6    |
| +30 mins.    | 0        | 2    | 2    | 0        | 0    | 0    | 1        | 0    | 1    |
| +45 mins.    | 0        | 6    | 6    | 0        | 0    | 0    | 5        | 0    | 5    |
| Total Volume | 0        | 17   | 17   | 0        | 0    | 0    | 19       | 0    | 19   |
| % App. Total | 0        | 100  |      | 0        | 0    |      | 100      | 0    |      |
| PHF          | .000     | .708 | .708 | .000     | .000 | .000 | .679     | .000 | .679 |



978-664-2565

File Name : 18315007  
Site Code : 18315007  
Start Date : 4/10/2018  
Page No : 10

[illegible]



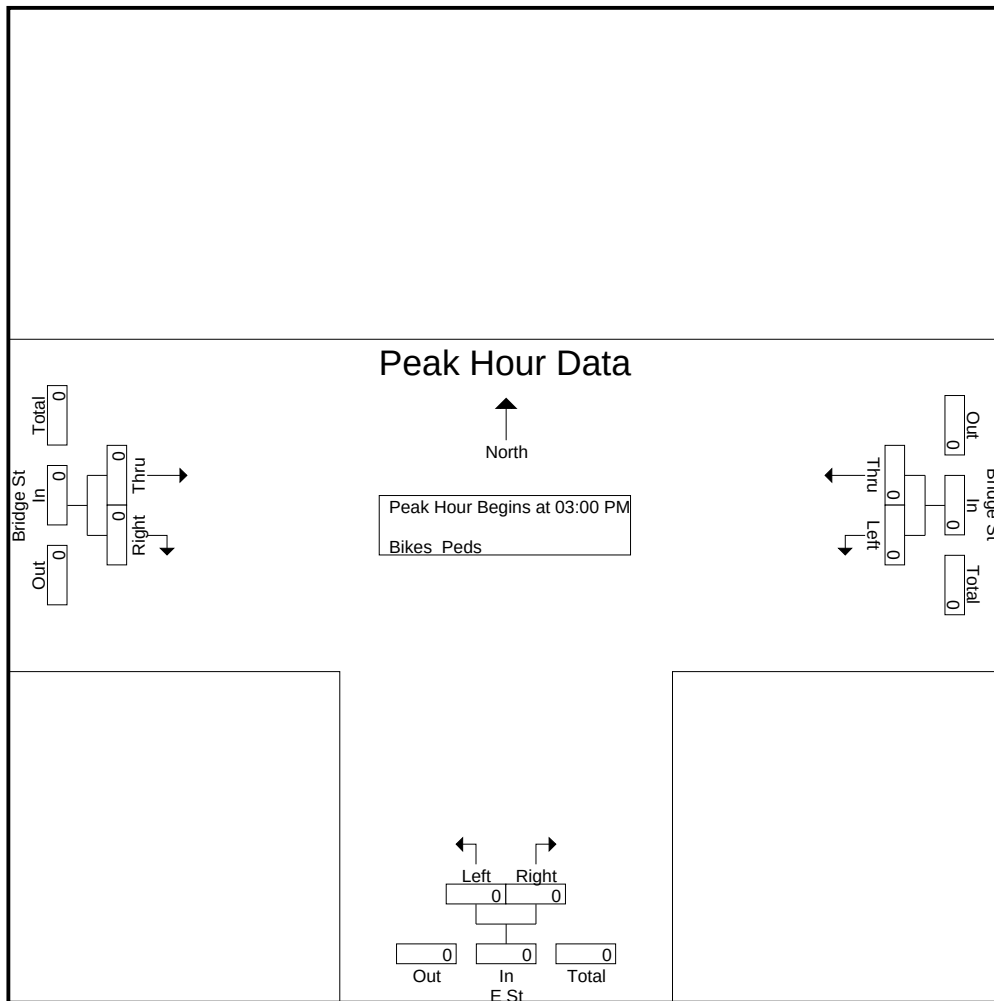
# Accurate Counts

978-664-2565

N/S Street : E Street  
E/W Street: Bridge Street  
City/State : Nashua, NH  
Weather : Cloudy

File Name : 18315007  
Site Code : 18315007  
Start Date : 4/10/2018  
Page No : 11

|                                                            | Bridge St<br>From East |      |            | E St<br>From South |       |            | Bridge St<br>From West |       |            |            |
|------------------------------------------------------------|------------------------|------|------------|--------------------|-------|------------|------------------------|-------|------------|------------|
| Start Time                                                 | Left                   | Thru | App. Total | Left               | Right | App. Total | Thru                   | Right | App. Total | Int. Total |
| Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1 |                        |      |            |                    |       |            |                        |       |            |            |
| Peak Hour for Entire Intersection Begins at 03:00 PM       |                        |      |            |                    |       |            |                        |       |            |            |
| 03:00 PM                                                   | 0                      | 0    | 0          | 0                  | 0     | 0          | 0                      | 0     | 0          | 0          |
| 03:15 PM                                                   | 0                      | 0    | 0          | 0                  | 0     | 0          | 0                      | 0     | 0          | 0          |
| 03:30 PM                                                   | 0                      | 0    | 0          | 0                  | 0     | 0          | 0                      | 0     | 0          | 0          |
| 03:45 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 : E Street  
E/W Street: Bridge Street  
City/State : Nashua, NH  
Weather : Cloudy

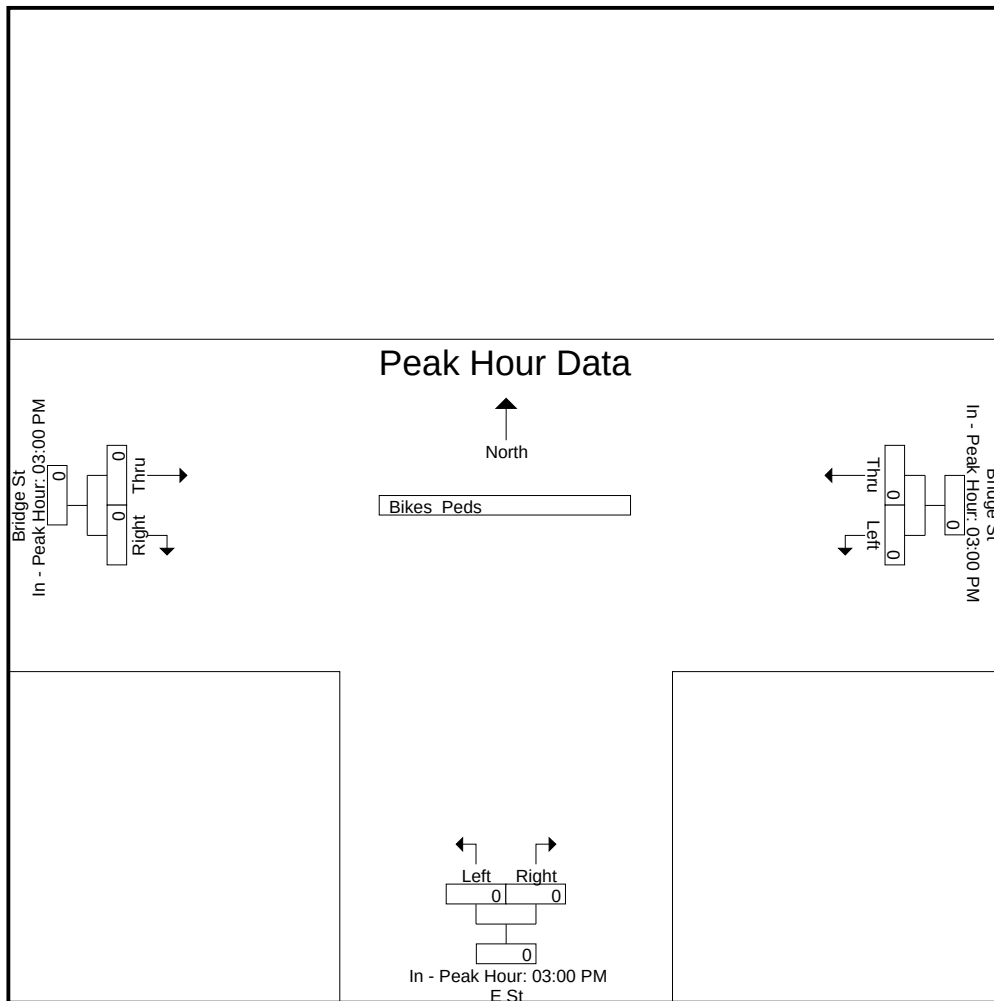
File Name : 18315007  
Site Code : 18315007  
Start Date : 4/10/2018  
Page No : 12

|            | Bridge St<br>From East |      |            | E St<br>From South |       |            | Bridge St<br>From West |       |            |            |
|------------|------------------------|------|------------|--------------------|-------|------------|------------------------|-------|------------|------------|
| Start Time | Left                   | Thru | App. Total | Left               | Right | App. Total | Thru                   | Right | App. Total | Int. Total |

Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

|              | 03:00 PM |      |      | 03:00 PM |      |      | 03:00 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 : Bancroft Street

E/W Street: Bridge Street

City/State : Nashua, NH

Weather : Cloudy

File Name : 18315008

Site Code : 18315008

Start Date : 4/10/2018

Page No : 1

## Groups Printed- Cars - Trucks

|             | Bancroft St<br>From North |       | Bridge St<br>From East |       | Bridge St<br>From West |      |            |
|-------------|---------------------------|-------|------------------------|-------|------------------------|------|------------|
| Start Time  | Left                      | Right | Thru                   | Right | Left                   | Thru | Int. Total |
| 06:00 AM    | 0                         | 0     | 94                     | 2     | 0                      | 0    | 96         |
| 06:15 AM    | 0                         | 0     | 126                    | 1     | 0                      | 0    | 127        |
| 06:30 AM    | 0                         | 0     | 191                    | 2     | 0                      | 0    | 193        |
| 06:45 AM    | 0                         | 0     | 229                    | 2     | 0                      | 0    | 231        |
| Total       | 0                         | 0     | 640                    | 7     | 0                      | 0    | 647        |
| 07:00 AM    | 0                         | 0     | 210                    | 0     | 0                      | 0    | 210        |
| 07:15 AM    | 0                         | 0     | 214                    | 1     | 0                      | 0    | 215        |
| 07:30 AM    | 0                         | 0     | 266                    | 1     | 0                      | 0    | 267        |
| 07:45 AM    | 0                         | 0     | 242                    | 2     | 0                      | 0    | 244        |
| Total       | 0                         | 0     | 932                    | 4     | 0                      | 0    | 936        |
| 08:00 AM    | 0                         | 0     | 230                    | 2     | 0                      | 0    | 232        |
| 08:15 AM    | 0                         | 0     | 195                    | 0     | 0                      | 0    | 195        |
| 08:30 AM    | 0                         | 0     | 213                    | 1     | 0                      | 0    | 214        |
| 08:45 AM    | 0                         | 0     | 164                    | 1     | 0                      | 0    | 165        |
| Total       | 0                         | 0     | 802                    | 4     | 0                      | 0    | 806        |
| Grand Total | 0                         | 0     | 2374                   | 15    | 0                      | 0    | 2389       |
| Apprch %    | 0                         | 0     | 99.4                   | 0.6   | 0                      | 0    |            |
| Total %     | 0                         | 0     | 99.4                   | 0.6   | 0                      | 0    |            |
| Cars        | 0                         | 0     | 2317                   | 12    | 0                      | 0    | 2329       |
| % Cars      | 0                         | 0     | 97.6                   | 80    | 0                      | 0    | 97.5       |
| Trucks      | 0                         | 0     | 57                     | 3     | 0                      | 0    | 60         |
| % Trucks    | 0                         | 0     | 2.4                    | 20    | 0                      | 0    | 2.5        |

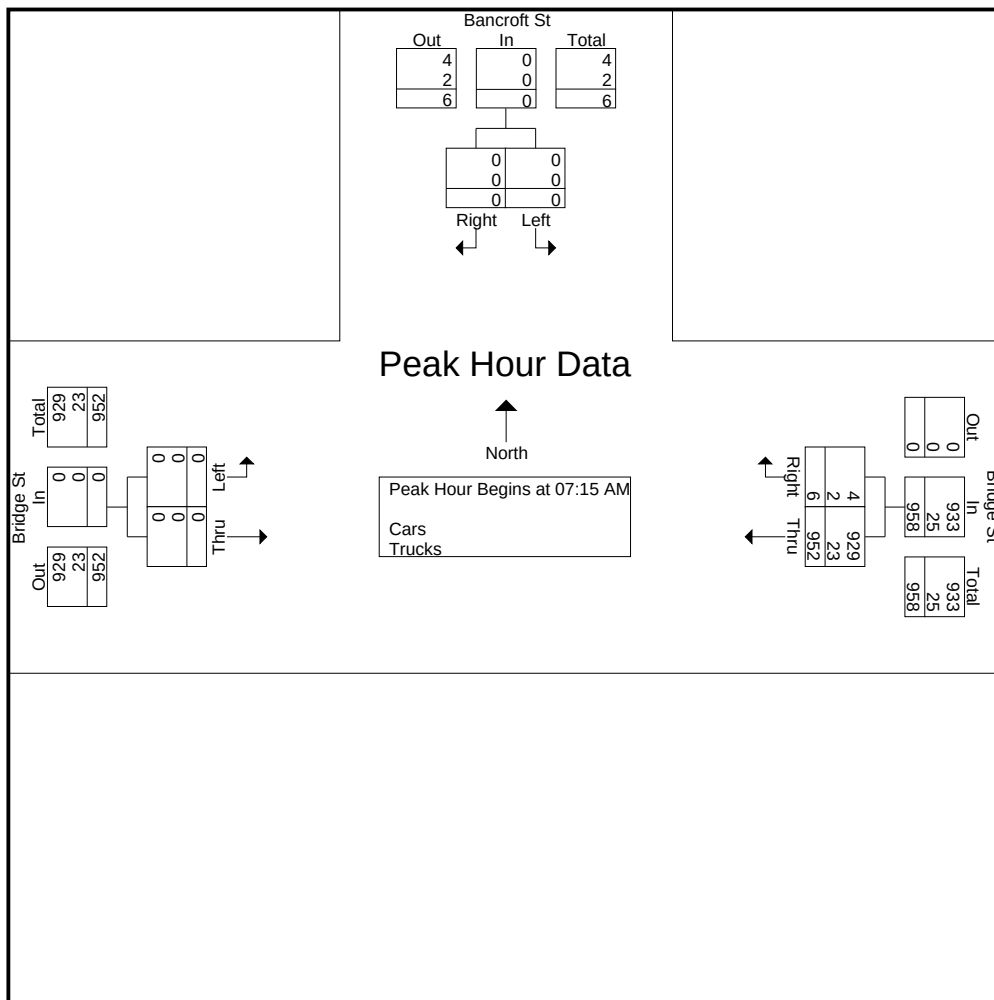
# Accurate Counts

978-664-2565

N/S Street : Bancroft Street  
E/W Street: Bridge Street  
City/State : Nashua, NH  
Weather : Cloudy

File Name : 18315008  
Site Code : 18315008  
Start Date : 4/10/2018  
Page No : 2

|                                                            | Bancroft St<br>From North |       |            | Bridge St<br>From East |          |            | Bridge St<br>From West |      |            |            |
|------------------------------------------------------------|---------------------------|-------|------------|------------------------|----------|------------|------------------------|------|------------|------------|
| Start Time                                                 | Left                      | Right | App. Total | Thru                   | Right    | App. Total | Left                   | Thru | App. Total | Int. Total |
| Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1 |                           |       |            |                        |          |            |                        |      |            |            |
| Peak Hour for Entire Intersection Begins at 07:15 AM       |                           |       |            |                        |          |            |                        |      |            |            |
| 07:15 AM                                                   | 0                         | 0     | 0          | 214                    | 1        | 215        | 0                      | 0    | 0          | 215        |
| 07:30 AM                                                   | 0                         | 0     | 0          | <b>266</b>             | 1        | <b>267</b> | 0                      | 0    | 0          | <b>267</b> |
| 07:45 AM                                                   | 0                         | 0     | 0          | 242                    | <b>2</b> | 244        | 0                      | 0    | 0          | 244        |
| 08:00 AM                                                   | 0                         | 0     | 0          | 230                    | 2        | 232        | 0                      | 0    | 0          | 232        |
| Total Volume                                               | 0                         | 0     | 0          | 952                    | 6        | 958        | 0                      | 0    | 0          | 958        |
| % App. Total                                               | 0                         | 0     |            | 99.4                   | 0.6      |            | 0                      | 0    |            |            |
| PHF                                                        | .000                      | .000  | .000       | .895                   | .750     | .897       | .000                   | .000 | .000       | .897       |
| Cars                                                       | 0                         | 0     | 0          | 929                    | 4        | 933        | 0                      | 0    | 0          | 933        |
| % Cars                                                     | 0                         | 0     | 0          | 97.6                   | 66.7     | 97.4       | 0                      | 0    | 0          | 97.4       |
| Trucks                                                     | 0                         | 0     | 0          | 23                     | 2        | 25         | 0                      | 0    | 0          | 25         |
| % Trucks                                                   | 0                         | 0     | 0          | 2.4                    | 33.3     | 2.6        | 0                      | 0    | 0          | 2.6        |



# Accurate Counts

978-664-2565

N/S Street : Bancroft Street  
E/W Street: Bridge Street  
City/State : Nashua, NH  
Weather : Cloudy

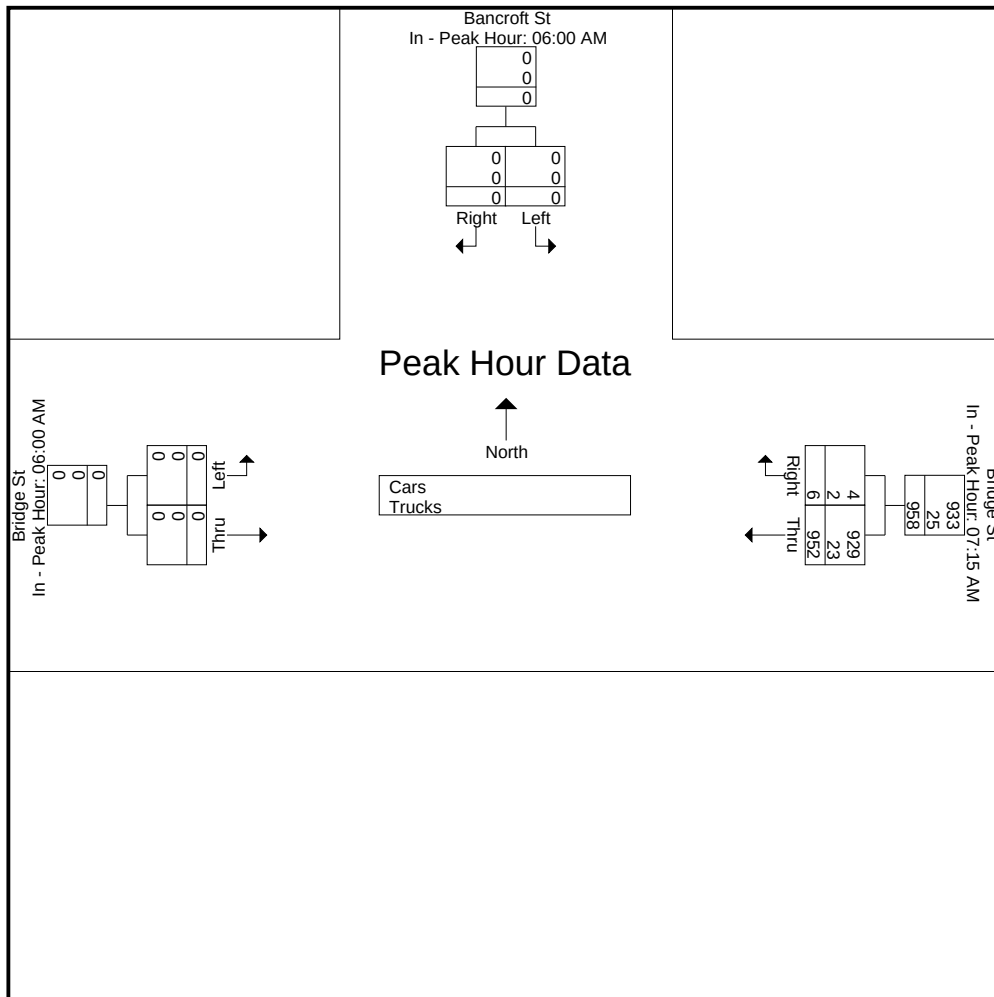
File Name : 18315008  
Site Code : 18315008  
Start Date : 4/10/2018  
Page No : 3

|            | Bancroft St<br>From North |       |            | Bridge St<br>From East |       |            | Bridge St<br>From West |      |            |            |
|------------|---------------------------|-------|------------|------------------------|-------|------------|------------------------|------|------------|------------|
| Start Time | Left                      | Right | App. Total | Thru                   | Right | App. Total | Left                   | Thru | App. Total | Int. Total |

Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

|              | 06:00 AM |      |      | 07:15 AM   |          |            | 06:00 AM |      |      |
|--------------|----------|------|------|------------|----------|------------|----------|------|------|
| +0 mins.     | 0        | 0    | 0    | 214        | 1        | 215        | 0        | 0    | 0    |
| +15 mins.    | 0        | 0    | 0    | <b>266</b> | 1        | <b>267</b> | 0        | 0    | 0    |
| +30 mins.    | 0        | 0    | 0    | 242        | <b>2</b> | 244        | 0        | 0    | 0    |
| +45 mins.    | 0        | 0    | 0    | 230        | 2        | 232        | 0        | 0    | 0    |
| Total Volume | 0        | 0    | 0    | 952        | 6        | 958        | 0        | 0    | 0    |
| % App. Total | 0        | 0    |      | 99.4       | 0.6      |            | 0        | 0    |      |
| PHF          | .000     | .000 | .000 | .895       | .750     | .897       | .000     | .000 | .000 |
| Cars         | 0        | 0    | 0    | 929        | 4        | 933        | 0        | 0    | 0    |
| % Cars       | 0        | 0    | 0    | 97.6       | 66.7     | 97.4       | 0        | 0    | 0    |
| Trucks       | 0        | 0    | 0    | 23         | 2        | 25         | 0        | 0    | 0    |
| % Trucks     | 0        | 0    | 0    | 2.4        | 33.3     | 2.6        | 0        | 0    | 0    |



# Accurate Counts

978-664-2565

N/S Street : Bancroft Street

E/W Street: Bridge Street

City/State : Nashua, NH

Weather : Cloudy

File Name : 18315008

Site Code : 18315008

Start Date : 4/10/2018

Page No : 4

## Groups Printed- Cars

|             | Bancroft St<br>From North |       | Bridge St<br>From East |       | Bridge St<br>From West |      |            |
|-------------|---------------------------|-------|------------------------|-------|------------------------|------|------------|
| Start Time  | Left                      | Right | Thru                   | Right | Left                   | Thru | Int. Total |
| 06:00 AM    | 0                         | 0     | 94                     | 2     | 0                      | 0    | 96         |
| 06:15 AM    | 0                         | 0     | 125                    | 1     | 0                      | 0    | 126        |
| 06:30 AM    | 0                         | 0     | 188                    | 2     | 0                      | 0    | 190        |
| 06:45 AM    | 0                         | 0     | 226                    | 2     | 0                      | 0    | 228        |
| Total       | 0                         | 0     | 633                    | 7     | 0                      | 0    | 640        |
| 07:00 AM    | 0                         | 0     | 206                    | 0     | 0                      | 0    | 206        |
| 07:15 AM    | 0                         | 0     | 207                    | 1     | 0                      | 0    | 208        |
| 07:30 AM    | 0                         | 0     | 262                    | 0     | 0                      | 0    | 262        |
| 07:45 AM    | 0                         | 0     | 236                    | 2     | 0                      | 0    | 238        |
| Total       | 0                         | 0     | 911                    | 3     | 0                      | 0    | 914        |
| 08:00 AM    | 0                         | 0     | 224                    | 1     | 0                      | 0    | 225        |
| 08:15 AM    | 0                         | 0     | 188                    | 0     | 0                      | 0    | 188        |
| 08:30 AM    | 0                         | 0     | 203                    | 0     | 0                      | 0    | 203        |
| 08:45 AM    | 0                         | 0     | 158                    | 1     | 0                      | 0    | 159        |
| Total       | 0                         | 0     | 773                    | 2     | 0                      | 0    | 775        |
| Grand Total | 0                         | 0     | 2317                   | 12    | 0                      | 0    | 2329       |
| Apprch %    | 0                         | 0     | 99.5                   | 0.5   | 0                      | 0    |            |
| Total %     | 0                         | 0     | 99.5                   | 0.5   | 0                      | 0    |            |

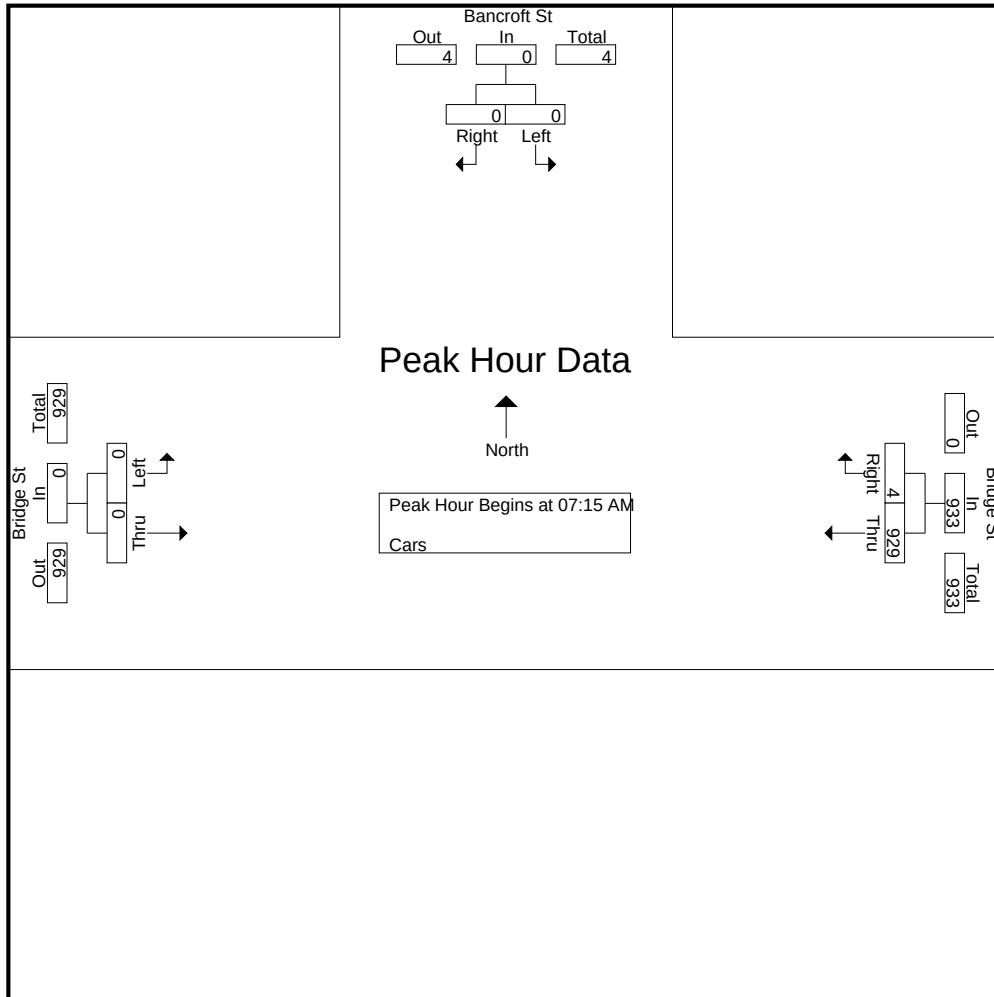
# Accurate Counts

978-664-2565

N/S Street : Bancroft Street  
E/W Street: Bridge Street  
City/State : Nashua, NH  
Weather : Cloudy

File Name : 18315008  
Site Code : 18315008  
Start Date : 4/10/2018  
Page No : 5

|                                                            | Bancroft St<br>From North |       |            | Bridge St<br>From East |          |            | Bridge St<br>From West |      |            |            |
|------------------------------------------------------------|---------------------------|-------|------------|------------------------|----------|------------|------------------------|------|------------|------------|
| Start Time                                                 | Left                      | Right | App. Total | Thru                   | Right    | App. Total | Left                   | Thru | App. Total | Int. Total |
| Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1 |                           |       |            |                        |          |            |                        |      |            |            |
| Peak Hour for Entire Intersection Begins at 07:15 AM       |                           |       |            |                        |          |            |                        |      |            |            |
| 07:15 AM                                                   | 0                         | 0     | 0          | 207                    | 1        | 208        | 0                      | 0    | 0          | 208        |
| 07:30 AM                                                   | 0                         | 0     | 0          | <b>262</b>             | 0        | <b>262</b> | 0                      | 0    | 0          | <b>262</b> |
| 07:45 AM                                                   | 0                         | 0     | 0          | 236                    | <b>2</b> | 238        | 0                      | 0    | 0          | 238        |
| 08:00 AM                                                   | 0                         | 0     | 0          | 224                    | 1        | 225        | 0                      | 0    | 0          | 225        |
| Total Volume                                               | 0                         | 0     | 0          | 929                    | 4        | 933        | 0                      | 0    | 0          | 933        |
| % App. Total                                               | 0                         | 0     |            | 99.6                   | 0.4      |            | 0                      | 0    |            |            |
| PHF                                                        | .000                      | .000  | .000       | .886                   | .500     | .890       | .000                   | .000 | .000       | .890       |



# Accurate Counts

978-664-2565

N/S Street : Bancroft Street  
E/W Street: Bridge Street  
City/State : Nashua, NH  
Weather : Cloudy

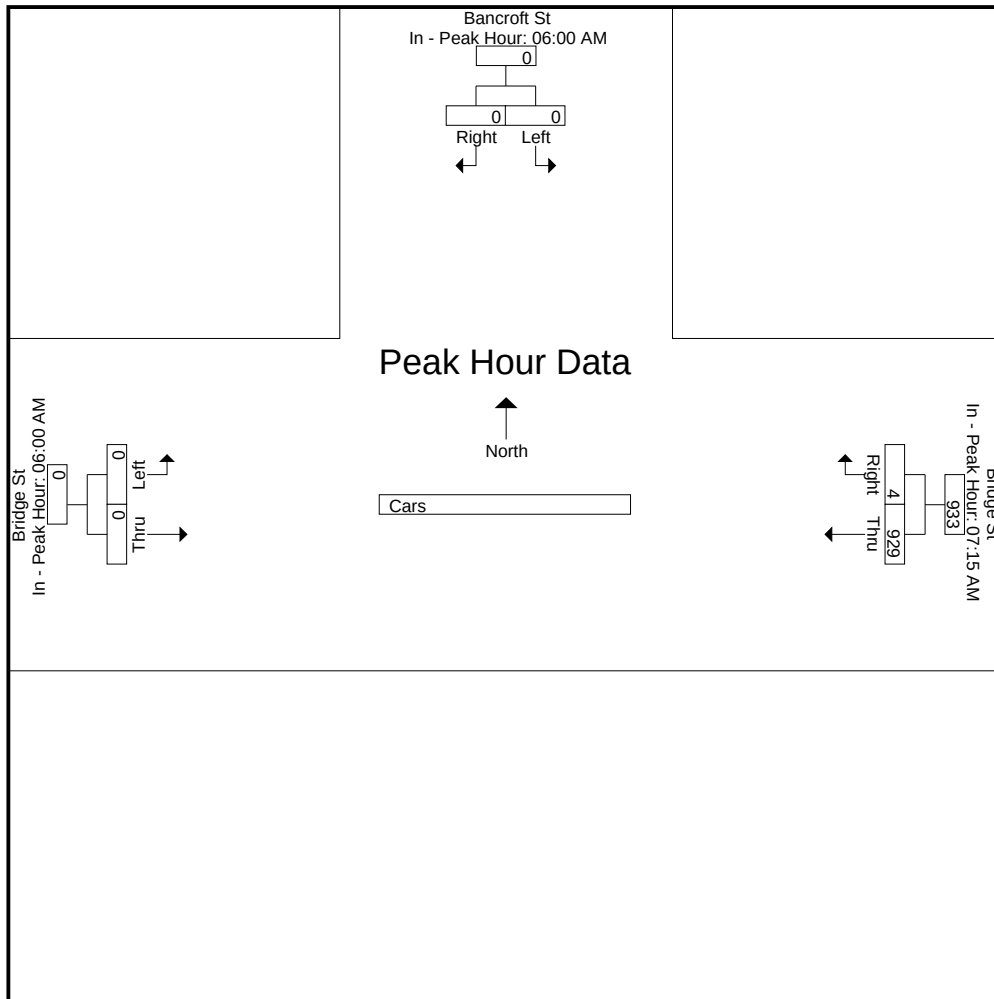
File Name : 18315008  
Site Code : 18315008  
Start Date : 4/10/2018  
Page No : 6

|            | Bancroft St<br>From North |       |            | Bridge St<br>From East |       |            | Bridge St<br>From West |      |            |            |
|------------|---------------------------|-------|------------|------------------------|-------|------------|------------------------|------|------------|------------|
| Start Time | Left                      | Right | App. Total | Thru                   | Right | App. Total | Left                   | Thru | App. Total | Int. Total |

Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

|              | 06:00 AM |      |      | 07:15 AM   |          |            | 06:00 AM |      |      |
|--------------|----------|------|------|------------|----------|------------|----------|------|------|
| +0 mins.     | 0        | 0    | 0    | 207        | 1        | 208        | 0        | 0    | 0    |
| +15 mins.    | 0        | 0    | 0    | <b>262</b> | 0        | <b>262</b> | 0        | 0    | 0    |
| +30 mins.    | 0        | 0    | 0    | 236        | <b>2</b> | 238        | 0        | 0    | 0    |
| +45 mins.    | 0        | 0    | 0    | 224        | 1        | 225        | 0        | 0    | 0    |
| Total Volume | 0        | 0    | 0    | 929        | 4        | 933        | 0        | 0    | 0    |
| % App. Total | 0        | 0    |      | 99.6       | 0.4      |            | 0        | 0    |      |
| PHF          | .000     | .000 | .000 | .886       | .500     | .890       | .000     | .000 | .000 |





# Accurate Counts

978-664-2565

N/S Street : Bancroft Street

E/W Street: Bridge Street

City/State : Nashua, NH

Weather : Cloudy

File Name : 18315008

Site Code : 18315008

Start Date : 4/10/2018

Page No : 7

## Groups Printed- Trucks

|             | Bancroft St<br>From North |       | Bridge St<br>From East |       | Bridge St<br>From West |      |            |
|-------------|---------------------------|-------|------------------------|-------|------------------------|------|------------|
| Start Time  | Left                      | Right | Thru                   | Right | Left                   | Thru | Int. Total |
| 06:00 AM    | 0                         | 0     | 0                      | 0     | 0                      | 0    | 0          |
| 06:15 AM    | 0                         | 0     | 1                      | 0     | 0                      | 0    | 1          |
| 06:30 AM    | 0                         | 0     | 3                      | 0     | 0                      | 0    | 3          |
| 06:45 AM    | 0                         | 0     | 3                      | 0     | 0                      | 0    | 3          |
| Total       | 0                         | 0     | 7                      | 0     | 0                      | 0    | 7          |
| 07:00 AM    | 0                         | 0     | 4                      | 0     | 0                      | 0    | 4          |
| 07:15 AM    | 0                         | 0     | 7                      | 0     | 0                      | 0    | 7          |
| 07:30 AM    | 0                         | 0     | 4                      | 1     | 0                      | 0    | 5          |
| 07:45 AM    | 0                         | 0     | 6                      | 0     | 0                      | 0    | 6          |
| Total       | 0                         | 0     | 21                     | 1     | 0                      | 0    | 22         |
| 08:00 AM    | 0                         | 0     | 6                      | 1     | 0                      | 0    | 7          |
| 08:15 AM    | 0                         | 0     | 7                      | 0     | 0                      | 0    | 7          |
| 08:30 AM    | 0                         | 0     | 10                     | 1     | 0                      | 0    | 11         |
| 08:45 AM    | 0                         | 0     | 6                      | 0     | 0                      | 0    | 6          |
| Total       | 0                         | 0     | 29                     | 2     | 0                      | 0    | 31         |
| Grand Total | 0                         | 0     | 57                     | 3     | 0                      | 0    | 60         |
| Apprch %    | 0                         | 0     | 95                     | 5     | 0                      | 0    |            |
| Total %     | 0                         | 0     | 95                     | 5     | 0                      | 0    |            |

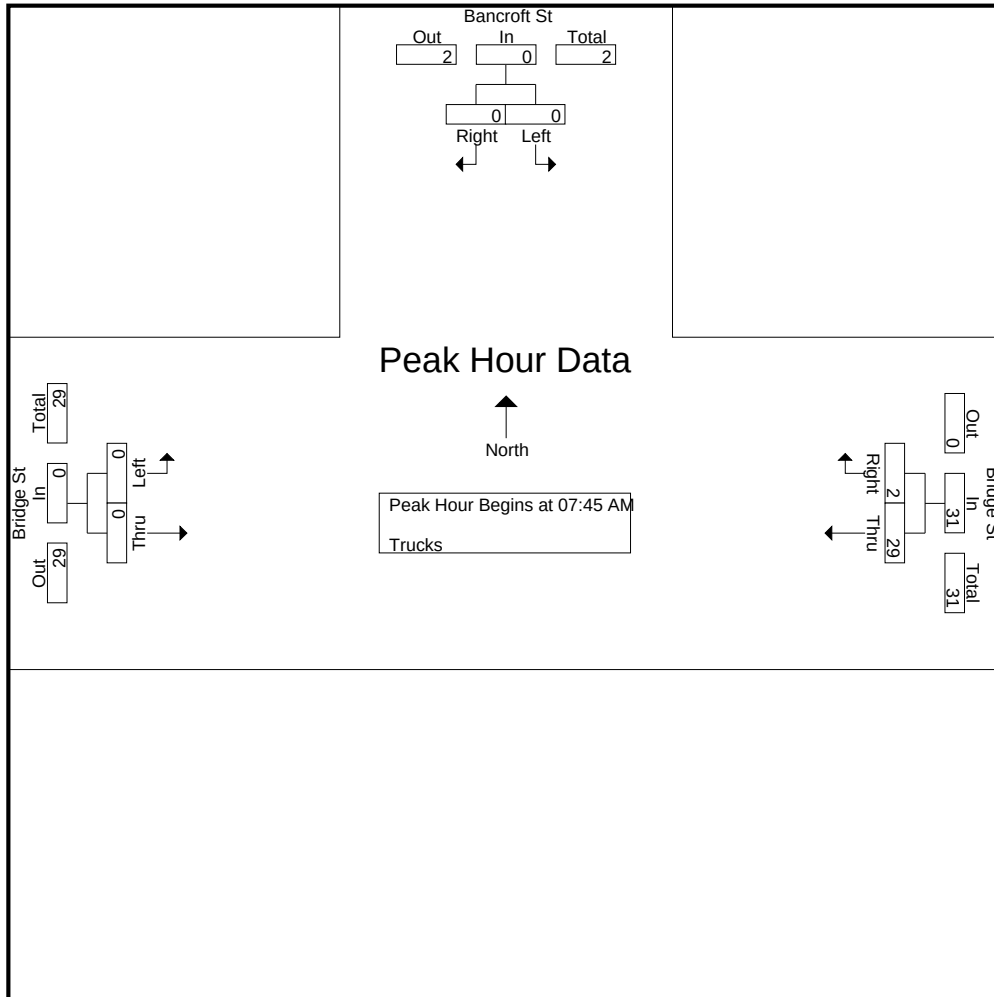
# Accurate Counts

978-664-2565

N/S Street : Bancroft Street  
E/W Street: Bridge Street  
City/State : Nashua, NH  
Weather : Cloudy

File Name : 18315008  
Site Code : 18315008  
Start Date : 4/10/2018  
Page No : 8

|                                                            | Bancroft St<br>From North |       |            | Bridge St<br>From East |          |            | Bridge St<br>From West |      |            |            |
|------------------------------------------------------------|---------------------------|-------|------------|------------------------|----------|------------|------------------------|------|------------|------------|
| Start Time                                                 | Left                      | Right | App. Total | Thru                   | Right    | App. Total | Left                   | Thru | App. Total | Int. Total |
| Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1 |                           |       |            |                        |          |            |                        |      |            |            |
| Peak Hour for Entire Intersection Begins at 07:45 AM       |                           |       |            |                        |          |            |                        |      |            |            |
| 07:45 AM                                                   | 0                         | 0     | 0          | 6                      | 0        | 6          | 0                      | 0    | 0          | 6          |
| 08:00 AM                                                   | 0                         | 0     | 0          | 6                      | <b>1</b> | 7          | 0                      | 0    | 0          | 7          |
| 08:15 AM                                                   | 0                         | 0     | 0          | 7                      | 0        | 7          | 0                      | 0    | 0          | 7          |
| 08:30 AM                                                   | 0                         | 0     | 0          | <b>10</b>              | 1        | <b>11</b>  | 0                      | 0    | 0          | <b>11</b>  |
| Total Volume                                               | 0                         | 0     | 0          | 29                     | 2        | 31         | 0                      | 0    | 0          | 31         |
| % App. Total                                               | 0                         | 0     |            | 93.5                   | 6.5      |            | 0                      | 0    |            |            |
| PHF                                                        | .000                      | .000  | .000       | .725                   | .500     | .705       | .000                   | .000 | .000       | .705       |



# Accurate Counts

978-664-2565

N/S Street : Bancroft Street  
E/W Street: Bridge Street  
City/State : Nashua, NH  
Weather : Cloudy

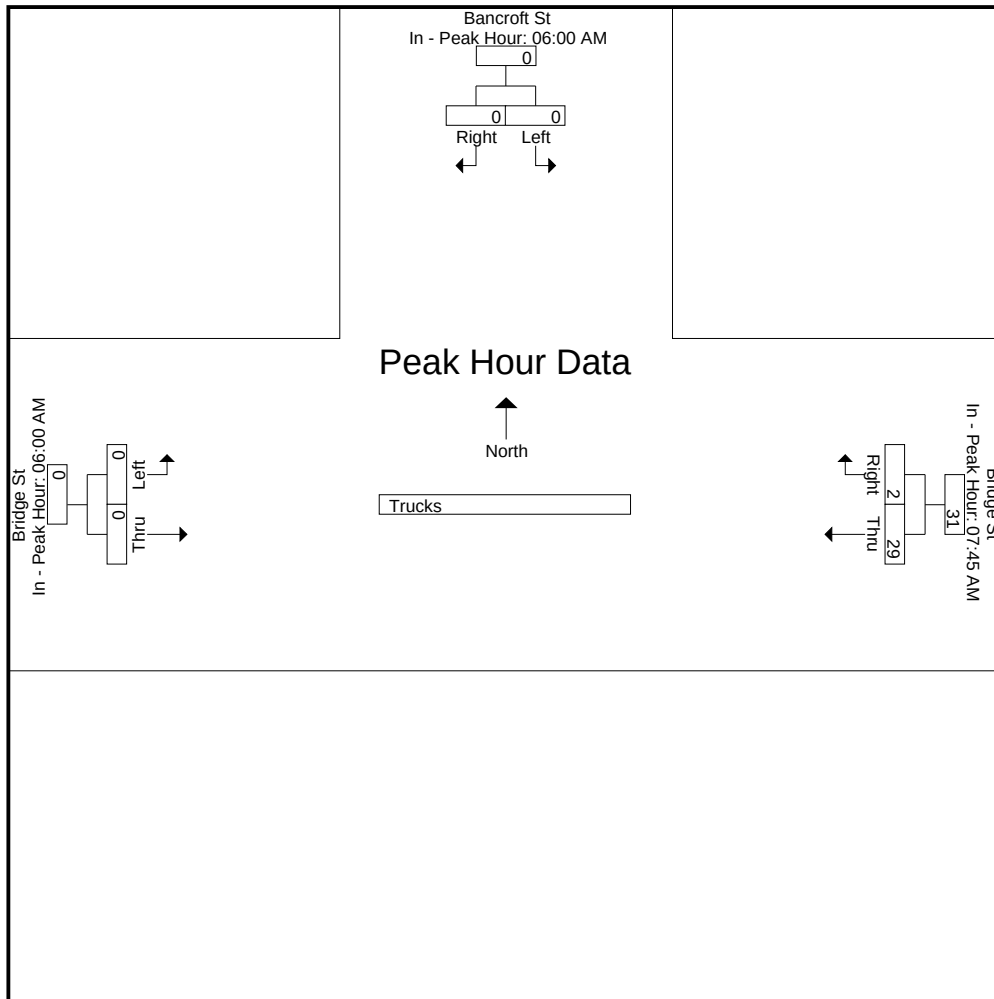
File Name : 18315008  
Site Code : 18315008  
Start Date : 4/10/2018  
Page No : 9

|            | Bancroft St<br>From North |       |            | Bridge St<br>From East |       |            | Bridge St<br>From West |      |            |            |
|------------|---------------------------|-------|------------|------------------------|-------|------------|------------------------|------|------------|------------|
| Start Time | Left                      | Right | App. Total | Thru                   | Right | App. Total | Left                   | Thru | App. Total | Int. Total |

Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

|              | 06:00 AM |      |      | 07:45 AM  |          |           | 06:00 AM |      |      |
|--------------|----------|------|------|-----------|----------|-----------|----------|------|------|
| +0 mins.     | 0        | 0    | 0    | 6         | 0        | 6         | 0        | 0    | 0    |
| +15 mins.    | 0        | 0    | 0    | 6         | <b>1</b> | 7         | 0        | 0    | 0    |
| +30 mins.    | 0        | 0    | 0    | 7         | 0        | 7         | 0        | 0    | 0    |
| +45 mins.    | 0        | 0    | 0    | <b>10</b> | 1        | <b>11</b> | 0        | 0    | 0    |
| Total Volume | 0        | 0    | 0    | 29        | 2        | 31        | 0        | 0    | 0    |
| % App. Total | 0        | 0    |      | 93.5      | 6.5      |           | 0        | 0    |      |
| PHF          | .000     | .000 | .000 | .725      | .500     | .705      | .000     | .000 | .000 |



978-664-2565

Page No : 10

[illegible]

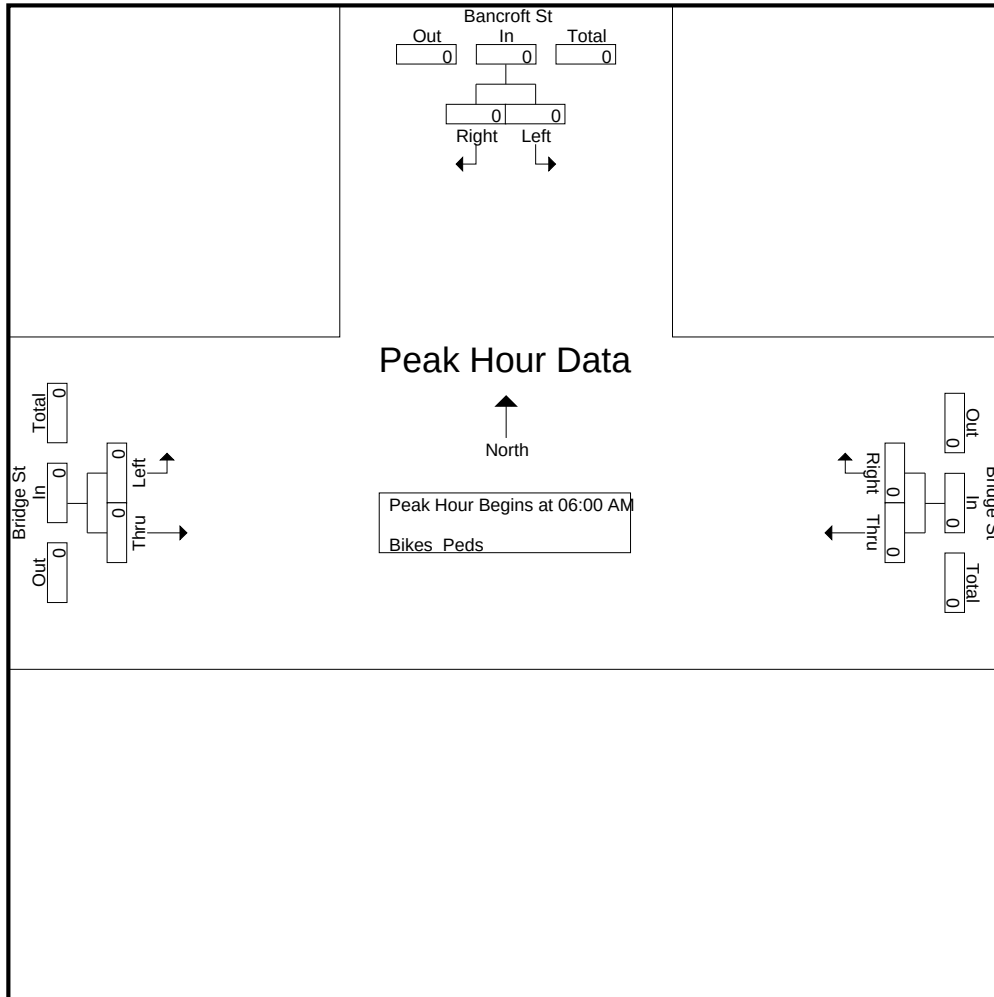
# Accurate Counts

978-664-2565

N/S Street : Bancroft Street  
E/W Street: Bridge Street  
City/State : Nashua, NH  
Weather : Cloudy

File Name : 18315008  
Site Code : 18315008  
Start Date : 4/10/2018  
Page No : 11

|                                                            | Bancroft St<br>From North |       |            | Bridge St<br>From East |       |            | Bridge St<br>From West |      |            |            |
|------------------------------------------------------------|---------------------------|-------|------------|------------------------|-------|------------|------------------------|------|------------|------------|
| Start Time                                                 | Left                      | Right | App. Total | Thru                   | Right | App. Total | Left                   | Thru | App. Total | Int. Total |
| Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1 |                           |       |            |                        |       |            |                        |      |            |            |
| Peak Hour for Entire Intersection Begins at 06:00 AM       |                           |       |            |                        |       |            |                        |      |            |            |
| 06:00 AM                                                   | 0                         | 0     | 0          | 0                      | 0     | 0          | 0                      | 0    | 0          | 0          |
| 06:15 AM                                                   | 0                         | 0     | 0          | 0                      | 0     | 0          | 0                      | 0    | 0          | 0          |
| 06:30 AM                                                   | 0                         | 0     | 0          | 0                      | 0     | 0          | 0                      | 0    | 0          | 0          |
| 06:45 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 : Bancroft Street  
E/W Street: Bridge Street  
City/State : Nashua, NH  
Weather : Cloudy

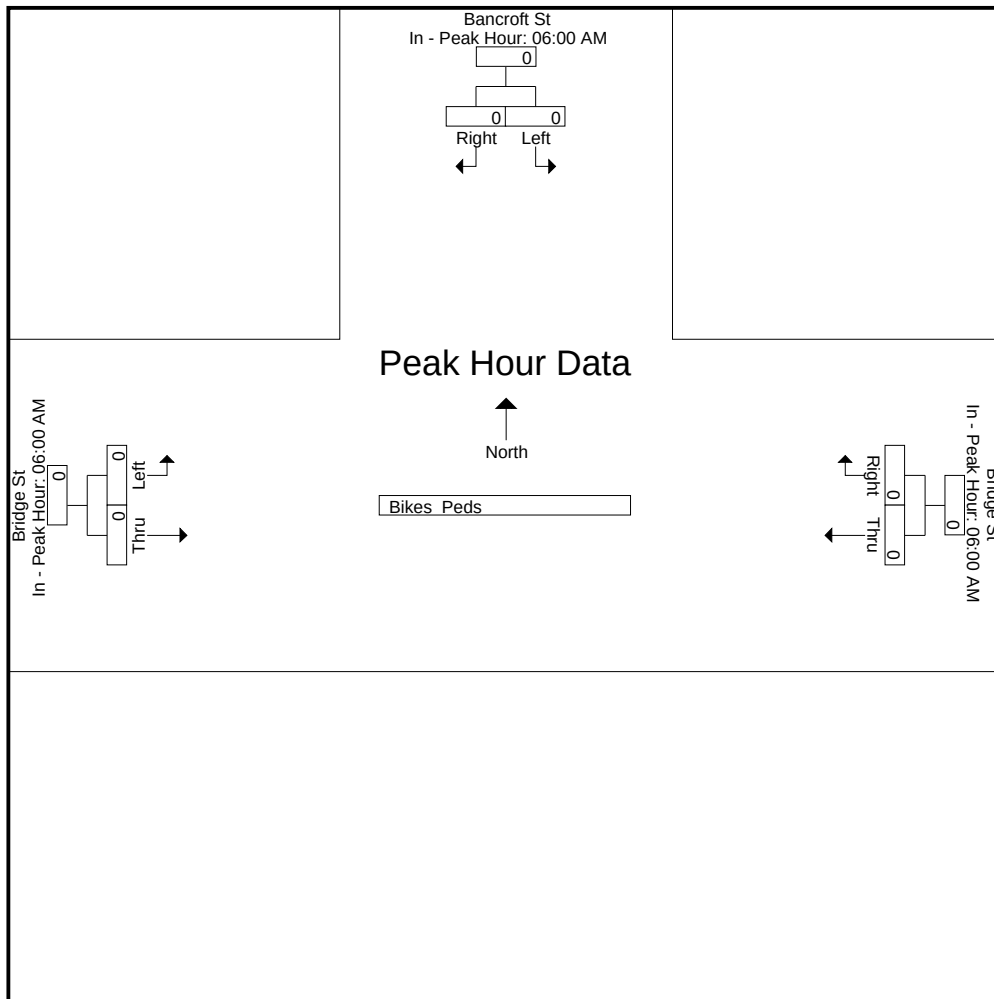
File Name : 18315008  
Site Code : 18315008  
Start Date : 4/10/2018  
Page No : 12

|            | Bancroft St<br>From North |       |            | Bridge St<br>From East |       |            | Bridge St<br>From West |      |            |            |
|------------|---------------------------|-------|------------|------------------------|-------|------------|------------------------|------|------------|------------|
| Start Time | Left                      | Right | App. Total | Thru                   | Right | App. Total | Left                   | Thru | App. Total | Int. Total |

Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

|              | 06:00 AM |      |      | 06:00 AM |      |      | 06:00 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 : Bancroft Street

E/W Street: Bridge Street

City/State : Nashua, NH

Weather : Cloudy

File Name : 18315008

Site Code : 18315008

Start Date : 4/10/2018

Page No : 1

## Groups Printed- Cars - Trucks

|             | Bancroft St<br>From North |       | Bridge St<br>From East |       | Bridge St<br>From West |      |            |
|-------------|---------------------------|-------|------------------------|-------|------------------------|------|------------|
| Start Time  | Left                      | Right | Thru                   | Right | Left                   | Thru | Int. Total |
| 03:00 PM    | 0                         | 0     | 156                    | 0     | 0                      | 0    | 156        |
| 03:15 PM    | 0                         | 0     | 147                    | 1     | 0                      | 0    | 148        |
| 03:30 PM    | 0                         | 0     | 143                    | 2     | 0                      | 0    | 145        |
| 03:45 PM    | 0                         | 0     | 162                    | 0     | 0                      | 0    | 162        |
| Total       | 0                         | 0     | 608                    | 3     | 0                      | 0    | 611        |
| 04:00 PM    | 0                         | 1     | 156                    | 0     | 0                      | 0    | 157        |
| 04:15 PM    | 0                         | 0     | 134                    | 0     | 0                      | 0    | 134        |
| 04:30 PM    | 0                         | 0     | 164                    | 2     | 0                      | 0    | 166        |
| 04:45 PM    | 0                         | 0     | 150                    | 2     | 0                      | 0    | 152        |
| Total       | 0                         | 1     | 604                    | 4     | 0                      | 0    | 609        |
| 05:00 PM    | 0                         | 0     | 133                    | 2     | 0                      | 0    | 135        |
| 05:15 PM    | 0                         | 0     | 174                    | 1     | 0                      | 0    | 175        |
| 05:30 PM    | 0                         | 0     | 179                    | 2     | 0                      | 0    | 181        |
| 05:45 PM    | 0                         | 0     | 137                    | 1     | 0                      | 0    | 138        |
| Total       | 0                         | 0     | 623                    | 6     | 0                      | 0    | 629        |
| Grand Total | 0                         | 1     | 1835                   | 13    | 0                      | 0    | 1849       |
| Apprch %    | 0                         | 100   | 99.3                   | 0.7   | 0                      | 0    |            |
| Total %     | 0                         | 0.1   | 99.2                   | 0.7   | 0                      | 0    |            |
| Cars        | 0                         | 1     | 1814                   | 11    | 0                      | 0    | 1826       |
| % Cars      | 0                         | 100   | 98.9                   | 84.6  | 0                      | 0    | 98.8       |
| Trucks      | 0                         | 0     | 21                     | 2     | 0                      | 0    | 23         |
| % Trucks    | 0                         | 0     | 1.1                    | 15.4  | 0                      | 0    | 1.2        |

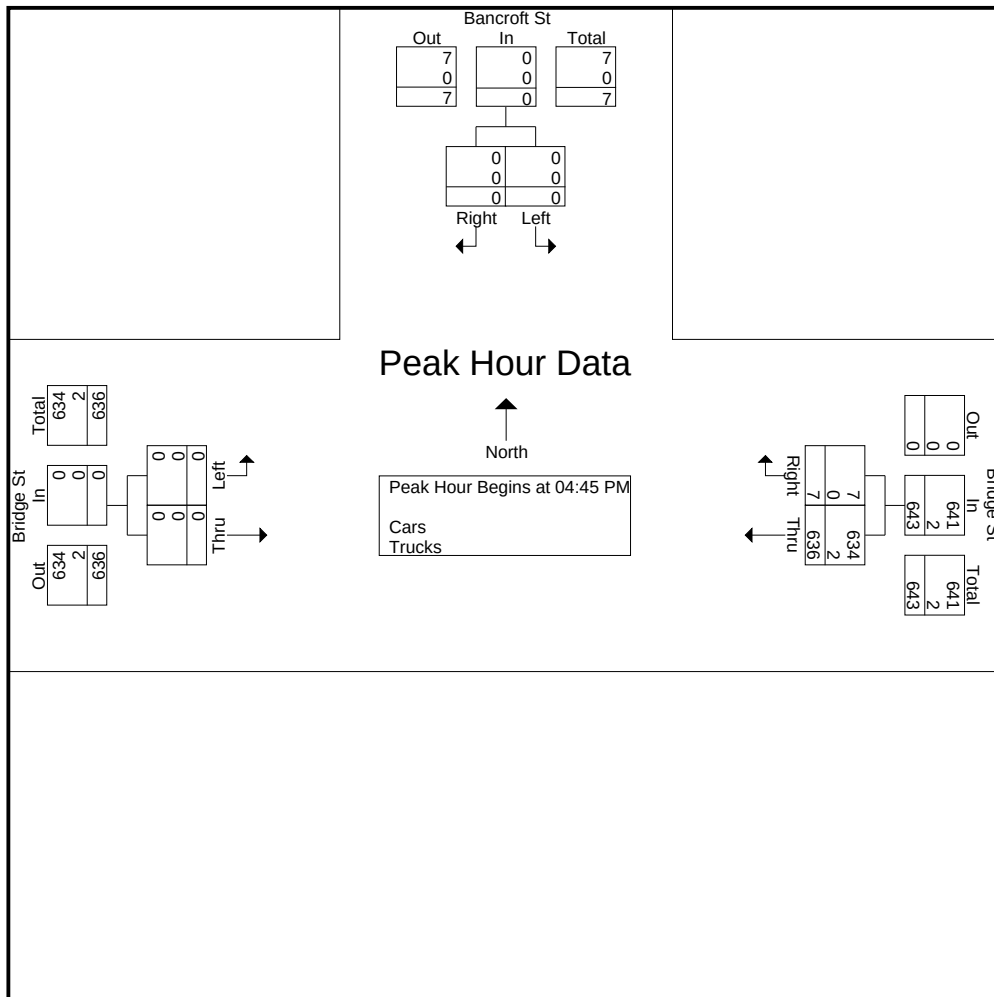
# Accurate Counts

978-664-2565

N/S Street : Bancroft Street  
E/W Street: Bridge Street  
City/State : Nashua, NH  
Weather : Cloudy

File Name : 18315008  
Site Code : 18315008  
Start Date : 4/10/2018  
Page No : 2

|                                                            | Bancroft St<br>From North |       |            | Bridge St<br>From East |          |            | Bridge St<br>From West |      |            |            |
|------------------------------------------------------------|---------------------------|-------|------------|------------------------|----------|------------|------------------------|------|------------|------------|
| Start Time                                                 | Left                      | Right | App. Total | Thru                   | Right    | App. Total | Left                   | Thru | App. Total | Int. Total |
| Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1 |                           |       |            |                        |          |            |                        |      |            |            |
| Peak Hour for Entire Intersection Begins at 04:45 PM       |                           |       |            |                        |          |            |                        |      |            |            |
| 04:45 PM                                                   | 0                         | 0     | 0          | 150                    | <b>2</b> | 152        | 0                      | 0    | 0          | 152        |
| 05:00 PM                                                   | 0                         | 0     | 0          | 133                    | 2        | 135        | 0                      | 0    | 0          | 135        |
| 05:15 PM                                                   | 0                         | 0     | 0          | 174                    | 1        | 175        | 0                      | 0    | 0          | 175        |
| 05:30 PM                                                   | 0                         | 0     | 0          | <b>179</b>             | 2        | <b>181</b> | 0                      | 0    | 0          | <b>181</b> |
| Total Volume                                               | 0                         | 0     | 0          | 636                    | 7        | 643        | 0                      | 0    | 0          | 643        |
| % App. Total                                               | 0                         | 0     |            | 98.9                   | 1.1      |            | 0                      | 0    |            |            |
| PHF                                                        | .000                      | .000  | .000       | .888                   | .875     | .888       | .000                   | .000 | .000       | .888       |
| Cars                                                       | 0                         | 0     | 0          | 634                    | 7        | 641        | 0                      | 0    | 0          | 641        |
| % Cars                                                     | 0                         | 0     | 0          | 99.7                   | 100      | 99.7       | 0                      | 0    | 0          | 99.7       |
| Trucks                                                     | 0                         | 0     | 0          | 2                      | 0        | 2          | 0                      | 0    | 0          | 2          |
| % Trucks                                                   | 0                         | 0     | 0          | 0.3                    | 0        | 0.3        | 0                      | 0    | 0          | 0.3        |





# Accurate Counts

978-664-2565

N/S Street : Bancroft Street  
E/W Street: Bridge Street  
City/State : Nashua, NH  
Weather : Cloudy

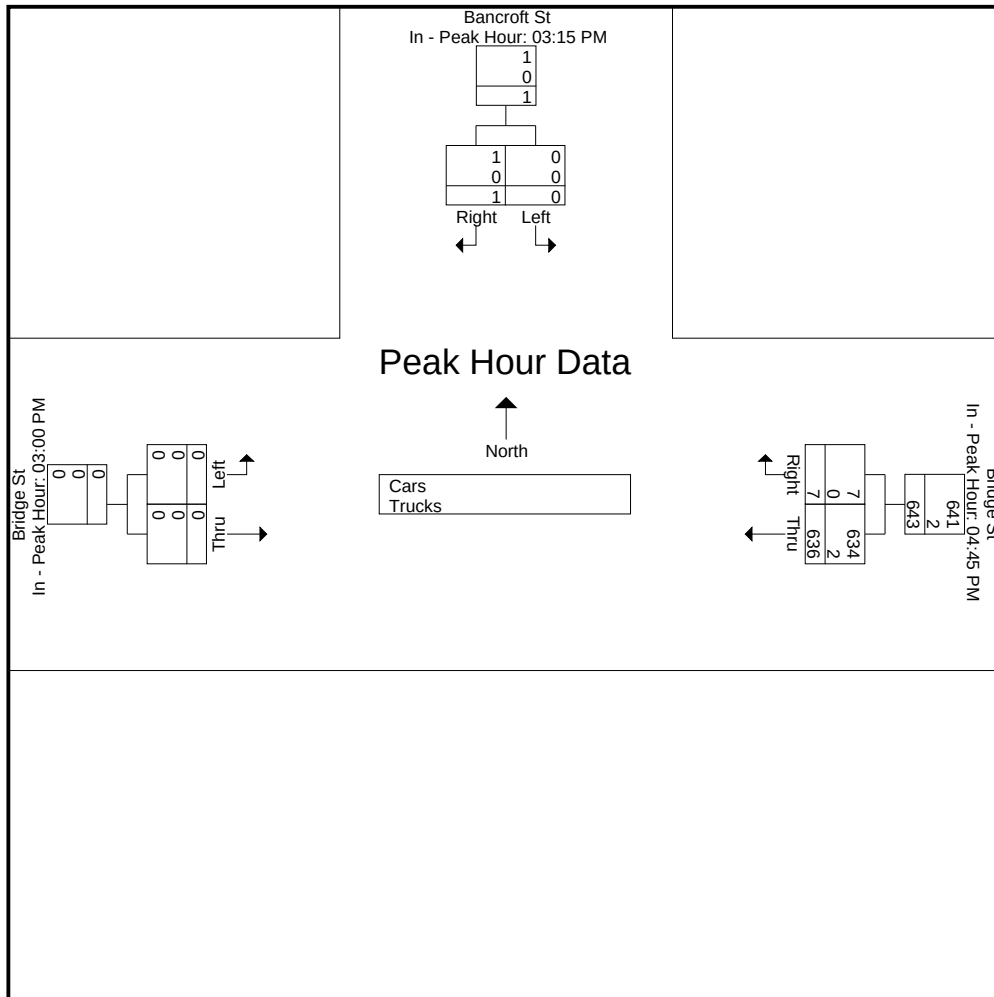
File Name : 18315008  
Site Code : 18315008  
Start Date : 4/10/2018  
Page No : 3

|            | Bancroft St<br>From North |       |            | Bridge St<br>From East |       |            | Bridge St<br>From West |      |            |            |
|------------|---------------------------|-------|------------|------------------------|-------|------------|------------------------|------|------------|------------|
| Start Time | Left                      | Right | App. Total | Thru                   | Right | App. Total | Left                   | Thru | App. Total | Int. Total |

Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

|              | 03:15 PM |      |      | 04:45 PM |      |      | 03:00 PM |      |      |
|--------------|----------|------|------|----------|------|------|----------|------|------|
| +0 mins.     | 0        | 0    | 0    | 150      | 2    | 152  | 0        | 0    | 0    |
| +15 mins.    | 0        | 0    | 0    | 133      | 2    | 135  | 0        | 0    | 0    |
| +30 mins.    | 0        | 0    | 0    | 174      | 1    | 175  | 0        | 0    | 0    |
| +45 mins.    | 0        | 1    | 1    | 179      | 2    | 181  | 0        | 0    | 0    |
| Total Volume | 0        | 1    | 1    | 636      | 7    | 643  | 0        | 0    | 0    |
| % App. Total | 0        | 100  |      | 98.9     | 1.1  |      | 0        | 0    |      |
| PHF          | .000     | .250 | .250 | .888     | .875 | .888 | .000     | .000 | .000 |
| Cars         | 0        | 1    | 1    | 634      | 7    | 641  | 0        | 0    | 0    |
| % Cars       | 0        | 100  | 100  | 99.7     | 100  | 99.7 | 0        | 0    | 0    |
| Trucks       | 0        | 0    | 0    | 2        | 0    | 2    | 0        | 0    | 0    |
| % Trucks     | 0        | 0    | 0    | 0.3      | 0    | 0.3  | 0        | 0    | 0    |



# Accurate Counts

978-664-2565

N/S Street : Bancroft Street

E/W Street: Bridge Street

City/State : Nashua, NH

Weather : Cloudy

File Name : 18315008

Site Code : 18315008

Start Date : 4/10/2018

Page No : 4

## Groups Printed- Cars

|             | Bancroft St<br>From North |       | Bridge St<br>From East |       | Bridge St<br>From West |      |            |
|-------------|---------------------------|-------|------------------------|-------|------------------------|------|------------|
| Start Time  | Left                      | Right | Thru                   | Right | Left                   | Thru | Int. Total |
| 03:00 PM    | 0                         | 0     | 151                    | 0     | 0                      | 0    | 151        |
| 03:15 PM    | 0                         | 0     | 144                    | 1     | 0                      | 0    | 145        |
| 03:30 PM    | 0                         | 0     | 141                    | 0     | 0                      | 0    | 141        |
| 03:45 PM    | 0                         | 0     | 157                    | 0     | 0                      | 0    | 157        |
| Total       | 0                         | 0     | 593                    | 1     | 0                      | 0    | 594        |
| 04:00 PM    | 0                         | 1     | 154                    | 0     | 0                      | 0    | 155        |
| 04:15 PM    | 0                         | 0     | 133                    | 0     | 0                      | 0    | 133        |
| 04:30 PM    | 0                         | 0     | 163                    | 2     | 0                      | 0    | 165        |
| 04:45 PM    | 0                         | 0     | 148                    | 2     | 0                      | 0    | 150        |
| Total       | 0                         | 1     | 598                    | 4     | 0                      | 0    | 603        |
| 05:00 PM    | 0                         | 0     | 133                    | 2     | 0                      | 0    | 135        |
| 05:15 PM    | 0                         | 0     | 174                    | 1     | 0                      | 0    | 175        |
| 05:30 PM    | 0                         | 0     | 179                    | 2     | 0                      | 0    | 181        |
| 05:45 PM    | 0                         | 0     | 137                    | 1     | 0                      | 0    | 138        |
| Total       | 0                         | 0     | 623                    | 6     | 0                      | 0    | 629        |
| Grand Total | 0                         | 1     | 1814                   | 11    | 0                      | 0    | 1826       |
| Apprch %    | 0                         | 100   | 99.4                   | 0.6   | 0                      | 0    |            |
| Total %     | 0                         | 0.1   | 99.3                   | 0.6   | 0                      | 0    |            |

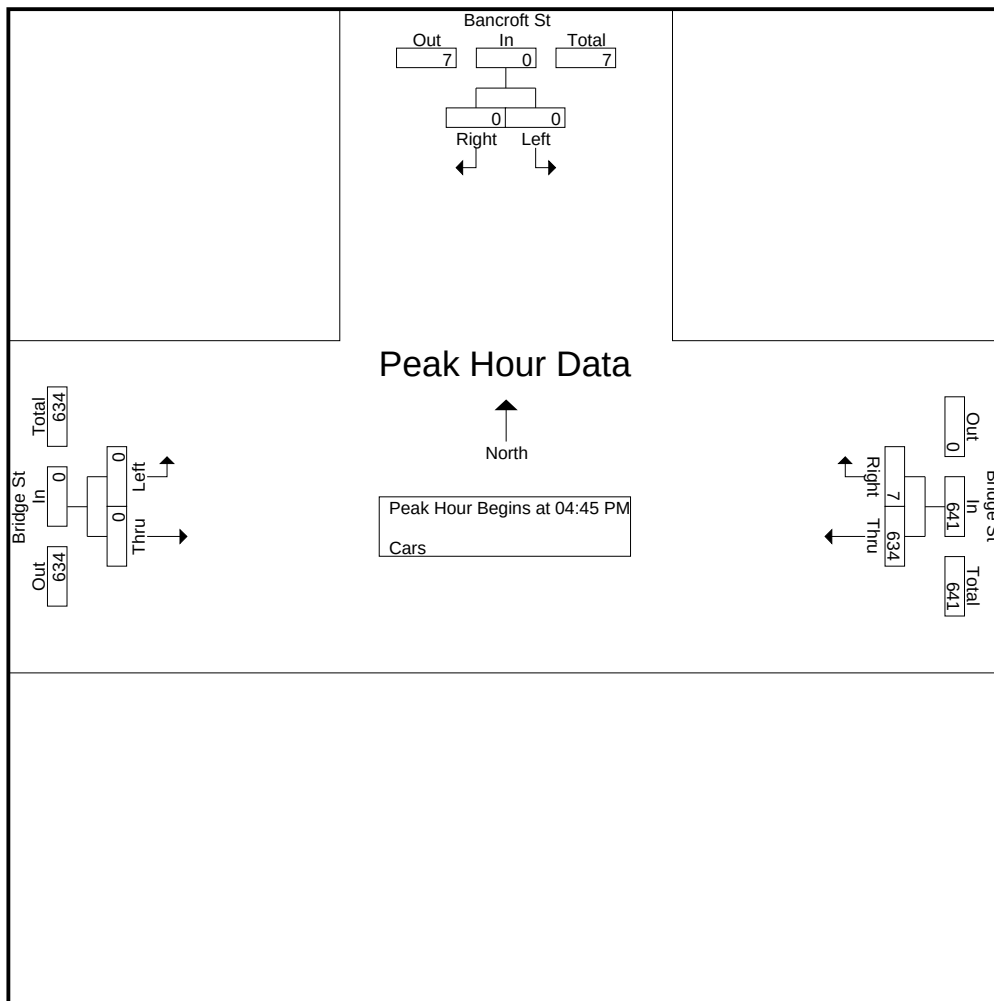
# Accurate Counts

978-664-2565

N/S Street : Bancroft Street  
E/W Street: Bridge Street  
City/State : Nashua, NH  
Weather : Cloudy

File Name : 18315008  
Site Code : 18315008  
Start Date : 4/10/2018  
Page No : 5

|                                                            | Bancroft St<br>From North |       |            | Bridge St<br>From East |          |            | Bridge St<br>From West |      |            |            |
|------------------------------------------------------------|---------------------------|-------|------------|------------------------|----------|------------|------------------------|------|------------|------------|
| Start Time                                                 | Left                      | Right | App. Total | Thru                   | Right    | App. Total | Left                   | Thru | App. Total | Int. Total |
| Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1 |                           |       |            |                        |          |            |                        |      |            |            |
| Peak Hour for Entire Intersection Begins at 04:45 PM       |                           |       |            |                        |          |            |                        |      |            |            |
| 04:45 PM                                                   | 0                         | 0     | 0          | 148                    | <b>2</b> | 150        | 0                      | 0    | 0          | 150        |
| 05:00 PM                                                   | 0                         | 0     | 0          | 133                    | 2        | 135        | 0                      | 0    | 0          | 135        |
| 05:15 PM                                                   | 0                         | 0     | 0          | 174                    | 1        | 175        | 0                      | 0    | 0          | 175        |
| 05:30 PM                                                   | 0                         | 0     | 0          | <b>179</b>             | 2        | <b>181</b> | 0                      | 0    | 0          | <b>181</b> |
| Total Volume                                               | 0                         | 0     | 0          | 634                    | 7        | 641        | 0                      | 0    | 0          | 641        |
| % App. Total                                               | 0                         | 0     |            | 98.9                   | 1.1      |            | 0                      | 0    |            |            |
| PHF                                                        | .000                      | .000  | .000       | .885                   | .875     | .885       | .000                   | .000 | .000       | .885       |



# Accurate Counts

978-664-2565

N/S Street : Bancroft Street  
E/W Street: Bridge Street  
City/State : Nashua, NH  
Weather : Cloudy

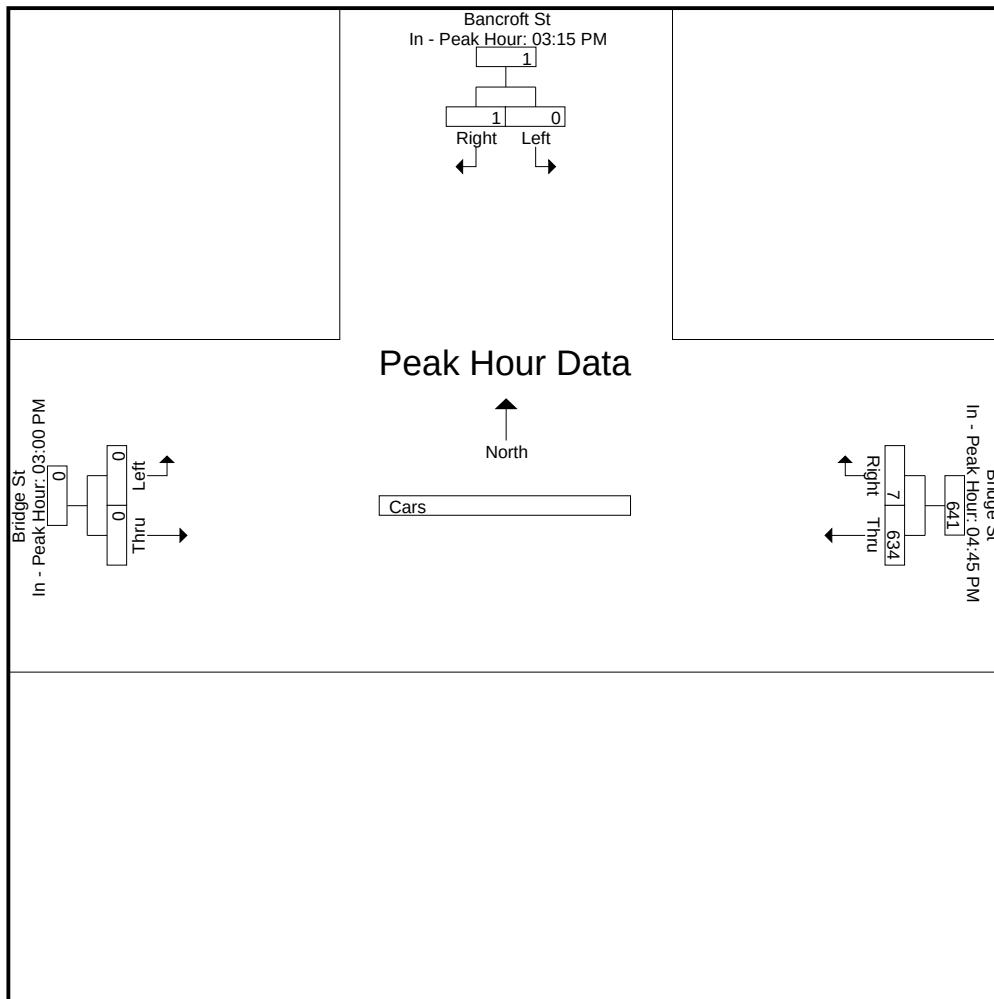
File Name : 18315008  
Site Code : 18315008  
Start Date : 4/10/2018  
Page No : 6

|            | Bancroft St<br>From North |       |            | Bridge St<br>From East |       |            | Bridge St<br>From West |      |            |            |
|------------|---------------------------|-------|------------|------------------------|-------|------------|------------------------|------|------------|------------|
| Start Time | Left                      | Right | App. Total | Thru                   | Right | App. Total | Left                   | Thru | App. Total | Int. Total |

Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

|              | 03:15 PM |          |          | 04:45 PM   |          |            | 03:00 PM |      |      |
|--------------|----------|----------|----------|------------|----------|------------|----------|------|------|
| +0 mins.     | 0        | 0        | 0        | 148        | <b>2</b> | 150        | 0        | 0    | 0    |
| +15 mins.    | 0        | 0        | 0        | 133        | 2        | 135        | 0        | 0    | 0    |
| +30 mins.    | 0        | 0        | 0        | 174        | 1        | 175        | 0        | 0    | 0    |
| +45 mins.    | 0        | <b>1</b> | <b>1</b> | <b>179</b> | 2        | <b>181</b> | 0        | 0    | 0    |
| Total Volume | 0        | 1        | 1        | 634        | 7        | 641        | 0        | 0    | 0    |
| % App. Total | 0        | 100      |          | 98.9       | 1.1      |            | 0        | 0    |      |
| PHF          | .000     | .250     | .250     | .885       | .875     | .885       | .000     | .000 | .000 |



# Accurate Counts

978-664-2565

N/S Street : Bancroft Street

E/W Street: Bridge Street

City/State : Nashua, NH

Weather : Cloudy

File Name : 18315008

Site Code : 18315008

Start Date : 4/10/2018

Page No : 7

## Groups Printed- Trucks

|             | Bancroft St<br>From North |       | Bridge St<br>From East |       | Bridge St<br>From West |      |            |
|-------------|---------------------------|-------|------------------------|-------|------------------------|------|------------|
| Start Time  | Left                      | Right | Thru                   | Right | Left                   | Thru | Int. Total |
| 03:00 PM    | 0                         | 0     | 5                      | 0     | 0                      | 0    | 5          |
| 03:15 PM    | 0                         | 0     | 3                      | 0     | 0                      | 0    | 3          |
| 03:30 PM    | 0                         | 0     | 2                      | 2     | 0                      | 0    | 4          |
| 03:45 PM    | 0                         | 0     | 5                      | 0     | 0                      | 0    | 5          |
| Total       | 0                         | 0     | 15                     | 2     | 0                      | 0    | 17         |
| 04:00 PM    | 0                         | 0     | 2                      | 0     | 0                      | 0    | 2          |
| 04:15 PM    | 0                         | 0     | 1                      | 0     | 0                      | 0    | 1          |
| 04:30 PM    | 0                         | 0     | 1                      | 0     | 0                      | 0    | 1          |
| 04:45 PM    | 0                         | 0     | 2                      | 0     | 0                      | 0    | 2          |
| Total       | 0                         | 0     | 6                      | 0     | 0                      | 0    | 6          |
| 05:00 PM    | 0                         | 0     | 0                      | 0     | 0                      | 0    | 0          |
| 05:15 PM    | 0                         | 0     | 0                      | 0     | 0                      | 0    | 0          |
| 05:30 PM    | 0                         | 0     | 0                      | 0     | 0                      | 0    | 0          |
| 05:45 PM    | 0                         | 0     | 0                      | 0     | 0                      | 0    | 0          |
| Total       | 0                         | 0     | 0                      | 0     | 0                      | 0    | 0          |
| Grand Total | 0                         | 0     | 21                     | 2     | 0                      | 0    | 23         |
| Apprch %    | 0                         | 0     | 91.3                   | 8.7   | 0                      | 0    |            |
| Total %     | 0                         | 0     | 91.3                   | 8.7   | 0                      | 0    |            |

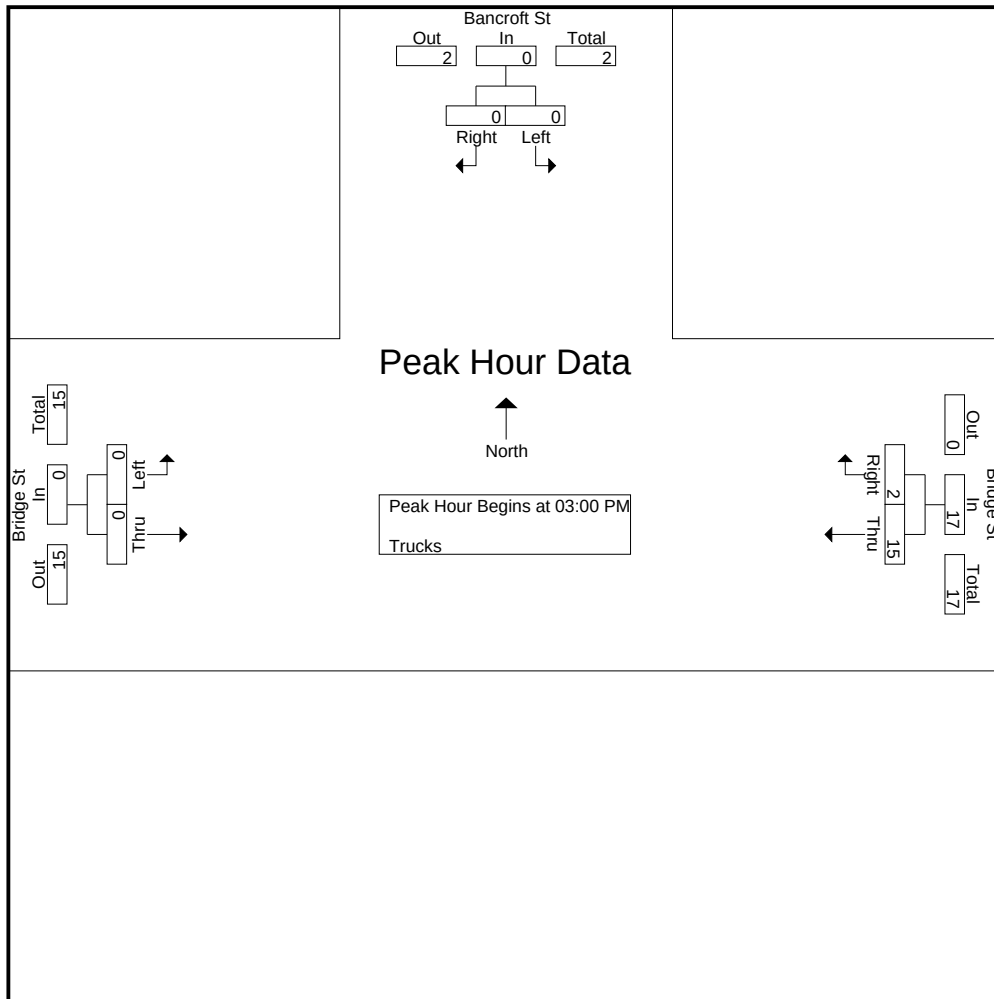
# Accurate Counts

978-664-2565

N/S Street : Bancroft Street  
E/W Street: Bridge Street  
City/State : Nashua, NH  
Weather : Cloudy

File Name : 18315008  
Site Code : 18315008  
Start Date : 4/10/2018  
Page No : 8

|                                                            | Bancroft St<br>From North |       |            | Bridge St<br>From East |       |            | Bridge St<br>From West |      |            |            |
|------------------------------------------------------------|---------------------------|-------|------------|------------------------|-------|------------|------------------------|------|------------|------------|
| Start Time                                                 | Left                      | Right | App. Total | Thru                   | Right | App. Total | Left                   | Thru | App. Total | Int. Total |
| Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1 |                           |       |            |                        |       |            |                        |      |            |            |
| Peak Hour for Entire Intersection Begins at 03:00 PM       |                           |       |            |                        |       |            |                        |      |            |            |
| 03:00 PM                                                   | 0                         | 0     | 0          | 5                      | 0     | 5          | 0                      | 0    | 0          | 5          |
| 03:15 PM                                                   | 0                         | 0     | 0          | 3                      | 0     | 3          | 0                      | 0    | 0          | 3          |
| 03:30 PM                                                   | 0                         | 0     | 0          | 2                      | 2     | 4          | 0                      | 0    | 0          | 4          |
| 03:45 PM                                                   | 0                         | 0     | 0          | 5                      | 0     | 5          | 0                      | 0    | 0          | 5          |
| Total Volume                                               | 0                         | 0     | 0          | 15                     | 2     | 17         | 0                      | 0    | 0          | 17         |
| % App. Total                                               | 0                         | 0     |            | 88.2                   | 11.8  |            | 0                      | 0    |            |            |
| PHF                                                        | .000                      | .000  | .000       | .750                   | .250  | .850       | .000                   | .000 | .000       | .850       |



# Accurate Counts

978-664-2565

N/S Street : Bancroft Street  
E/W Street: Bridge Street  
City/State : Nashua, NH  
Weather : Cloudy

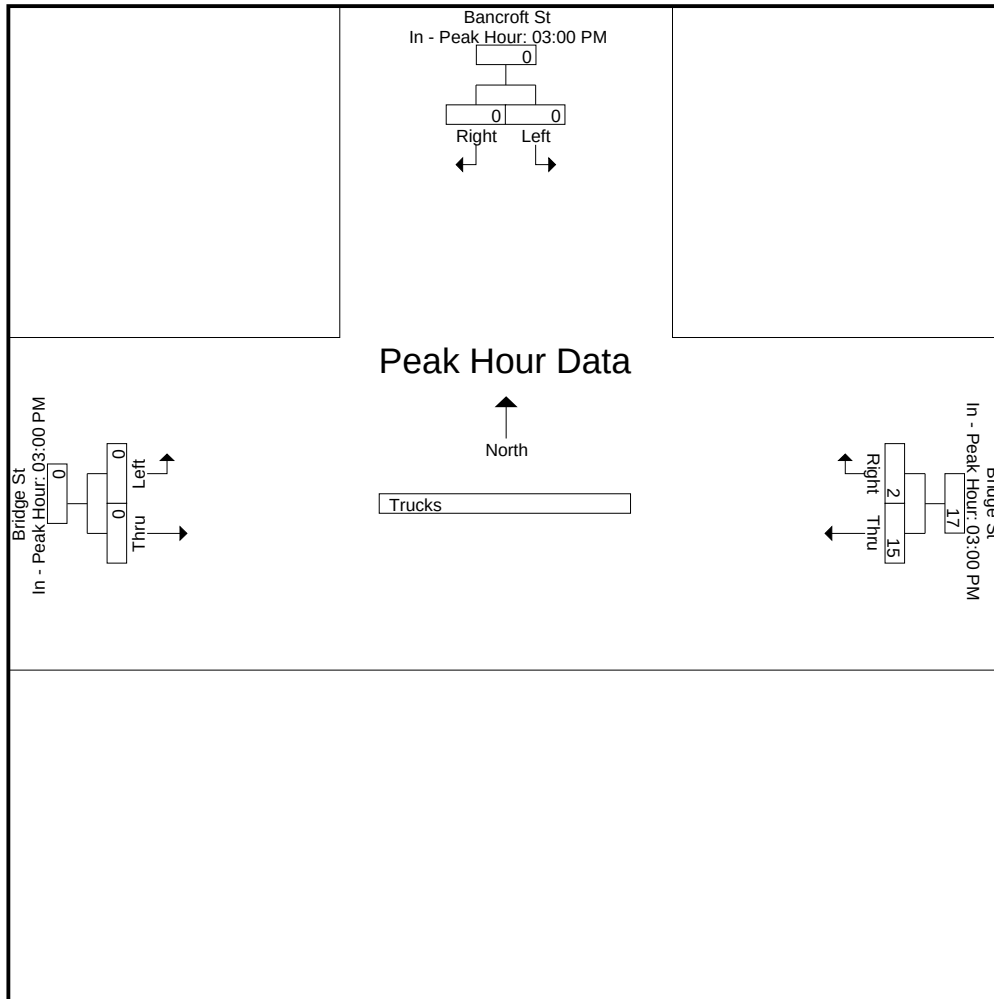
File Name : 18315008  
Site Code : 18315008  
Start Date : 4/10/2018  
Page No : 9

|            | Bancroft St<br>From North |       |            | Bridge St<br>From East |       |            | Bridge St<br>From West |      |            |            |
|------------|---------------------------|-------|------------|------------------------|-------|------------|------------------------|------|------------|------------|
| Start Time | Left                      | Right | App. Total | Thru                   | Right | App. Total | Left                   | Thru | App. Total | Int. Total |

Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

|              | 03:00 PM |      |      | 03:00 PM |      |      | 03:00 PM |      |      |
|--------------|----------|------|------|----------|------|------|----------|------|------|
| +0 mins.     | 0        | 0    | 0    | 5        | 0    | 5    | 0        | 0    | 0    |
| +15 mins.    | 0        | 0    | 0    | 3        | 0    | 3    | 0        | 0    | 0    |
| +30 mins.    | 0        | 0    | 0    | 2        | 2    | 4    | 0        | 0    | 0    |
| +45 mins.    | 0        | 0    | 0    | 5        | 0    | 5    | 0        | 0    | 0    |
| Total Volume | 0        | 0    | 0    | 15       | 2    | 17   | 0        | 0    | 0    |
| % App. Total | 0        | 0    |      | 88.2     | 11.8 |      | 0        | 0    |      |
| PHF          | .000     | .000 | .000 | .750     | .250 | .850 | .000     | .000 | .000 |



978-664-2565

Page No : 10

[illegible]



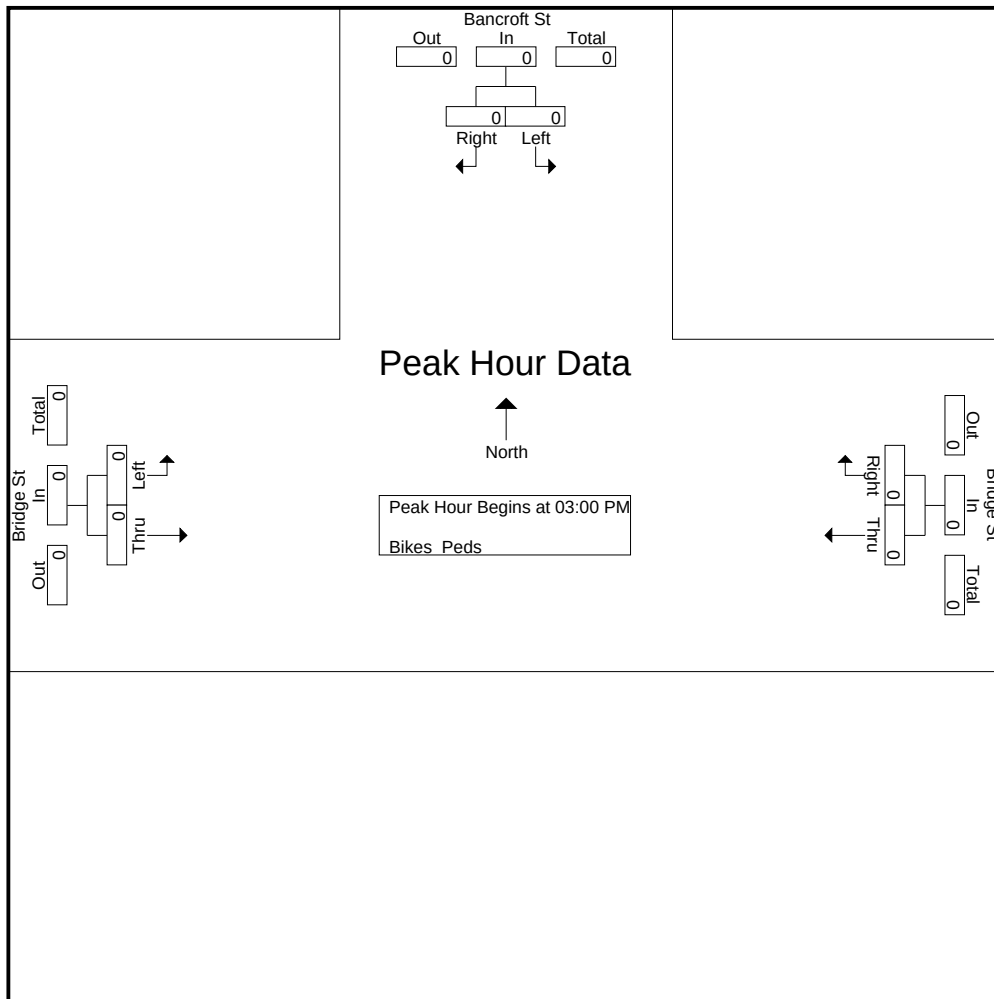
# Accurate Counts

978-664-2565

N/S Street : Bancroft Street  
E/W Street: Bridge Street  
City/State : Nashua, NH  
Weather : Cloudy

File Name : 18315008  
Site Code : 18315008  
Start Date : 4/10/2018  
Page No : 11

|                                                            | Bancroft St<br>From North |       |            | Bridge St<br>From East |       |            | Bridge St<br>From West |      |            |            |
|------------------------------------------------------------|---------------------------|-------|------------|------------------------|-------|------------|------------------------|------|------------|------------|
| Start Time                                                 | Left                      | Right | App. Total | Thru                   | Right | App. Total | Left                   | Thru | App. Total | Int. Total |
| Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1 |                           |       |            |                        |       |            |                        |      |            |            |
| Peak Hour for Entire Intersection Begins at 03:00 PM       |                           |       |            |                        |       |            |                        |      |            |            |
| 03:00 PM                                                   | 0                         | 0     | 0          | 0                      | 0     | 0          | 0                      | 0    | 0          | 0          |
| 03:15 PM                                                   | 0                         | 0     | 0          | 0                      | 0     | 0          | 0                      | 0    | 0          | 0          |
| 03:30 PM                                                   | 0                         | 0     | 0          | 0                      | 0     | 0          | 0                      | 0    | 0          | 0          |
| 03:45 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 : Bancroft Street  
E/W Street: Bridge Street  
City/State : Nashua, NH  
Weather : Cloudy

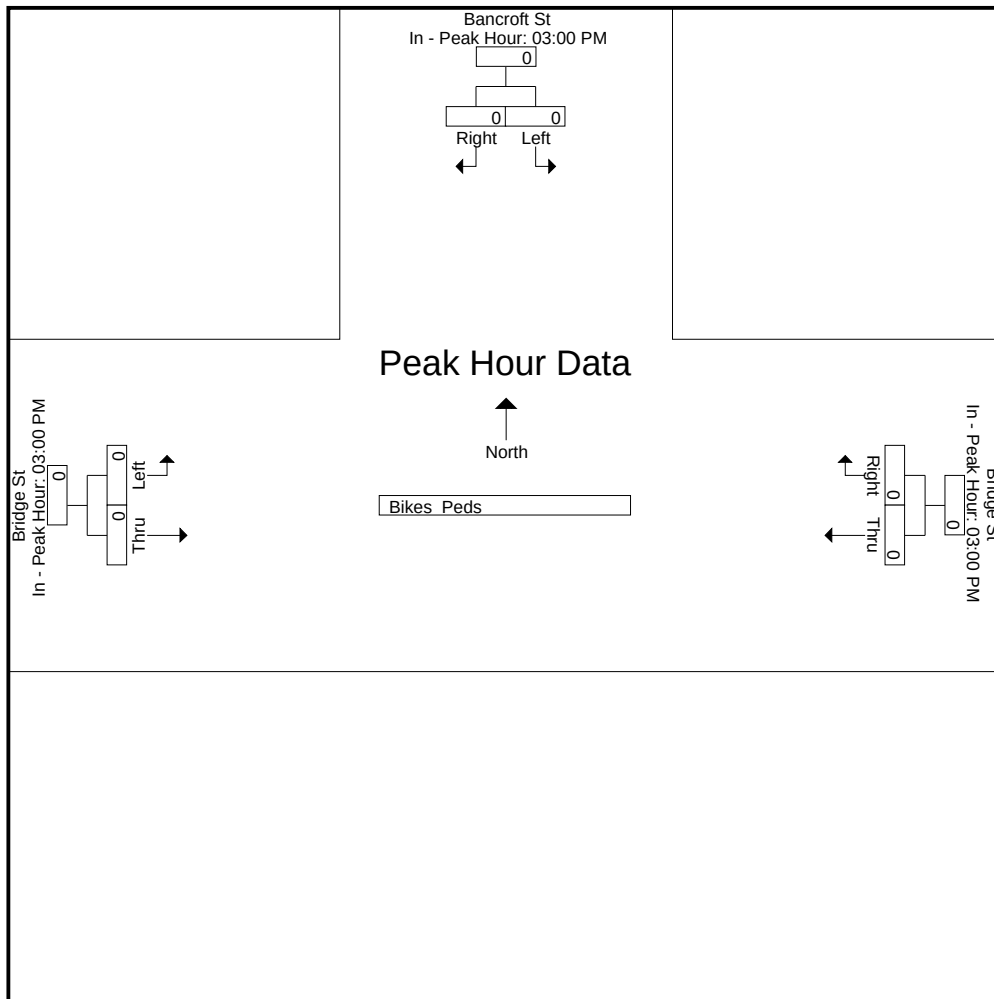
File Name : 18315008  
Site Code : 18315008  
Start Date : 4/10/2018  
Page No : 12

|            | Bancroft St<br>From North |       |            | Bridge St<br>From East |       |            | Bridge St<br>From West |      |            |            |
|------------|---------------------------|-------|------------|------------------------|-------|------------|------------------------|------|------------|------------|
| Start Time | Left                      | Right | App. Total | Thru                   | Right | App. Total | Left                   | Thru | App. Total | Int. Total |

Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

|              | 03:00 PM |      |      | 03:00 PM |      |      | 03:00 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 |



- Automatic Traffic Recorder (ATR) Counts

# Accurate Counts

Location : Taylor Falls Bridge EB

978-664-2565

Location :

City/State: Nashua, NH

18315VLEB1

| Start Time     | Tue A.M. | 4/10/2018 P.M. |   | Wed A.M. | 4/11/2018 P.M. |   | Thu A.M. | 4/12/2018 P.M. |   | Daily Average A.M. | P.M.  |
|----------------|----------|----------------|---|----------|----------------|---|----------|----------------|---|--------------------|-------|
| 12:00          | 16       | 212            |   | 21       | 185            |   | 19       | 221            |   | 19                 | 206   |
| 12:15          | 28       | 189            |   | 24       | 217            |   | 27       | 206            |   | 26                 | 204   |
| 12:30          | 13       | 166            |   | 14       | 187            |   | 9        | 161            |   | 12                 | 171   |
| 12:45          | 6        | 181            |   | 17       | 194            |   | 16       | 201            |   | 13                 | 192   |
| 01:00          | 11       | 176            |   | 17       | 192            |   | 9        | 220            |   | 12                 | 196   |
| 01:15          | 23       | 196            |   | 12       | 189            |   | 13       | 204            |   | 16                 | 196   |
| 01:30          | 11       | 187            |   | 8        | 212            |   | 10       | 215            |   | 10                 | 205   |
| 01:45          | 7        | 207            |   | 6        | 210            |   | 13       | 219            |   | 9                  | 212   |
| 02:00          | 16       | 230            |   | 12       | 215            |   | 12       | 217            |   | 13                 | 221   |
| 02:15          | 10       | 208            |   | 9        | 219            |   | 17       | 214            |   | 12                 | 214   |
| 02:30          | 16       | 234            |   | 12       | 231            |   | 7        | 260            |   | 12                 | 242   |
| 02:45          | 8        | 254            |   | 9        | 256            |   | 12       | 245            |   | 10                 | 252   |
| 03:00          | 10       | 258            |   | 11       | 241            |   | 10       | 276            |   | 10                 | 258   |
| 03:15          | 13       | 246            |   | 14       | 259            |   | 8        | 283            |   | 12                 | 263   |
| 03:30          | 17       | 261            |   | 12       | 236            |   | 18       | 242            |   | 16                 | 246   |
| 03:45          | 18       | 261            |   | 9        | 276            |   | 13       | 281            |   | 13                 | 273   |
| 04:00          | 12       | 207            |   | 18       | 267            |   | 10       | 279            |   | 13                 | 251   |
| 04:15          | 25       | 188            |   | 23       | 263            |   | 24       | 225            |   | 24                 | 225   |
| 04:30          | 41       | 184            |   | 50       | 237            |   | 38       | 168            |   | 43                 | 196   |
| 04:45          | 50       | 168            |   | 44       | 201            |   | 63       | 173            |   | 52                 | 181   |
| 05:00          | 67       | 148            |   | 62       | 196            |   | 74       | 161            |   | 68                 | 168   |
| 05:15          | 85       | 150            |   | 83       | 154            |   | 75       | 138            |   | 81                 | 147   |
| 05:30          | 101      | 135            |   | 92       | 183            |   | 107      | 148            |   | 100                | 155   |
| 05:45          | 105      | 131            |   | 112      | 247            |   | 117      | 165            |   | 111                | 181   |
| 06:00          | 134      | 147            |   | 133      | 239            |   | 116      | 253            |   | 128                | 213   |
| 06:15          | 131      | 177            |   | 169      | 233            |   | 155      | 243            |   | 152                | 218   |
| 06:30          | 197      | 207            |   | 161      | 244            |   | 175      | 222            |   | 178                | 224   |
| 06:45          | 194      | 195            |   | 195      | 243            |   | 177      | 192            |   | 189                | 210   |
| 07:00          | 195      | 196            |   | 189      | 210            |   | 192      | 206            |   | 192                | 204   |
| 07:15          | 187      | 169            |   | 198      | 191            |   | 184      | 167            |   | 190                | 176   |
| 07:30          | 217      | 153            |   | 221      | 167            |   | 223      | 155            |   | 220                | 158   |
| 07:45          | 203      | 181            |   | 196      | 175            |   | 208      | 156            |   | 202                | 171   |
| 08:00          | 223      | 157            |   | 209      | 172            |   | 222      | 174            |   | 218                | 168   |
| 08:15          | 211      | 159            |   | 173      | 173            |   | 217      | 166            |   | 200                | 166   |
| 08:30          | 186      | 155            |   | 185      | 145            |   | 194      | 160            |   | 188                | 153   |
| 08:45          | 188      | 129            |   | 200      | 138            |   | 193      | 113            |   | 194                | 127   |
| 09:00          | 178      | 110            |   | 195      | 163            |   | 179      | 146            |   | 184                | 140   |
| 09:15          | 216      | 108            |   | 193      | 119            |   | 182      | 121            |   | 197                | 116   |
| 09:30          | 172      | 112            |   | 172      | 102            |   | 177      | 110            |   | 174                | 108   |
| 09:45          | 176      | 84             |   | 175      | 103            |   | 182      | 86             |   | 178                | 91    |
| 10:00          | 182      | 84             |   | 186      | 101            |   | 161      | 101            |   | 176                | 95    |
| 10:15          | 176      | 81             |   | 190      | 83             |   | 196      | 82             |   | 187                | 82    |
| 10:30          | 182      | 53             |   | 175      | 71             |   | 166      | 60             |   | 174                | 61    |
| 10:45          | 162      | 58             |   | 171      | 67             |   | 206      | 58             |   | 180                | 61    |
| 11:00          | 154      | 54             |   | 183      | 45             |   | 209      | 57             |   | 182                | 52    |
| 11:15          | 175      | 47             |   | 188      | 59             |   | 178      | 48             |   | 180                | 51    |
| 11:30          | 211      | 45             |   | 212      | 40             |   | 205      | 51             |   | 209                | 45    |
| 11:45          | 216      | 35             |   | 190      | 35             |   | 183      | 44             |   | 196                | 38    |
| Total          | 5175     | 7673           |   | 5150     | 8585           |   | 5201     | 8293           |   | 5175               | 8183  |
| Combined Total | 12848    |                |   | 13735    |                |   | 13494    |                |   | 13358              |       |
| Peak           | 07:30    | 03:00          | - | 07:15    | 03:45          | - | 07:30    | 03:15          | - | 07:30              | 03:00 |
| Vol.           | 854      | 1026           | - | 824      | 1043           | - | 870      | 1085           | - | 840                | 1040  |
| P.H.F.         | 0.957    | 0.983          |   | 0.932    | 0.945          |   | 0.975    | 0.958          |   | 0.955              | 0.952 |

# Accurate Counts

Location : Taylor Falls Bridge EB

978-664-2565

Location :

City/State: Nashua, NH

18315VLEB1

| Start Time     | Fri A.M. | 4/13/2018 P.M. | Sat A.M. | 4/14/2018 P.M. | Sun A.M. | 4/15/2018 P.M. | Daily Average A.M. | P.M.  |
|----------------|----------|----------------|----------|----------------|----------|----------------|--------------------|-------|
| 12:00          | 28       | 232            | 57       | 220            | 48       | 191            | 44                 | 214   |
| 12:15          | 18       | 219            | 45       | 240            | 41       | 201            | 35                 | 220   |
| 12:30          | 16       | 203            | 40       | 242            | 30       | 231            | 29                 | 225   |
| 12:45          | 25       | 213            | 44       | 223            | 37       | 195            | 35                 | 210   |
| 01:00          | 21       | 213            | 37       | 233            | 33       | 196            | 30                 | 214   |
| 01:15          | 23       | 203            | 29       | 242            | 28       | 202            | 27                 | 216   |
| 01:30          | 11       | 194            | 36       | 215            | 27       | 179            | 25                 | 196   |
| 01:45          | 6        | 227            | 21       | 221            | 31       | 192            | 19                 | 213   |
| 02:00          | 14       | 236            | 22       | 207            | 21       | 207            | 19                 | 217   |
| 02:15          | 17       | 243            | 17       | 215            | 19       | 158            | 18                 | 205   |
| 02:30          | 8        | 230            | 12       | 202            | 10       | 194            | 10                 | 209   |
| 02:45          | 8        | 166            | 16       | 213            | 13       | 164            | 12                 | 181   |
| 03:00          | 11       | 284            | 12       | 207            | 8        | 179            | 10                 | 223   |
| 03:15          | 15       | 264            | 12       | 228            | 15       | 163            | 14                 | 218   |
| 03:30          | 13       | 198            | 12       | 221            | 11       | 172            | 12                 | 197   |
| 03:45          | 15       | 251            | 14       | 197            | 8        | 175            | 12                 | 208   |
| 04:00          | 24       | 251            | 10       | 214            | 7        | 142            | 14                 | 202   |
| 04:15          | 21       | 224            | 11       | 177            | 9        | 197            | 14                 | 199   |
| 04:30          | 36       | 224            | 22       | 201            | 22       | 156            | 27                 | 194   |
| 04:45          | 55       | 227            | 22       | 204            | 15       | 166            | 31                 | 199   |
| 05:00          | 63       | 222            | 26       | 198            | 17       | 154            | 35                 | 191   |
| 05:15          | 55       | 158            | 31       | 194            | 17       | 169            | 34                 | 174   |
| 05:30          | 93       | 197            | 44       | 165            | 23       | 130            | 53                 | 164   |
| 05:45          | 119      | 248            | 55       | 170            | 23       | 138            | 66                 | 185   |
| 06:00          | 122      | 239            | 50       | 177            | 27       | 145            | 66                 | 187   |
| 06:15          | 150      | 238            | 54       | 166            | 25       | 120            | 76                 | 175   |
| 06:30          | 165      | 210            | 78       | 146            | 38       | 149            | 94                 | 168   |
| 06:45          | 190      | 180            | 96       | 149            | 43       | 103            | 110                | 144   |
| 07:00          | 196      | 178            | 88       | 147            | 44       | 137            | 109                | 154   |
| 07:15          | 216      | 191            | 105      | 147            | 61       | 114            | 127                | 151   |
| 07:30          | 199      | 171            | 125      | 122            | 60       | 117            | 128                | 137   |
| 07:45          | 209      | 150            | 132      | 125            | 70       | 108            | 137                | 128   |
| 08:00          | 236      | 179            | 127      | 123            | 66       | 92             | 143                | 131   |
| 08:15          | 206      | 158            | 148      | 130            | 77       | 100            | 144                | 129   |
| 08:30          | 220      | 148            | 166      | 105            | 88       | 88             | 158                | 114   |
| 08:45          | 217      | 124            | 189      | 125            | 105      | 101            | 170                | 117   |
| 09:00          | 186      | 134            | 182      | 98             | 113      | 85             | 160                | 106   |
| 09:15          | 185      | 151            | 200      | 149            | 148      | 64             | 178                | 121   |
| 09:30          | 193      | 114            | 202      | 110            | 133      | 44             | 176                | 89    |
| 09:45          | 207      | 138            | 215      | 92             | 160      | 47             | 194                | 92    |
| 10:00          | 195      | 141            | 213      | 94             | 138      | 43             | 182                | 93    |
| 10:15          | 168      | 128            | 222      | 80             | 148      | 56             | 179                | 88    |
| 10:30          | 204      | 120            | 219      | 95             | 165      | 45             | 196                | 87    |
| 10:45          | 187      | 86             | 230      | 71             | 178      | 39             | 198                | 65    |
| 11:00          | 177      | 77             | 232      | 71             | 164      | 39             | 191                | 62    |
| 11:15          | 199      | 81             | 237      | 73             | 174      | 34             | 203                | 63    |
| 11:30          | 226      | 73             | 227      | 50             | 197      | 38             | 217                | 54    |
| 11:45          | 214      | 65             | 206      | 52             | 172      | 17             | 197                | 45    |
| Total          | 5382     | 8801           | 4590     | 7746           | 3107     | 6176           | 4358               | 7574  |
| Combined Total | 14183    |                | 12336    |                | 9283     |                | 11932              |       |
| Peak           | 08:00    | 03:00          | -        | 10:45          | 00:30    | -              | 10:45              | 12:00 |
| Vol.           | 879      | 997            | -        | 926            | 940      | -              | 809                | 869   |
| P.H.F.         | 0.931    | 0.878          |          | 0.977          | 0.971    |                | 0.932              | 0.966 |

# Accurate Counts

978-664-2565

Location : Taylor Falls Bridge EB

Location :

City/State: Nashua, NH

18315VLEB1

| Start Time     | Mon A.M.   | 4/16/2018 P.M. | Tue A.M.    | 4/17/2018 P.M. | Wed A.M. | 4/18/2018 P.M. | Daily Average A.M. | P.M.  |
|----------------|------------|----------------|-------------|----------------|----------|----------------|--------------------|-------|
| 12:00          | 18         | 180            | *           | *              | *        | *              | 18                 | 180   |
| 12:15          | 17         | 187            | *           | *              | *        | *              | 17                 | 187   |
| 12:30          | 11         | 180            | *           | *              | *        | *              | 11                 | 180   |
| 12:45          | 7          | 187            | *           | *              | *        | *              | 7                  | 187   |
| 01:00          | 10         | 178            | *           | *              | *        | *              | 10                 | 178   |
| 01:15          | 11         | 164            | *           | *              | *        | *              | 11                 | 164   |
| 01:30          | 12         | 177            | *           | *              | *        | *              | 12                 | 177   |
| 01:45          | 8          | 189            | *           | *              | *        | *              | 8                  | 189   |
| 02:00          | 8          | 232            | *           | *              | *        | *              | 8                  | 232   |
| 02:15          | 11         | 212            | *           | *              | *        | *              | 11                 | 212   |
| 02:30          | 12         | 222            | *           | *              | *        | *              | 12                 | 222   |
| 02:45          | 8          | 223            | *           | *              | *        | *              | 8                  | 223   |
| 03:00          | 9          | 280            | *           | *              | *        | *              | 9                  | 280   |
| 03:15          | 11         | 259            | *           | *              | *        | *              | 11                 | 259   |
| 03:30          | 10         | 282            | *           | *              | *        | *              | 10                 | 282   |
| 03:45          | 17         | 270            | *           | *              | *        | *              | 17                 | 270   |
| 04:00          | 7          | 235            | *           | *              | *        | *              | 7                  | 235   |
| 04:15          | 18         | 320            | *           | *              | *        | *              | 18                 | 320   |
| 04:30          | 41         | 280            | *           | *              | *        | *              | 41                 | 280   |
| 04:45          | 37         | 279            | *           | *              | *        | *              | 37                 | 279   |
| 05:00          | 42         | 265            | *           | *              | *        | *              | 42                 | 265   |
| 05:15          | 71         | 202            | *           | *              | *        | *              | 71                 | 202   |
| 05:30          | 86         | 236            | *           | *              | *        | *              | 86                 | 236   |
| 05:45          | 91         | 241            | *           | *              | *        | *              | 91                 | 241   |
| 06:00          | 104        | 236            | *           | *              | *        | *              | 104                | 236   |
| 06:15          | 133        | 227            | *           | *              | *        | *              | 133                | 227   |
| 06:30          | 143        | 189            | *           | *              | *        | *              | 143                | 189   |
| 06:45          | 174        | 176            | *           | *              | *        | *              | 174                | 176   |
| 07:00          | 173        | 165            | *           | *              | *        | *              | 173                | 165   |
| 07:15          | 166        | 115            | *           | *              | *        | *              | 166                | 115   |
| 07:30          | 197        | 135            | *           | *              | *        | *              | 197                | 135   |
| 07:45          | 199        | 136            | *           | *              | *        | *              | 199                | 136   |
| 08:00          | 187        | 141            | *           | *              | *        | *              | 187                | 141   |
| 08:15          | 180        | 120            | *           | *              | *        | *              | 180                | 120   |
| 08:30          | 177        | 131            | *           | *              | *        | *              | 177                | 131   |
| 08:45          | 203        | 102            | *           | *              | *        | *              | 203                | 102   |
| 09:00          | 181        | 103            | *           | *              | *        | *              | 181                | 103   |
| 09:15          | 178        | 93             | *           | *              | *        | *              | 178                | 93    |
| 09:30          | 173        | 83             | *           | *              | *        | *              | 173                | 83    |
| 09:45          | 176        | 76             | *           | *              | *        | *              | 176                | 76    |
| 10:00          | 164        | 77             | *           | *              | *        | *              | 164                | 77    |
| 10:15          | 180        | 64             | *           | *              | *        | *              | 180                | 64    |
| 10:30          | 159        | 53             | *           | *              | *        | *              | 159                | 53    |
| 10:45          | 171        | 46             | *           | *              | *        | *              | 171                | 46    |
| 11:00          | 177        | 46             | *           | *              | *        | *              | 177                | 46    |
| 11:15          | 171        | 43             | *           | *              | *        | *              | 171                | 43    |
| 11:30          | 172        | 35             | *           | *              | *        | *              | 172                | 35    |
| 11:45          | 170        | 25             | *           | *              | *        | *              | 170                | 25    |
| Total          | 4681       | 8097           | 0           | 0              | 0        | 0              | 4681               | 8097  |
| Combined Total | 12778      |                | 0           |                | 0        |                | 12778              |       |
| Peak           | 07:30      | 04:15          | -           | -              | -        | -              | 07:30              | 04:15 |
| Vol.           | 763        | 1144           | -           | -              | -        | -              | 763                | 1144  |
| P.H.F.         | 0.959      | 0.894          |             |                |          |                | 0.959              | 0.894 |
| ADT            | ADT 12,665 |                | AADT 12,665 |                |          |                |                    |       |

# Accurate Counts

978-664-2565

Location : Taylor Falls Bridge EB

Location :

City/State: Nashua, NH

18315VLEB1

| Start Time      | Mon<br>4/9/2018 | Tue<br>4/10/2018 | Wed<br>4/11/2018 | Thu<br>4/12/2018 | Fri<br>4/13/2018 | Average<br>Day | Sat<br>4/14/2018 | Sun<br>4/15/2018 | Week<br>Average            |       |   |       |   |   |
|-----------------|-----------------|------------------|------------------|------------------|------------------|----------------|------------------|------------------|----------------------------|-------|---|-------|---|---|
| 12:00 AM        | *               | 63               | 76               | 71               | 87               | 74             | 186              | 156              | 106 <div><div></div></div> |       |   |       |   |   |
| 01:00           | *               | 52               | 43               | 45               | 61               | 50             | 123              | 119              | 74 <div><div></div></div>  |       |   |       |   |   |
| 02:00           | *               | 50               | 42               | 48               | 47               | 47             | 67               | 63               | 53 <div><div></div></div>  |       |   |       |   |   |
| 03:00           | *               | 58               | 46               | 49               | 54               | 52             | 50               | 42               | 50 <div><div></div></div>  |       |   |       |   |   |
| 04:00           | *               | 128              | 135              | 135              | 136              | 134            | 65               | 53               | 109 <div><div></div></div> |       |   |       |   |   |
| 05:00           | *               | 358              | 349              | 373              | 330              | 352            | 156              | 80               | 274 <div><div></div></div> |       |   |       |   |   |
| 06:00           | *               | 656              | 658              | 623              | 627              | 641            | 278              | 133              | 496 <div><div></div></div> |       |   |       |   |   |
| 07:00           | *               | 802              | 804              | 807              | 820              | 808            | 450              | 235              | 653 <div><div></div></div> |       |   |       |   |   |
| 08:00           | *               | 808              | 767              | 826              | 879              | 820            | 630              | 336              | 708 <div><div></div></div> |       |   |       |   |   |
| 09:00           | *               | 742              | 735              | 720              | 771              | 742            | 799              | 554              | 720 <div><div></div></div> |       |   |       |   |   |
| 10:00           | *               | 702              | 722              | 729              | 754              | 727            | 884              | 629              | 737 <div><div></div></div> |       |   |       |   |   |
| 11:00           | *               | 756              | 773              | 775              | 816              | 780            | 902              | 707              | 788 <div><div></div></div> |       |   |       |   |   |
| 12:00 PM        | *               | 748              | 783              | 789              | 867              | 797            | 925              | 818              | 822 <div><div></div></div> |       |   |       |   |   |
| 01:00           | *               | 766              | 803              | 858              | 837              | 816            | 911              | 769              | 824 <div><div></div></div> |       |   |       |   |   |
| 02:00           | *               | 926              | 921              | 936              | 875              | 914            | 837              | 723              | 870 <div><div></div></div> |       |   |       |   |   |
| 03:00           | *               | 1026             | 1012             | 1082             | 997              | 1029           | 853              | 689              | 943 <div><div></div></div> |       |   |       |   |   |
| 04:00           | *               | 747              | 968              | 845              | 926              | 872            | 796              | 661              | 824 <div><div></div></div> |       |   |       |   |   |
| 05:00           | *               | 564              | 780              | 612              | 825              | 695            | 727              | 591              | 683 <div><div></div></div> |       |   |       |   |   |
| 06:00           | *               | 726              | 959              | 910              | 867              | 866            | 638              | 517              | 770 <div><div></div></div> |       |   |       |   |   |
| 07:00           | *               | 699              | 743              | 684              | 690              | 704            | 541              | 476              | 639 <div><div></div></div> |       |   |       |   |   |
| 08:00           | *               | 600              | 628              | 613              | 609              | 612            | 483              | 381              | 552 <div><div></div></div> |       |   |       |   |   |
| 09:00           | *               | 414              | 487              | 463              | 537              | 475            | 449              | 240              | 432 <div><div></div></div> |       |   |       |   |   |
| 10:00           | *               | 276              | 322              | 301              | 475              | 344            | 340              | 183              | 316 <div><div></div></div> |       |   |       |   |   |
| 11:00           | *               | 181              | 179              | 200              | 296              | 214            | 246              | 128              | 205 <div><div></div></div> |       |   |       |   |   |
| Day Total       | 0               | 12848            | 13735            | 13494            | 14183            | 13565          | 12336            | 9283             | 12648                      |       |   |       |   |   |
| % Avg.<br>WkDay | 0.0%            | 94.7%            | 101.3%           | 99.5%            | 104.6%           |                |                  |                  |                            |       |   |       |   |   |
| % Avg.<br>Week  | 0.0%            | 101.6%           | 108.6%           | 106.7%           | 112.1%           | 107.3%         | 97.5%            | 73.4%            |                            |       |   |       |   |   |
| AM Peak         | -               | 08:00            | 07:00            | 08:00            | 08:00            | -              | 08:00            | -                | 11:00                      | 11:00 | - | 11:00 | - | - |
| Vol.            | -               | 808              | 804              | 826              | 879              | -              | 820              | -                | 902                        | 707   | - | 788   | - | - |
| PM Peak         | -               | 15:00            | 15:00            | 15:00            | 15:00            | -              | 15:00            | -                | 12:00                      | 12:00 | - | 15:00 | - | - |
| Vol.            | -               | 1026             | 1012             | 1082             | 997              | -              | 1029             | -                | 925                        | 818   | - | 943   | - | - |

# Accurate Counts

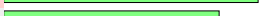
978-664-2565

Location : Taylor Falls Bridge EB

Location :

City/State: Nashua, NH

18315VLEB1

| Start Time   | Mon<br>4/16/2018 | Tue<br>4/17/2018 | Wed<br>4/18/2018 | Thu<br>4/19/2018 | Fri<br>4/20/2018 | Average<br>Day | Sat<br>4/21/2018 | Sun<br>4/22/2018 | Week<br>Average |                                                                                       |
|--------------|------------------|------------------|------------------|------------------|------------------|----------------|------------------|------------------|-----------------|---------------------------------------------------------------------------------------|
| 12:00 AM     | 53               | *                | *                | *                | *                | 53             | *                | *                | 53              |    |
| 01:00        | 41               | *                | *                | *                | *                | 41             | *                | *                | 41              |    |
| 02:00        | 39               | *                | *                | *                | *                | 39             | *                | *                | 39              |    |
| 03:00        | 47               | *                | *                | *                | *                | 47             | *                | *                | 47              |    |
| 04:00        | 103              | *                | *                | *                | *                | 103            | *                | *                | 103             |    |
| 05:00        | 290              | *                | *                | *                | *                | 290            | *                | *                | 290             |    |
| 06:00        | 554              | *                | *                | *                | *                | 554            | *                | *                | 554             |    |
| 07:00        | 735              | *                | *                | *                | *                | 735            | *                | *                | 735             |    |
| 08:00        | <b>747</b>       | *                | *                | *                | *                | <b>747</b>     | *                | *                | <b>747</b>      |    |
| 09:00        | 708              | *                | *                | *                | *                | 708            | *                | *                | 708             |    |
| 10:00        | 674              | *                | *                | *                | *                | 674            | *                | *                | 674             |    |
| 11:00        | 690              | *                | *                | *                | *                | 690            | *                | *                | 690             |    |
| 12:00 PM     | 734              | *                | *                | *                | *                | 734            | *                | *                | 734             |    |
| 01:00        | 708              | *                | *                | *                | *                | 708            | *                | *                | 708             |    |
| 02:00        | 889              | *                | *                | *                | *                | 889            | *                | *                | 889             |    |
| 03:00        | 1091             | *                | *                | *                | *                | 1091           | *                | *                | 1091            |    |
| 04:00        | <b>1114</b>      | *                | *                | *                | *                | <b>1114</b>    | *                | *                | <b>1114</b>     |    |
| 05:00        | 944              | *                | *                | *                | *                | 944            | *                | *                | 944             |    |
| 06:00        | 828              | *                | *                | *                | *                | 828            | *                | *                | 828             |    |
| 07:00        | 551              | *                | *                | *                | *                | 551            | *                | *                | 551             |    |
| 08:00        | 494              | *                | *                | *                | *                | 494            | *                | *                | 494             |    |
| 09:00        | 355              | *                | *                | *                | *                | 355            | *                | *                | 355             |  |
| 10:00        | 240              | *                | *                | *                | *                | 240            | *                | *                | 240             |  |
| 11:00        | 149              | *                | *                | *                | *                | 149            | *                | *                | 149             |  |
| Day Total    | 12778            | 0                | 0                | 0                | 0                | 12778          | 0                | 0                | 12778           |                                                                                       |
| % Avg. WkDay | 100.0%           | 0.0%             | 0.0%             | 0.0%             | 0.0%             |                |                  |                  |                 |                                                                                       |
| % Avg. Week  | 100.0%           | 0.0%             | 0.0%             | 0.0%             | 0.0%             | 100.0%         | 0.0%             | 0.0%             |                 |                                                                                       |
| AM Peak      | 08:00            | -                | -                | -                | -                | 08:00          | -                | -                | 08:00           | -                                                                                     |
| Vol.         | 747              | -                | -                | -                | -                | 747            | -                | -                | 747             | -                                                                                     |
| PM Peak      | 16:00            | -                | -                | -                | -                | 16:00          | -                | -                | 16:00           | -                                                                                     |
| Vol.         | 1114             | -                | -                | -                | -                | 1114           | -                | -                | 1114            | -                                                                                     |
| Grand Total  | 12778            | 12848            | 13735            | 13494            | 14183            | 26343          | 12336            | 9283             | 25426           |                                                                                       |
| ADT          | ADT 12,665       |                  | AADT 12,665      |                  |                  |                |                  |                  |                 |                                                                                       |



# Accurate Counts

Location : Taylor Falls Bridge EB

978-664-2565

Location :

City/State: Nashua, NH

18315SPEB1

EB

| Start Time | 1<br>15 | 16<br>20 | 21<br>25 | 26<br>30 | 31<br>35 | 36<br>40 | 41<br>45 | 46<br>50 | 51<br>55 | 56<br>60 | 61<br>65 | 66<br>70 | 71<br>75 | 76<br>999 | Total |
|------------|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|-------|
| 04/10/18   | 0       | 0        | 0        | 6        | 28       | 23       | 5        | 0        | 1        | 0        | 0        | 0        | 0        | 0         | 63    |
| 01:00      | 0       | 0        | 0        | 4        | 22       | 18       | 8        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 52    |
| 02:00      | 0       | 0        | 0        | 2        | 25       | 10       | 11       | 2        | 0        | 0        | 0        | 0        | 0        | 0         | 50    |
| 03:00      | 0       | 0        | 0        | 1        | 11       | 24       | 15       | 4        | 2        | 1        | 0        | 0        | 0        | 0         | 58    |
| 04:00      | 0       | 0        | 0        | 4        | 30       | 55       | 34       | 5        | 0        | 0        | 0        | 0        | 0        | 0         | 128   |
| 05:00      | 0       | 0        | 3        | 17       | 79       | 174      | 67       | 13       | 4        | 1        | 0        | 0        | 0        | 0         | 358   |
| 06:00      | 0       | 0        | 1        | 25       | 219      | 284      | 98       | 26       | 3        | 0        | 0        | 0        | 0        | 0         | 656   |
| 07:00      | 0       | 0        | 5        | 44       | 291      | 361      | 85       | 14       | 2        | 0        | 0        | 0        | 0        | 0         | 802   |
| 08:00      | 0       | 0        | 8        | 80       | 325      | 316      | 72       | 7        | 0        | 0        | 0        | 0        | 0        | 0         | 808   |
| 09:00      | 0       | 0        | 5        | 90       | 334      | 253      | 55       | 3        | 1        | 1        | 0        | 0        | 0        | 0         | 742   |
| 10:00      | 0       | 3        | 7        | 92       | 325      | 215      | 57       | 3        | 0        | 0        | 0        | 0        | 0        | 0         | 702   |
| 11:00      | 0       | 0        | 0        | 68       | 355      | 262      | 57       | 11       | 1        | 2        | 0        | 0        | 0        | 0         | 756   |
| 12 PM      | 0       | 0        | 1        | 69       | 327      | 275      | 68       | 7        | 1        | 0        | 0        | 0        | 0        | 0         | 748   |
| 13:00      | 0       | 0        | 14       | 113      | 352      | 225      | 57       | 5        | 0        | 0        | 0        | 0        | 0        | 0         | 766   |
| 14:00      | 0       | 1        | 8        | 103      | 415      | 319      | 70       | 9        | 0        | 1        | 0        | 0        | 0        | 0         | 926   |
| 15:00      | 1       | 2        | 31       | 207      | 467      | 262      | 53       | 3        | 0        | 0        | 0        | 0        | 0        | 0         | 1026  |
| 16:00      | 126     | 183      | 218      | 135      | 74       | 9        | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 747   |
| 17:00      | 199     | 225      | 99       | 35       | 6        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 564   |
| 18:00      | 79      | 95       | 41       | 67       | 229      | 170      | 43       | 1        | 1        | 0        | 0        | 0        | 0        | 0         | 726   |
| 19:00      | 0       | 0        | 2        | 47       | 318      | 270      | 54       | 6        | 2        | 0        | 0        | 0        | 0        | 0         | 699   |
| 20:00      | 8       | 5        | 3        | 64       | 246      | 224      | 39       | 10       | 1        | 0        | 0        | 0        | 0        | 0         | 600   |
| 21:00      | 0       | 0        | 2        | 37       | 173      | 156      | 37       | 8        | 1        | 0        | 0        | 0        | 0        | 0         | 414   |
| 22:00      | 0       | 0        | 1        | 25       | 109      | 105      | 29       | 7        | 0        | 0        | 0        | 0        | 0        | 0         | 276   |
| 23:00      | 0       | 0        | 0        | 7        | 85       | 66       | 20       | 3        | 0        | 0        | 0        | 0        | 0        | 0         | 181   |
| Total      | 413     | 514      | 449      | 1342     | 4845     | 4076     | 1036     | 147      | 20       | 6        | 0        | 0        | 0        | 0         | 12848 |

Daily

15th Percentile : 27 MPH  
 50th Percentile : 33 MPH  
 85th Percentile : 39 MPH  
 95th Percentile : 42 MPH

Mean Speed(Average) : 33 MPH

10 MPH Pace Speed : 31-40 MPH

Number in Pace : 8921

Percent in Pace : 69.4%

Number of Vehicles > 35 MPH : 5285

Percent of Vehicles > 35 MPH : 41.1%

# Accurate Counts

Location : Taylor Falls Bridge EB

978-664-2565

Location :

City/State: Nashua, NH

18315SPEB1

EB

| Start Time | 1<br>15 | 16<br>20 | 21<br>25 | 26<br>30 | 31<br>35 | 36<br>40 | 41<br>45 | 46<br>50 | 51<br>55 | 56<br>60 | 61<br>65 | 66<br>70 | 71<br>75 | 76<br>999 | Total |
|------------|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|-------|
| 04/11/18   | 0       | 0        | 0        | 5        | 36       | 28       | 4        | 2        | 0        | 1        | 0        | 0        | 0        | 0         | 76    |
| 01:00      | 0       | 0        | 0        | 2        | 20       | 14       | 6        | 1        | 0        | 0        | 0        | 0        | 0        | 0         | 43    |
| 02:00      | 0       | 0        | 1        | 1        | 16       | 21       | 3        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 42    |
| 03:00      | 0       | 0        | 0        | 2        | 12       | 21       | 5        | 6        | 0        | 0        | 0        | 0        | 0        | 0         | 46    |
| 04:00      | 0       | 0        | 0        | 2        | 37       | 61       | 26       | 5        | 4        | 0        | 0        | 0        | 0        | 0         | 135   |
| 05:00      | 0       | 0        | 1        | 16       | 107      | 147      | 58       | 16       | 4        | 0        | 0        | 0        | 0        | 0         | 349   |
| 06:00      | 0       | 0        | 3        | 34       | 212      | 299      | 90       | 14       | 5        | 0        | 1        | 0        | 0        | 0         | 658   |
| 07:00      | 0       | 0        | 3        | 69       | 307      | 347      | 72       | 6        | 0        | 0        | 0        | 0        | 0        | 0         | 804   |
| 08:00      | 0       | 0        | 13       | 71       | 316      | 287      | 69       | 11       | 0        | 0        | 0        | 0        | 0        | 0         | 767   |
| 09:00      | 0       | 1        | 5        | 74       | 306      | 285      | 55       | 7        | 1        | 1        | 0        | 0        | 0        | 0         | 735   |
| 10:00      | 0       | 0        | 6        | 63       | 287      | 290      | 63       | 10       | 2        | 0        | 1        | 0        | 0        | 0         | 722   |
| 11:00      | 0       | 0        | 4        | 72       | 320      | 301      | 61       | 13       | 1        | 1        | 0        | 0        | 0        | 0         | 773   |
| 12 PM      | 0       | 0        | 1        | 58       | 317      | 316      | 80       | 7        | 4        | 0        | 0        | 0        | 0        | 0         | 783   |
| 13:00      | 0       | 0        | 2        | 76       | 343      | 300      | 70       | 11       | 0        | 1        | 0        | 0        | 0        | 0         | 803   |
| 14:00      | 0       | 0        | 9        | 86       | 397      | 338      | 81       | 8        | 1        | 1        | 0        | 0        | 0        | 0         | 921   |
| 15:00      | 12      | 13       | 57       | 186      | 433      | 252      | 51       | 7        | 1        | 0        | 0        | 0        | 0        | 0         | 1012  |
| 16:00      | 61      | 113      | 151      | 239      | 261      | 115      | 26       | 2        | 0        | 0        | 0        | 0        | 0        | 0         | 968   |
| 17:00      | 73      | 123      | 142      | 143      | 197      | 86       | 14       | 2        | 0        | 0        | 0        | 0        | 0        | 0         | 780   |
| 18:00      | 0       | 1        | 11       | 81       | 366      | 399      | 86       | 11       | 3        | 1        | 0        | 0        | 0        | 0         | 959   |
| 19:00      | 0       | 0        | 2        | 40       | 314      | 305      | 70       | 12       | 0        | 0        | 0        | 0        | 0        | 0         | 743   |
| 20:00      | 0       | 0        | 8        | 54       | 282      | 221      | 52       | 10       | 1        | 0        | 0        | 0        | 0        | 0         | 628   |
| 21:00      | 0       | 0        | 3        | 36       | 198      | 187      | 51       | 8        | 4        | 0        | 0        | 0        | 0        | 0         | 487   |
| 22:00      | 0       | 0        | 1        | 22       | 124      | 122      | 39       | 12       | 2        | 0        | 0        | 0        | 0        | 0         | 322   |
| 23:00      | 0       | 0        | 2        | 15       | 57       | 69       | 28       | 5        | 3        | 0        | 0        | 0        | 0        | 0         | 179   |
| Total      | 146     | 251      | 425      | 1447     | 5265     | 4811     | 1160     | 186      | 36       | 6        | 2        | 0        | 0        | 0         | 13735 |

Daily

15th Percentile : 29 MPH  
 50th Percentile : 34 MPH  
 85th Percentile : 39 MPH  
 95th Percentile : 43 MPH

Mean Speed(Average) : 34 MPH

10 MPH Pace Speed : 31-40 MPH

Number in Pace : 10076

Percent in Pace : 73.4%

Number of Vehicles > 35 MPH : 6201

Percent of Vehicles > 35 MPH : 45.1%

# Accurate Counts

Location : Taylor Falls Bridge EB

978-664-2565

Location :

City/State: Nashua, NH

18315SPEB1

EB

| Start Time | 1<br>15 | 16<br>20 | 21<br>25 | 26<br>30 | 31<br>35 | 36<br>40 | 41<br>45 | 46<br>50 | 51<br>55 | 56<br>60 | 61<br>65 | 66<br>70 | 71<br>75 | 76<br>999 | Total |
|------------|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|-------|
| 04/12/18   | 0       | 0        | 0        | 7        | 30       | 26       | 7        | 1        | 0        | 0        | 0        | 0        | 0        | 0         | 71    |
| 01:00      | 0       | 0        | 0        | 1        | 17       | 24       | 2        | 1        | 0        | 0        | 0        | 0        | 0        | 0         | 45    |
| 02:00      | 0       | 0        | 0        | 6        | 13       | 19       | 9        | 1        | 0        | 0        | 0        | 0        | 0        | 0         | 48    |
| 03:00      | 0       | 0        | 0        | 2        | 11       | 21       | 12       | 1        | 2        | 0        | 0        | 0        | 0        | 0         | 49    |
| 04:00      | 0       | 0        | 0        | 4        | 41       | 65       | 21       | 3        | 1        | 0        | 0        | 0        | 0        | 0         | 135   |
| 05:00      | 0       | 1        | 1        | 19       | 98       | 176      | 64       | 12       | 1        | 1        | 0        | 0        | 0        | 0         | 373   |
| 06:00      | 0       | 0        | 0        | 28       | 209      | 269      | 96       | 14       | 6        | 1        | 0        | 0        | 0        | 0         | 623   |
| 07:00      | 0       | 0        | 0        | 61       | 258      | 345      | 128      | 11       | 3        | 1        | 0        | 0        | 0        | 0         | 807   |
| 08:00      | 0       | 0        | 0        | 50       | 352      | 335      | 68       | 19       | 1        | 1        | 0        | 0        | 0        | 0         | 826   |
| 09:00      | 0       | 0        | 3        | 62       | 306      | 273      | 58       | 17       | 1        | 0        | 0        | 0        | 0        | 0         | 720   |
| 10:00      | 0       | 0        | 3        | 61       | 337      | 258      | 64       | 5        | 0        | 1        | 0        | 0        | 0        | 0         | 729   |
| 11:00      | 0       | 0        | 5        | 85       | 332      | 281      | 55       | 13       | 4        | 0        | 0        | 0        | 0        | 0         | 775   |
| 12 PM      | 0       | 0        | 3        | 76       | 350      | 291      | 62       | 6        | 1        | 0        | 0        | 0        | 0        | 0         | 789   |
| 13:00      | 0       | 0        | 5        | 88       | 373      | 319      | 60       | 11       | 2        | 0        | 0        | 0        | 0        | 0         | 858   |
| 14:00      | 0       | 0        | 11       | 120      | 439      | 287      | 68       | 8        | 3        | 0        | 0        | 0        | 0        | 0         | 936   |
| 15:00      | 0       | 13       | 52       | 268      | 446      | 246      | 46       | 7        | 3        | 1        | 0        | 0        | 0        | 0         | 1082  |
| 16:00      | 94      | 106      | 138      | 157      | 215      | 122      | 11       | 2        | 0        | 0        | 0        | 0        | 0        | 0         | 845   |
| 17:00      | 186     | 215      | 132      | 62       | 11       | 6        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 612   |
| 18:00      | 2       | 2        | 17       | 147      | 418      | 281      | 38       | 5        | 0        | 0        | 0        | 0        | 0        | 0         | 910   |
| 19:00      | 0       | 0        | 0        | 74       | 308      | 240      | 53       | 7        | 1        | 1        | 0        | 0        | 0        | 0         | 684   |
| 20:00      | 0       | 0        | 6        | 65       | 304      | 191      | 42       | 4        | 1        | 0        | 0        | 0        | 0        | 0         | 613   |
| 21:00      | 0       | 0        | 1        | 39       | 188      | 187      | 40       | 8        | 0        | 0        | 0        | 0        | 0        | 0         | 463   |
| 22:00      | 0       | 0        | 3        | 24       | 137      | 106      | 24       | 5        | 2        | 0        | 0        | 0        | 0        | 0         | 301   |
| 23:00      | 0       | 0        | 1        | 7        | 61       | 96       | 29       | 4        | 2        | 0        | 0        | 0        | 0        | 0         | 200   |
| Total      | 282     | 337      | 381      | 1513     | 5254     | 4464     | 1057     | 165      | 34       | 7        | 0        | 0        | 0        | 0         | 13494 |

Daily

15th Percentile : 28 MPH  
 50th Percentile : 34 MPH  
 85th Percentile : 39 MPH  
 95th Percentile : 42 MPH

Mean Speed(Average) : 34 MPH

10 MPH Pace Speed : 31-40 MPH

Number in Pace : 9718

Percent in Pace : 72.0%

Number of Vehicles > 35 MPH : 5727

Percent of Vehicles > 35 MPH : 42.4%

# Accurate Counts

Location : Taylor Falls Bridge EB

978-664-2565

Location :

City/State: Nashua, NH

18315SPEB1

EB

| Start Time | 1<br>15 | 16<br>20 | 21<br>25 | 26<br>30 | 31<br>35 | 36<br>40 | 41<br>45 | 46<br>50 | 51<br>55 | 56<br>60 | 61<br>65 | 66<br>70 | 71<br>75 | 76<br>999 | Total |
|------------|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|-------|
| 04/13/18   | 0       | 0        | 0        | 6        | 44       | 31       | 5        | 1        | 0        | 0        | 0        | 0        | 0        | 0         | 87    |
| 01:00      | 0       | 0        | 0        | 3        | 25       | 26       | 6        | 0        | 1        | 0        | 0        | 0        | 0        | 0         | 61    |
| 02:00      | 0       | 0        | 1        | 3        | 19       | 18       | 6        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 47    |
| 03:00      | 0       | 0        | 0        | 2        | 21       | 19       | 10       | 1        | 1        | 0        | 0        | 0        | 0        | 0         | 54    |
| 04:00      | 0       | 0        | 0        | 3        | 45       | 55       | 26       | 6        | 1        | 0        | 0        | 0        | 0        | 0         | 136   |
| 05:00      | 0       | 0        | 0        | 19       | 94       | 147      | 54       | 14       | 1        | 0        | 1        | 0        | 0        | 0         | 330   |
| 06:00      | 0       | 0        | 0        | 33       | 225      | 270      | 82       | 14       | 3        | 0        | 0        | 0        | 0        | 0         | 627   |
| 07:00      | 0       | 0        | 4        | 61       | 289      | 346      | 106      | 12       | 2        | 0        | 0        | 0        | 0        | 0         | 820   |
| 08:00      | 0       | 3        | 1        | 72       | 377      | 327      | 84       | 12       | 3        | 0        | 0        | 0        | 0        | 0         | 879   |
| 09:00      | 0       | 0        | 3        | 70       | 313      | 308      | 63       | 12       | 2        | 0        | 0        | 0        | 0        | 0         | 771   |
| 10:00      | 3       | 6        | 10       | 65       | 309      | 280      | 73       | 7        | 1        | 0        | 0        | 0        | 0        | 0         | 754   |
| 11:00      | 0       | 0        | 15       | 78       | 357      | 294      | 65       | 5        | 1        | 1        | 0        | 0        | 0        | 0         | 816   |
| 12 PM      | 0       | 0        | 11       | 96       | 370      | 303      | 73       | 14       | 0        | 0        | 0        | 0        | 0        | 0         | 867   |
| 13:00      | 0       | 1        | 9        | 77       | 370      | 300      | 67       | 8        | 4        | 1        | 0        | 0        | 0        | 0         | 837   |
| 14:00      | 40      | 29       | 67       | 109      | 301      | 261      | 57       | 8        | 2        | 1        | 0        | 0        | 0        | 0         | 875   |
| 15:00      | 29      | 73       | 129      | 254      | 337      | 143      | 29       | 2        | 1        | 0        | 0        | 0        | 0        | 0         | 997   |
| 16:00      | 70      | 108      | 154      | 228      | 235      | 106      | 21       | 3        | 1        | 0        | 0        | 0        | 0        | 0         | 926   |
| 17:00      | 117     | 124      | 116      | 134      | 188      | 108      | 35       | 3        | 0        | 0        | 0        | 0        | 0        | 0         | 825   |
| 18:00      | 0       | 1        | 10       | 75       | 377      | 335      | 61       | 8        | 0        | 0        | 0        | 0        | 0        | 0         | 867   |
| 19:00      | 1       | 11       | 19       | 80       | 316      | 212      | 46       | 4        | 1        | 0        | 0        | 0        | 0        | 0         | 690   |
| 20:00      | 0       | 0        | 2        | 48       | 268      | 230      | 55       | 4        | 2        | 0        | 0        | 0        | 0        | 0         | 609   |
| 21:00      | 0       | 0        | 1        | 30       | 209      | 238      | 48       | 7        | 4        | 0        | 0        | 0        | 0        | 0         | 537   |
| 22:00      | 0       | 0        | 1        | 35       | 198      | 187      | 46       | 6        | 1        | 1        | 0        | 0        | 0        | 0         | 475   |
| 23:00      | 0       | 0        | 0        | 13       | 103      | 128      | 35       | 11       | 3        | 1        | 0        | 2        | 0        | 0         | 296   |
| Total      | 260     | 356      | 553      | 1594     | 5390     | 4672     | 1153     | 162      | 35       | 5        | 1        | 2        | 0        | 0         | 14183 |

Daily

15th Percentile : 28 MPH  
 50th Percentile : 34 MPH  
 85th Percentile : 39 MPH  
 95th Percentile : 42 MPH

Mean Speed(Average) : 34 MPH

10 MPH Pace Speed : 31-40 MPH

Number in Pace : 10062

Percent in Pace : 70.9%

Number of Vehicles > 35 MPH : 6030

Percent of Vehicles > 35 MPH : 42.5%

# Accurate Counts

978-664-2565

Location : Taylor Falls Bridge EB

Location :

City/State: Nashua, NH

18315SPEB1

EB

| Start Time | 1<br>15 | 16<br>20 | 21<br>25 | 26<br>30 | 31<br>35 | 36<br>40 | 41<br>45 | 46<br>50 | 51<br>55 | 56<br>60 | 61<br>65 | 66<br>70 | 71<br>75 | 76<br>999 | Total |
|------------|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|-------|
| 04/14/18   | 0       | 0        | 2        | 7        | 70       | 83       | 18       | 6        | 0        | 0        | 0        | 0        | 0        | 0         | 186   |
| 01:00      | 0       | 0        | 0        | 5        | 42       | 45       | 21       | 8        | 0        | 2        | 0        | 0        | 0        | 0         | 123   |
| 02:00      | 0       | 0        | 0        | 2        | 29       | 23       | 11       | 1        | 0        | 1        | 0        | 0        | 0        | 0         | 67    |
| 03:00      | 0       | 0        | 0        | 4        | 11       | 18       | 12       | 3        | 2        | 0        | 0        | 0        | 0        | 0         | 50    |
| 04:00      | 0       | 0        | 0        | 1        | 15       | 33       | 12       | 2        | 2        | 0        | 0        | 0        | 0        | 0         | 65    |
| 05:00      | 0       | 0        | 3        | 10       | 53       | 64       | 13       | 9        | 4        | 0        | 0        | 0        | 0        | 0         | 156   |
| 06:00      | 0       | 0        | 2        | 22       | 71       | 120      | 50       | 12       | 0        | 1        | 0        | 0        | 0        | 0         | 278   |
| 07:00      | 0       | 0        | 0        | 8        | 156      | 186      | 72       | 22       | 5        | 1        | 0        | 0        | 0        | 0         | 450   |
| 08:00      | 0       | 0        | 0        | 35       | 199      | 285      | 96       | 13       | 2        | 0        | 0        | 0        | 0        | 0         | 630   |
| 09:00      | 0       | 0        | 0        | 34       | 311      | 363      | 78       | 10       | 3        | 0        | 0        | 0        | 0        | 0         | 799   |
| 10:00      | 0       | 2        | 1        | 78       | 344      | 366      | 87       | 5        | 1        | 0        | 0        | 0        | 0        | 0         | 884   |
| 11:00      | 0       | 0        | 2        | 73       | 427      | 316      | 74       | 8        | 1        | 1        | 0        | 0        | 0        | 0         | 902   |
| 12 PM      | 0       | 0        | 10       | 74       | 377      | 383      | 64       | 12       | 4        | 1        | 0        | 0        | 0        | 0         | 925   |
| 13:00      | 0       | 0        | 15       | 103      | 405      | 317      | 64       | 4        | 3        | 0        | 0        | 0        | 0        | 0         | 911   |
| 14:00      | 0       | 0        | 10       | 80       | 360      | 303      | 74       | 10       | 0        | 0        | 0        | 0        | 0        | 0         | 837   |
| 15:00      | 0       | 0        | 2        | 70       | 367      | 326      | 72       | 13       | 3        | 0        | 0        | 0        | 0        | 0         | 853   |
| 16:00      | 0       | 0        | 1        | 74       | 353      | 274      | 74       | 18       | 2        | 0        | 0        | 0        | 0        | 0         | 796   |
| 17:00      | 0       | 0        | 8        | 71       | 320      | 262      | 58       | 8        | 0        | 0        | 0        | 0        | 0        | 0         | 727   |
| 18:00      | 0       | 0        | 7        | 49       | 259      | 240      | 75       | 8        | 0        | 0        | 0        | 0        | 0        | 0         | 638   |
| 19:00      | 0       | 0        | 0        | 32       | 218      | 215      | 64       | 9        | 3        | 0        | 0        | 0        | 0        | 0         | 541   |
| 20:00      | 0       | 0        | 0        | 27       | 208      | 201      | 39       | 8        | 0        | 0        | 0        | 0        | 0        | 0         | 483   |
| 21:00      | 0       | 0        | 4        | 25       | 173      | 190      | 52       | 4        | 1        | 0        | 0        | 0        | 0        | 0         | 449   |
| 22:00      | 0       | 0        | 0        | 15       | 129      | 142      | 49       | 2        | 3        | 0        | 0        | 0        | 0        | 0         | 340   |
| 23:00      | 0       | 0        | 0        | 7        | 101      | 111      | 22       | 3        | 1        | 1        | 0        | 0        | 0        | 0         | 246   |
| Total      | 0       | 2        | 67       | 906      | 4998     | 4866     | 1251     | 198      | 40       | 8        | 0        | 0        | 0        | 0         | 12336 |

Daily

15th Percentile : 30 MPH  
 50th Percentile : 35 MPH  
 85th Percentile : 39 MPH  
 95th Percentile : 43 MPH

Mean Speed(Average) : 36 MPH

10 MPH Pace Speed : 31-40 MPH

Number in Pace : 9864

Percent in Pace : 80.0%

Number of Vehicles > 35 MPH : 6363

Percent of Vehicles > 35 MPH : 51.6%

# Accurate Counts

Location : Taylor Falls Bridge EB

978-664-2565

Location :

City/State: Nashua, NH

18315SPEB1

EB

| Start Time | 1<br>15 | 16<br>20 | 21<br>25 | 26<br>30 | 31<br>35 | 36<br>40 | 41<br>45 | 46<br>50 | 51<br>55 | 56<br>60 | 61<br>65 | 66<br>70 | 71<br>75 | 76<br>999 | Total |
|------------|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|-------|
| 04/15/18   | 0       | 0        | 1        | 13       | 67       | 59       | 15       | 0        | 0        | 0        | 1        | 0        | 0        | 0         | 156   |
| 01:00      | 0       | 0        | 0        | 6        | 42       | 47       | 15       | 8        | 0        | 0        | 1        | 0        | 0        | 0         | 119   |
| 02:00      | 0       | 0        | 0        | 4        | 20       | 30       | 7        | 2        | 0        | 0        | 0        | 0        | 0        | 0         | 63    |
| 03:00      | 0       | 0        | 1        | 1        | 13       | 17       | 7        | 3        | 0        | 0        | 0        | 0        | 0        | 0         | 42    |
| 04:00      | 0       | 0        | 0        | 5        | 14       | 18       | 12       | 4        | 0        | 0        | 0        | 0        | 0        | 0         | 53    |
| 05:00      | 0       | 0        | 0        | 6        | 27       | 30       | 14       | 3        | 0        | 0        | 0        | 0        | 0        | 0         | 80    |
| 06:00      | 0       | 0        | 0        | 6        | 37       | 67       | 18       | 4        | 1        | 0        | 0        | 0        | 0        | 0         | 133   |
| 07:00      | 0       | 0        | 0        | 14       | 67       | 94       | 47       | 11       | 2        | 0        | 0        | 0        | 0        | 0         | 235   |
| 08:00      | 0       | 0        | 1        | 27       | 125      | 134      | 38       | 10       | 0        | 1        | 0        | 0        | 0        | 0         | 336   |
| 09:00      | 0       | 0        | 4        | 37       | 237      | 214      | 54       | 8        | 0        | 0        | 0        | 0        | 0        | 0         | 554   |
| 10:00      | 0       | 0        | 4        | 52       | 241      | 261      | 59       | 10       | 2        | 0        | 0        | 0        | 0        | 0         | 629   |
| 11:00      | 0       | 0        | 2        | 55       | 311      | 254      | 73       | 7        | 4        | 1        | 0        | 0        | 0        | 0         | 707   |
| 12 PM      | 0       | 0        | 6        | 75       | 402      | 279      | 52       | 4        | 0        | 0        | 0        | 0        | 0        | 0         | 818   |
| 13:00      | 0       | 0        | 0        | 67       | 359      | 279      | 57       | 4        | 2        | 1        | 0        | 0        | 0        | 0         | 769   |
| 14:00      | 0       | 0        | 0        | 58       | 316      | 270      | 69       | 9        | 1        | 0        | 0        | 0        | 0        | 0         | 723   |
| 15:00      | 0       | 0        | 0        | 39       | 288      | 295      | 55       | 12       | 0        | 0        | 0        | 0        | 0        | 0         | 689   |
| 16:00      | 0       | 0        | 0        | 41       | 258      | 272      | 77       | 11       | 1        | 1        | 0        | 0        | 0        | 0         | 661   |
| 17:00      | 0       | 0        | 0        | 30       | 236      | 252      | 56       | 13       | 2        | 1        | 1        | 0        | 0        | 0         | 591   |
| 18:00      | 0       | 0        | 2        | 23       | 193      | 219      | 65       | 13       | 2        | 0        | 0        | 0        | 0        | 0         | 517   |
| 19:00      | 0       | 0        | 2        | 28       | 198      | 191      | 43       | 13       | 1        | 0        | 0        | 0        | 0        | 0         | 476   |
| 20:00      | 0       | 0        | 1        | 28       | 157      | 145      | 44       | 6        | 0        | 0        | 0        | 0        | 0        | 0         | 381   |
| 21:00      | 0       | 0        | 4        | 53       | 101      | 67       | 12       | 3        | 0        | 0        | 0        | 0        | 0        | 0         | 240   |
| 22:00      | 0       | 2        | 14       | 62       | 81       | 21       | 3        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 183   |
| 23:00      | 0       | 2        | 14       | 40       | 57       | 11       | 3        | 1        | 0        | 0        | 0        | 0        | 0        | 0         | 128   |
| Total      | 0       | 4        | 56       | 770      | 3847     | 3526     | 895      | 159      | 18       | 5        | 3        | 0        | 0        | 0         | 9283  |

Daily

15th Percentile : 30 MPH  
 50th Percentile : 34 MPH  
 85th Percentile : 39 MPH  
 95th Percentile : 43 MPH

Mean Speed(Average) : 36 MPH

10 MPH Pace Speed : 31-40 MPH

Number in Pace : 7373

Percent in Pace : 79.4%

Number of Vehicles > 35 MPH : 4606

Percent of Vehicles > 35 MPH : 49.6%

# Accurate Counts

Location : Taylor Falls Bridge EB

978-664-2565

Location :

City/State: Nashua, NH

18315SPEB1

EB

| Start Time | 1<br>15 | 16<br>20 | 21<br>25 | 26<br>30 | 31<br>35 | 36<br>40 | 41<br>45 | 46<br>50 | 51<br>55 | 56<br>60 | 61<br>65 | 66<br>70 | 71<br>75 | 76<br>999 | Total |
|------------|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|-------|
| 04/16/18   | 0       | 1        | 7        | 22       | 20       | 3        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 53    |
| 01:00      | 0       | 3        | 3        | 19       | 13       | 3        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 41    |
| 02:00      | 0       | 2        | 9        | 17       | 9        | 1        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 39    |
| 03:00      | 0       | 1        | 8        | 17       | 14       | 6        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 47    |
| 04:00      | 0       | 2        | 7        | 30       | 53       | 10       | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 103   |
| 05:00      | 0       | 0        | 9        | 60       | 142      | 66       | 12       | 1        | 0        | 0        | 0        | 0        | 0        | 0         | 290   |
| 06:00      | 0       | 1        | 7        | 111      | 281      | 131      | 21       | 2        | 0        | 0        | 0        | 0        | 0        | 0         | 554   |
| 07:00      | 0       | 0        | 23       | 146      | 342      | 196      | 24       | 4        | 0        | 0        | 0        | 0        | 0        | 0         | 735   |
| 08:00      | 0       | 1        | 14       | 127      | 367      | 206      | 28       | 4        | 0        | 0        | 0        | 0        | 0        | 0         | 747   |
| 09:00      | 0       | 0        | 4        | 78       | 362      | 217      | 40       | 7        | 0        | 0        | 0        | 0        | 0        | 0         | 708   |
| 10:00      | 1       | 1        | 7        | 76       | 326      | 208      | 49       | 4        | 2        | 0        | 0        | 0        | 0        | 0         | 674   |
| 11:00      | 2       | 1        | 4        | 110      | 315      | 214      | 38       | 5        | 1        | 0        | 0        | 0        | 0        | 0         | 690   |
| 12 PM      | 0       | 1        | 4        | 99       | 341      | 238      | 49       | 2        | 0        | 0        | 0        | 0        | 0        | 0         | 734   |
| 13:00      | 0       | 0        | 4        | 66       | 336      | 257      | 39       | 5        | 1        | 0        | 0        | 0        | 0        | 0         | 708   |
| 14:00      | 0       | 3        | 12       | 123      | 425      | 279      | 44       | 2        | 1        | 0        | 0        | 0        | 0        | 0         | 889   |
| 15:00      | 4       | 3        | 57       | 245      | 530      | 211      | 37       | 4        | 0        | 0        | 0        | 0        | 0        | 0         | 1091  |
| 16:00      | 13      | 28       | 107      | 324      | 440      | 174      | 26       | 2        | 0        | 0        | 0        | 0        | 0        | 0         | 1114  |
| 17:00      | 86      | 129      | 145      | 179      | 267      | 122      | 16       | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 944   |
| 18:00      | 0       | 0        | 6        | 84       | 370      | 302      | 59       | 7        | 0        | 0        | 0        | 0        | 0        | 0         | 828   |
| 19:00      | 0       | 0        | 1        | 63       | 249      | 192      | 38       | 5        | 2        | 1        | 0        | 0        | 0        | 0         | 551   |
| 20:00      | 0       | 0        | 4        | 54       | 219      | 176      | 37       | 3        | 1        | 0        | 0        | 0        | 0        | 0         | 494   |
| 21:00      | 0       | 0        | 0        | 22       | 157      | 142      | 28       | 3        | 3        | 0        | 0        | 0        | 0        | 0         | 355   |
| 22:00      | 0       | 0        | 0        | 21       | 78       | 111      | 27       | 2        | 1        | 0        | 0        | 0        | 0        | 0         | 240   |
| 23:00      | 0       | 0        | 2        | 14       | 45       | 63       | 22       | 3        | 0        | 0        | 0        | 0        | 0        | 0         | 149   |
| Total      | 106     | 177      | 444      | 2107     | 5701     | 3528     | 637      | 65       | 12       | 1        | 0        | 0        | 0        | 0         | 12778 |

Daily

15th Percentile : 27 MPH  
50th Percentile : 33 MPH  
85th Percentile : 38 MPH  
95th Percentile : 40 MPH

Mean Speed(Average) : 33 MPH

10 MPH Pace Speed : 31-40 MPH

Number in Pace : 9229

Percent in Pace : 72.2%

Number of Vehicles > 35 MPH : 4243

Percent of Vehicles > 35 MPH : 33.2%

Grand Total

1207 1641 2375 9679 35300 29943 7189 1082 195 38 6 2 0 0 88657

Overall

15th Percentile : 29 MPH  
50th Percentile : 34 MPH  
85th Percentile : 39 MPH  
95th Percentile : 42 MPH

Mean Speed(Average) : 34 MPH

10 MPH Pace Speed : 31-40 MPH

Number in Pace : 65243

Percent in Pace : 73.6%

Number of Vehicles > 35 MPH : 38455

Percent of Vehicles > 35 MPH : 43.4%

# Accurate Counts

Location : Taylor Falls Bridge WB

978-664-2565

Location :

City/State: Nashua, NH

18315VLWB1

| Start Time     | Tue A.M. | 4/10/2018 P.M. |   | Wed A.M. | 4/11/2018 P.M. |   | Thu A.M. | 4/12/2018 P.M. |   | Daily Average A.M. | P.M.  |
|----------------|----------|----------------|---|----------|----------------|---|----------|----------------|---|--------------------|-------|
| 12:00          | 16       | 183            |   | 19       | 199            |   | 20       | 187            |   | 18                 | 190   |
| 12:15          | 17       | 202            |   | 10       | 171            |   | 28       | 183            |   | 18                 | 185   |
| 12:30          | 18       | 195            |   | 15       | 206            |   | 16       | 210            |   | 16                 | 204   |
| 12:45          | 14       | 198            |   | 11       | 190            |   | 16       | 185            |   | 14                 | 191   |
| 01:00          | 13       | 192            |   | 8        | 203            |   | 15       | 215            |   | 12                 | 203   |
| 01:15          | 9        | 195            |   | 7        | 187            |   | 10       | 199            |   | 9                  | 194   |
| 01:30          | 9        | 178            |   | 6        | 204            |   | 9        | 207            |   | 8                  | 196   |
| 01:45          | 9        | 186            |   | 9        | 175            |   | 12       | 195            |   | 10                 | 185   |
| 02:00          | 9        | 180            |   | 7        | 186            |   | 9        | 230            |   | 8                  | 199   |
| 02:15          | 14       | 209            |   | 12       | 201            |   | 9        | 228            |   | 12                 | 213   |
| 02:30          | 10       | 221            |   | 10       | 234            |   | 9        | 218            |   | 10                 | 224   |
| 02:45          | 4        | 229            |   | 7        | 207            |   | 14       | 217            |   | 8                  | 218   |
| 03:00          | 9        | 243            |   | 10       | 222            |   | 10       | 227            |   | 10                 | 231   |
| 03:15          | 12       | 221            |   | 10       | 226            |   | 10       | 227            |   | 11                 | 225   |
| 03:30          | 11       | 227            |   | 14       | 255            |   | 11       | 242            |   | 12                 | 241   |
| 03:45          | 23       | 255            |   | 16       | 228            |   | 17       | 210            |   | 19                 | 231   |
| 04:00          | 15       | 224            |   | 13       | 210            |   | 23       | 227            |   | 17                 | 220   |
| 04:15          | 34       | 208            |   | 27       | 243            |   | 32       | 241            |   | 31                 | 231   |
| 04:30          | 43       | 237            |   | 51       | 250            |   | 49       | 270            |   | 48                 | 252   |
| 04:45          | 51       | 246            |   | 64       | 204            |   | 51       | 207            |   | 55                 | 219   |
| 05:00          | 53       | 224            |   | 49       | 225            |   | 51       | 258            |   | 51                 | 236   |
| 05:15          | 76       | 231            |   | 77       | 249            |   | 86       | 247            |   | 80                 | 242   |
| 05:30          | 133      | 254            |   | 124      | 240            |   | 135      | 226            |   | 131                | 240   |
| 05:45          | 164      | 220            |   | 139      | 228            |   | 157      | 255            |   | 153                | 234   |
| 06:00          | 150      | 195            |   | 167      | 211            |   | 146      | 202            |   | 154                | 203   |
| 06:15          | 178      | 190            |   | 178      | 204            |   | 202      | 232            |   | 186                | 209   |
| 06:30          | 262      | 184            |   | 241      | 187            |   | 232      | 192            |   | 245                | 188   |
| 06:45          | 290      | 172            |   | 256      | 182            |   | 263      | 169            |   | 270                | 174   |
| 07:00          | 276      | 160            |   | 272      | 167            |   | 256      | 158            |   | 268                | 162   |
| 07:15          | 283      | 142            |   | 286      | 173            |   | 317      | 154            |   | 295                | 156   |
| 07:30          | 284      | 126            |   | 309      | 129            |   | 273      | 147            |   | 289                | 134   |
| 07:45          | 286      | 132            |   | 112      | 130            |   | 172      | 131            |   | 190                | 131   |
| 08:00          | 304      | 119            |   | 265      | 128            |   | 287      | 117            |   | 285                | 121   |
| 08:15          | 265      | 99             |   | 260      | 110            |   | 270      | 130            |   | 265                | 113   |
| 08:30          | 276      | 83             |   | 256      | 130            |   | 252      | 122            |   | 261                | 112   |
| 08:45          | 268      | 98             |   | 234      | 106            |   | 259      | 106            |   | 254                | 103   |
| 09:00          | 210      | 90             |   | 213      | 118            |   | 207      | 87             |   | 210                | 98    |
| 09:15          | 199      | 88             |   | 189      | 97             |   | 228      | 99             |   | 205                | 95    |
| 09:30          | 188      | 77             |   | 198      | 93             |   | 192      | 66             |   | 193                | 79    |
| 09:45          | 223      | 86             |   | 184      | 94             |   | 206      | 100            |   | 204                | 93    |
| 10:00          | 192      | 78             |   | 211      | 86             |   | 195      | 62             |   | 199                | 75    |
| 10:15          | 199      | 45             |   | 192      | 43             |   | 209      | 59             |   | 200                | 49    |
| 10:30          | 219      | 63             |   | 186      | 74             |   | 218      | 60             |   | 208                | 66    |
| 10:45          | 150      | 46             |   | 200      | 48             |   | 183      | 54             |   | 178                | 49    |
| 11:00          | 183      | 34             |   | 184      | 30             |   | 183      | 37             |   | 183                | 34    |
| 11:15          | 195      | 45             |   | 194      | 52             |   | 227      | 29             |   | 205                | 42    |
| 11:30          | 168      | 28             |   | 169      | 30             |   | 176      | 41             |   | 171                | 33    |
| 11:45          | 184      | 32             |   | 187      | 26             |   | 182      | 23             |   | 184                | 27    |
| Total          | 6198     | 7570           |   | 5858     | 7791           |   | 6134     | 7888           |   | 6063               | 7750  |
| Combined Total | 13768    |                |   | 13649    |                |   | 14022    |                |   | 13813              |       |
| Peak           | 07:15    | 04:45          | - | 06:45    | 05:00          | - | 06:45    | 05:00          | - | 06:45              | 05:00 |
| Vol.           | 1157     | 955            | - | 1123     | 942            | - | 1109     | 986            | - | 1122               | 952   |
| P.H.F.         | 0.951    | 0.936          |   | 0.909    | 0.942          |   | 0.875    | 0.955          |   | 0.951              | 0.983 |



# Accurate Counts

Location : Taylor Falls Bridge WB

978-664-2565

Location :

City/State: Nashua, NH

18315VLWB1

| Start Time     | Fri A.M. | 4/13/2018 P.M. | Sat A.M. | 4/14/2018 P.M. | Sun A.M. | 4/15/2018 P.M. | Daily Average A.M. | P.M.  |   |       |       |
|----------------|----------|----------------|----------|----------------|----------|----------------|--------------------|-------|---|-------|-------|
| 12:00          | 21       | 185            | 38       | 233            | 47       | 181            | 35                 | 200   |   |       |       |
| 12:15          | 23       | 220            | 34       | 232            | 30       | 189            | 29                 | 214   |   |       |       |
| 12:30          | 16       | 195            | 38       | 243            | 36       | 169            | 30                 | 202   |   |       |       |
| 12:45          | 13       | 201            | 22       | 212            | 26       | 196            | 20                 | 203   |   |       |       |
| 01:00          | 9        | 204            | 19       | 208            | 22       | 181            | 17                 | 198   |   |       |       |
| 01:15          | 16       | 220            | 21       | 220            | 26       | 178            | 21                 | 206   |   |       |       |
| 01:30          | 9        | 193            | 24       | 229            | 27       | 197            | 20                 | 206   |   |       |       |
| 01:45          | 15       | 210            | 6        | 214            | 17       | 170            | 13                 | 198   |   |       |       |
| 02:00          | 9        | 237            | 19       | 215            | 11       | 176            | 13                 | 209   |   |       |       |
| 02:15          | 15       | 224            | 17       | 209            | 11       | 182            | 14                 | 205   |   |       |       |
| 02:30          | 8        | 236            | 7        | 194            | 8        | 152            | 8                  | 194   |   |       |       |
| 02:45          | 7        | 229            | 14       | 202            | 9        | 185            | 10                 | 205   |   |       |       |
| 03:00          | 11       | 229            | 8        | 213            | 11       | 146            | 10                 | 196   |   |       |       |
| 03:15          | 8        | 253            | 13       | 217            | 6        | 176            | 9                  | 215   |   |       |       |
| 03:30          | 12       | 242            | 12       | 216            | 9        | 163            | 11                 | 207   |   |       |       |
| 03:45          | 21       | 248            | 7        | 206            | 5        | 182            | 11                 | 212   |   |       |       |
| 04:00          | 23       | 225            | 10       | 198            | 5        | 166            | 13                 | 196   |   |       |       |
| 04:15          | 22       | 224            | 21       | 196            | 7        | 153            | 17                 | 191   |   |       |       |
| 04:30          | 47       | 241            | 19       | 160            | 6        | 142            | 24                 | 181   |   |       |       |
| 04:45          | 53       | 246            | 22       | 188            | 10       | 157            | 28                 | 197   |   |       |       |
| 05:00          | 53       | 259            | 26       | 211            | 9        | 150            | 29                 | 207   |   |       |       |
| 05:15          | 78       | 276            | 36       | 203            | 19       | 143            | 44                 | 207   |   |       |       |
| 05:30          | 131      | 269            | 60       | 186            | 28       | 154            | 73                 | 203   |   |       |       |
| 05:45          | 169      | 254            | 62       | 182            | 47       | 147            | 93                 | 194   |   |       |       |
| 06:00          | 146      | 227            | 62       | 162            | 29       | 135            | 79                 | 175   |   |       |       |
| 06:15          | 188      | 238            | 85       | 181            | 44       | 136            | 106                | 185   |   |       |       |
| 06:30          | 252      | 204            | 97       | 140            | 68       | 132            | 139                | 159   |   |       |       |
| 06:45          | 291      | 222            | 110      | 148            | 61       | 120            | 154                | 163   |   |       |       |
| 07:00          | 255      | 188            | 113      | 130            | 53       | 103            | 140                | 140   |   |       |       |
| 07:15          | 280      | 151            | 128      | 134            | 58       | 114            | 155                | 133   |   |       |       |
| 07:30          | 304      | 166            | 153      | 131            | 67       | 104            | 175                | 134   |   |       |       |
| 07:45          | 289      | 173            | 146      | 103            | 105      | 104            | 180                | 127   |   |       |       |
| 08:00          | 289      | 132            | 179      | 112            | 81       | 89             | 183                | 111   |   |       |       |
| 08:15          | 282      | 140            | 173      | 98             | 100      | 80             | 185                | 106   |   |       |       |
| 08:30          | 296      | 126            | 181      | 97             | 123      | 67             | 200                | 97    |   |       |       |
| 08:45          | 273      | 122            | 170      | 96             | 159      | 73             | 201                | 97    |   |       |       |
| 09:00          | 221      | 113            | 184      | 112            | 143      | 63             | 183                | 96    |   |       |       |
| 09:15          | 226      | 128            | 205      | 124            | 120      | 68             | 184                | 107   |   |       |       |
| 09:30          | 189      | 99             | 223      | 82             | 160      | 48             | 191                | 76    |   |       |       |
| 09:45          | 189      | 105            | 227      | 85             | 186      | 50             | 201                | 80    |   |       |       |
| 10:00          | 205      | 110            | 185      | 79             | 167      | 45             | 186                | 78    |   |       |       |
| 10:15          | 201      | 94             | 199      | 85             | 198      | 39             | 199                | 73    |   |       |       |
| 10:30          | 203      | 84             | 206      | 65             | 165      | 35             | 191                | 61    |   |       |       |
| 10:45          | 203      | 73             | 244      | 75             | 162      | 29             | 203                | 59    |   |       |       |
| 11:00          | 197      | 71             | 235      | 87             | 177      | 37             | 203                | 65    |   |       |       |
| 11:15          | 206      | 70             | 245      | 47             | 161      | 32             | 204                | 50    |   |       |       |
| 11:30          | 191      | 62             | 238      | 61             | 179      | 26             | 203                | 50    |   |       |       |
| 11:45          | 212      | 38             | 235      | 35             | 177      | 18             | 208                | 30    |   |       |       |
| Total          | 6377     | 8656           | 4778     | 7456           | 3375     | 5782           | 4845               | 7298  |   |       |       |
| Combined Total | 15033    |                | 12234    |                | 9157     |                | 12143              |       |   |       |       |
| Peak           | 07:30    | 05:00          | -        | 10:45          | 12:00    | -              | 09:45              | 00:45 | - | 11:00 | 03:00 |
| Vol.           | 1164     | 1058           | -        | 962            | 920      | -              | 716                | 752   | - | 818   | 830   |
| P.H.F.         | 0.957    | 0.958          |          | 0.982          | 0.947    |                | 0.904              | 0.954 |   | 0.983 | 0.965 |

# Accurate Counts

978-664-2565

Location : Taylor Falls Bridge WB

Location :

City/State: Nashua, NH

18315VLWB1

| Start Time     | Mon A.M.   | 4/16/2018 P.M. | Tue A.M.    | 4/17/2018 P.M. | Wed A.M. | 4/18/2018 P.M. | Daily Average A.M. | P.M.  |
|----------------|------------|----------------|-------------|----------------|----------|----------------|--------------------|-------|
| 12:00          | 19         | 169            | *           | *              | *        | *              | 19                 | 169   |
| 12:15          | 16         | 201            | *           | *              | *        | *              | 16                 | 201   |
| 12:30          | 13         | 220            | *           | *              | *        | *              | 13                 | 220   |
| 12:45          | 18         | 203            | *           | *              | *        | *              | 18                 | 203   |
| 01:00          | 7          | 189            | *           | *              | *        | *              | 7                  | 189   |
| 01:15          | 5          | 197            | *           | *              | *        | *              | 5                  | 197   |
| 01:30          | 14         | 203            | *           | *              | *        | *              | 14                 | 203   |
| 01:45          | 21         | 191            | *           | *              | *        | *              | 21                 | 191   |
| 02:00          | 15         | 170            | *           | *              | *        | *              | 15                 | 170   |
| 02:15          | 9          | 234            | *           | *              | *        | *              | 9                  | 234   |
| 02:30          | 7          | 209            | *           | *              | *        | *              | 7                  | 209   |
| 02:45          | 7          | 211            | *           | *              | *        | *              | 7                  | 211   |
| 03:00          | 9          | 215            | *           | *              | *        | *              | 9                  | 215   |
| 03:15          | 12         | 221            | *           | *              | *        | *              | 12                 | 221   |
| 03:30          | 15         | 257            | *           | *              | *        | *              | 15                 | 257   |
| 03:45          | 16         | 237            | *           | *              | *        | *              | 16                 | 237   |
| 04:00          | 12         | 217            | *           | *              | *        | *              | 12                 | 217   |
| 04:15          | 27         | 236            | *           | *              | *        | *              | 27                 | 236   |
| 04:30          | 54         | 230            | *           | *              | *        | *              | 54                 | 230   |
| 04:45          | 58         | 230            | *           | *              | *        | *              | 58                 | 230   |
| 05:00          | 42         | 209            | *           | *              | *        | *              | 42                 | 209   |
| 05:15          | 64         | 257            | *           | *              | *        | *              | 64                 | 257   |
| 05:30          | 133        | 246            | *           | *              | *        | *              | 133                | 246   |
| 05:45          | 170        | 206            | *           | *              | *        | *              | 170                | 206   |
| 06:00          | 128        | 183            | *           | *              | *        | *              | 128                | 183   |
| 06:15          | 173        | 192            | *           | *              | *        | *              | 173                | 192   |
| 06:30          | 244        | 154            | *           | *              | *        | *              | 244                | 154   |
| 06:45          | 260        | 160            | *           | *              | *        | *              | 260                | 160   |
| 07:00          | 224        | 132            | *           | *              | *        | *              | 224                | 132   |
| 07:15          | 293        | 136            | *           | *              | *        | *              | 293                | 136   |
| 07:30          | 317        | 106            | *           | *              | *        | *              | 317                | 106   |
| 07:45          | 299        | 83             | *           | *              | *        | *              | 299                | 83    |
| 08:00          | 308        | 125            | *           | *              | *        | *              | 308                | 125   |
| 08:15          | 293        | 81             | *           | *              | *        | *              | 293                | 81    |
| 08:30          | 282        | 89             | *           | *              | *        | *              | 282                | 89    |
| 08:45          | 269        | 64             | *           | *              | *        | *              | 269                | 64    |
| 09:00          | 245        | 94             | *           | *              | *        | *              | 245                | 94    |
| 09:15          | 217        | 54             | *           | *              | *        | *              | 217                | 54    |
| 09:30          | 218        | 46             | *           | *              | *        | *              | 218                | 46    |
| 09:45          | 214        | 53             | *           | *              | *        | *              | 214                | 53    |
| 10:00          | 178        | 58             | *           | *              | *        | *              | 178                | 58    |
| 10:15          | 177        | 52             | *           | *              | *        | *              | 177                | 52    |
| 10:30          | 195        | 47             | *           | *              | *        | *              | 195                | 47    |
| 10:45          | 187        | 46             | *           | *              | *        | *              | 187                | 46    |
| 11:00          | 196        | 31             | *           | *              | *        | *              | 196                | 31    |
| 11:15          | 182        | 25             | *           | *              | *        | *              | 182                | 25    |
| 11:30          | 151        | 26             | *           | *              | *        | *              | 151                | 26    |
| 11:45          | 182        | 19             | *           | *              | *        | *              | 182                | 19    |
| Total          | 6195       | 7214           | 0           | 0              | 0        | 0              | 6195               | 7214  |
| Combined Total | 13409      |                | 0           |                | 0        |                | 13409              |       |
| Peak           | 07:15      | 03:30          | -           | -              | -        | -              | 07:15              | 03:30 |
| Vol.           | 1217       | 947            | -           | -              | -        | -              | 1217               | 947   |
| P.H.F.         | 0.960      | 0.921          |             |                |          |                | 0.960              | 0.921 |
| ADT            | ADT 13,039 |                | AADT 13,039 |                |          |                |                    |       |

# Accurate Counts

978-664-2565

Location : Taylor Falls Bridge WB

Location :

City/State: Nashua, NH

18315VLWB1

| Start Time      | Mon<br>4/9/2018 | Tue<br>4/10/2018 | Wed<br>4/11/2018 | Thu<br>4/12/2018 | Fri<br>4/13/2018 | Average<br>Day | Sat<br>4/14/2018 | Sun<br>4/15/2018 | Week<br>Average            |       |   |       |   |   |
|-----------------|-----------------|------------------|------------------|------------------|------------------|----------------|------------------|------------------|----------------------------|-------|---|-------|---|---|
| 12:00 AM        | *               | 65               | 55               | 80               | 73               | 68             | 132              | 139              | 91 <div><div></div></div>  |       |   |       |   |   |
| 01:00           | *               | 40               | 30               | 46               | 49               | 41             | 70               | 92               | 54 <div><div></div></div>  |       |   |       |   |   |
| 02:00           | *               | 37               | 36               | 41               | 39               | 38             | 57               | 39               | 42 <div><div></div></div>  |       |   |       |   |   |
| 03:00           | *               | 55               | 50               | 48               | 52               | 51             | 40               | 31               | 46 <div><div></div></div>  |       |   |       |   |   |
| 04:00           | *               | 143              | 155              | 155              | 145              | 150            | 72               | 28               | 116 <div><div></div></div> |       |   |       |   |   |
| 05:00           | *               | 426              | 389              | 429              | 431              | 419            | 184              | 103              | 327 <div><div></div></div> |       |   |       |   |   |
| 06:00           | *               | 880              | 842              | 843              | 877              | 860            | 354              | 202              | 666 <div><div></div></div> |       |   |       |   |   |
| 07:00           | *               | 1129             | 979              | 1018             | 1128             | 1064           | 540              | 283              | 846 <div><div></div></div> |       |   |       |   |   |
| 08:00           | *               | 1113             | 1015             | 1068             | 1140             | 1084           | 703              | 463              | 917 <div><div></div></div> |       |   |       |   |   |
| 09:00           | *               | 820              | 784              | 833              | 825              | 816            | 839              | 609              | 785 <div><div></div></div> |       |   |       |   |   |
| 10:00           | *               | 760              | 789              | 805              | 812              | 792            | 834              | 692              | 782 <div><div></div></div> |       |   |       |   |   |
| 11:00           | *               | 730              | 734              | 768              | 806              | 760            | 953              | 694              | 781 <div><div></div></div> |       |   |       |   |   |
| 12:00 PM        | *               | 778              | 766              | 765              | 801              | 778            | 920              | 735              | 794 <div><div></div></div> |       |   |       |   |   |
| 01:00           | *               | 751              | 769              | 816              | 827              | 791            | 871              | 726              | 793 <div><div></div></div> |       |   |       |   |   |
| 02:00           | *               | 839              | 828              | 893              | 926              | 872            | 820              | 695              | 834 <div><div></div></div> |       |   |       |   |   |
| 03:00           | *               | 946              | 931              | 906              | 972              | 939            | 852              | 667              | 879 <div><div></div></div> |       |   |       |   |   |
| 04:00           | *               | 915              | 907              | 945              | 936              | 926            | 742              | 618              | 844 <div><div></div></div> |       |   |       |   |   |
| 05:00           | *               | 929              | 942              | 986              | 1058             | 979            | 782              | 594              | 882 <div><div></div></div> |       |   |       |   |   |
| 06:00           | *               | 741              | 784              | 795              | 891              | 803            | 631              | 523              | 728 <div><div></div></div> |       |   |       |   |   |
| 07:00           | *               | 560              | 599              | 590              | 678              | 607            | 498              | 425              | 558 <div><div></div></div> |       |   |       |   |   |
| 08:00           | *               | 399              | 474              | 475              | 520              | 467            | 403              | 309              | 430 <div><div></div></div> |       |   |       |   |   |
| 09:00           | *               | 341              | 402              | 352              | 445              | 385            | 403              | 229              | 362 <div><div></div></div> |       |   |       |   |   |
| 10:00           | *               | 232              | 251              | 235              | 361              | 270            | 304              | 148              | 255 <div><div></div></div> |       |   |       |   |   |
| 11:00           | *               | 139              | 138              | 130              | 241              | 162            | 230              | 113              | 165 <div><div></div></div> |       |   |       |   |   |
| Day Total       | 0               | 13768            | 13649            | 14022            | 15033            | 14122          | 12234            | 9157             | 12977                      |       |   |       |   |   |
| % Avg.<br>WkDay | 0.0%            | 97.5%            | 96.7%            | 99.3%            | 106.5%           |                |                  |                  |                            |       |   |       |   |   |
| % Avg.<br>Week  | 0.0%            | 106.1%           | 105.2%           | 108.1%           | 115.8%           | 108.8%         | 94.3%            | 70.6%            |                            |       |   |       |   |   |
| AM Peak         | -               | 07:00            | 08:00            | 08:00            | 08:00            | -              | 08:00            | -                | 11:00                      | 11:00 | - | 08:00 | - | - |
| Vol.            | -               | 1129             | 1015             | 1068             | 1140             | -              | 1084             | -                | 953                        | 694   | - | 917   | - | - |
| PM Peak         | -               | 15:00            | 17:00            | 17:00            | 17:00            | -              | 17:00            | -                | 12:00                      | 12:00 | - | 17:00 | - | - |
| Vol.            | -               | 946              | 942              | 986              | 1058             | -              | 979              | -                | 920                        | 735   | - | 882   | - | - |

# Accurate Counts

978-664-2565

Location : Taylor Falls Bridge WB

Location :

City/State: Nashua, NH

18315VLWB1

| Start Time      | Mon<br>4/16/2018 | Tue<br>4/17/2018 | Wed<br>4/18/2018 | Thu<br>4/19/2018 | Fri<br>4/20/2018 | Average<br>Day | Sat<br>4/21/2018 | Sun<br>4/22/2018 | Week<br>Average |   |
|-----------------|------------------|------------------|------------------|------------------|------------------|----------------|------------------|------------------|-----------------|---|
| 12:00 AM        | 66               | *                | *                | *                | *                | 66             | *                | *                | 66              |   |
| 01:00           | 47               | *                | *                | *                | *                | 47             | *                | *                | 47              |   |
| 02:00           | 38               | *                | *                | *                | *                | 38             | *                | *                | 38              |   |
| 03:00           | 52               | *                | *                | *                | *                | 52             | *                | *                | 52              |   |
| 04:00           | 151              | *                | *                | *                | *                | 151            | *                | *                | 151             |   |
| 05:00           | 409              | *                | *                | *                | *                | 409            | *                | *                | 409             |   |
| 06:00           | 805              | *                | *                | *                | *                | 805            | *                | *                | 805             |   |
| 07:00           | 1133             | *                | *                | *                | *                | 1133           | *                | *                | 1133            |   |
| 08:00           | <b>1152</b>      | *                | *                | *                | *                | <b>1152</b>    | *                | *                | <b>1152</b>     |   |
| 09:00           | 894              | *                | *                | *                | *                | 894            | *                | *                | 894             |   |
| 10:00           | 737              | *                | *                | *                | *                | 737            | *                | *                | 737             |   |
| 11:00           | 711              | *                | *                | *                | *                | 711            | *                | *                | 711             |   |
| 12:00 PM        | 793              | *                | *                | *                | *                | 793            | *                | *                | 793             |   |
| 01:00           | 780              | *                | *                | *                | *                | 780            | *                | *                | 780             |   |
| 02:00           | 824              | *                | *                | *                | *                | 824            | *                | *                | 824             |   |
| 03:00           | <b>930</b>       | *                | *                | *                | *                | <b>930</b>     | *                | *                | <b>930</b>      |   |
| 04:00           | 913              | *                | *                | *                | *                | 913            | *                | *                | 913             |   |
| 05:00           | 918              | *                | *                | *                | *                | 918            | *                | *                | 918             |   |
| 06:00           | 689              | *                | *                | *                | *                | 689            | *                | *                | 689             |   |
| 07:00           | 457              | *                | *                | *                | *                | 457            | *                | *                | 457             |   |
| 08:00           | 359              | *                | *                | *                | *                | 359            | *                | *                | 359             |   |
| 09:00           | 247              | *                | *                | *                | *                | 247            | *                | *                | 247             |   |
| 10:00           | 203              | *                | *                | *                | *                | 203            | *                | *                | 203             |   |
| 11:00           | 101              | *                | *                | *                | *                | 101            | *                | *                | 101             |   |
| Day Total       | 13409            | 0                | 0                | 0                | 0                | 13409          | 0                | 0                | 13409           |   |
| % Avg.<br>WkDay | 100.0%           | 0.0%             | 0.0%             | 0.0%             | 0.0%             |                |                  |                  |                 |   |
| % Avg.<br>Week  | 100.0%           | 0.0%             | 0.0%             | 0.0%             | 0.0%             | 100.0%         | 0.0%             | 0.0%             |                 |   |
| AM Peak         | 08:00            | -                | -                | -                | -                | 08:00          | -                | -                | 08:00           | - |
| Vol.            | 1152             | -                | -                | -                | -                | 1152           | -                | -                | 1152            | - |
| PM Peak         | 15:00            | -                | -                | -                | -                | 15:00          | -                | -                | 15:00           | - |
| Vol.            | 930              | -                | -                | -                | -                | 930            | -                | -                | 930             | - |
| Grand<br>Total  | 13409            | 13768            | 13649            | 14022            | 15033            | 27531          | 12234            | 9157             | 26386           |   |
| ADT             | ADT 13,039       |                  | AADT 13,039      |                  |                  |                |                  |                  |                 |   |

# Accurate Counts

Location : Taylor Falls Bridge WB

978-664-2565

Location :

City/State: Nashua, NH

18315SPWB1

WB

| Start Time | 1<br>15 | 16<br>20 | 21<br>25 | 26<br>30 | 31<br>35 | 36<br>40 | 41<br>45 | 46<br>50 | 51<br>55 | 56<br>60 | 61<br>65 | 66<br>70 | 71<br>75 | 76<br>999 | Total |
|------------|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|-------|
| 04/10/18   | 0       | 0        | 0        | 4        | 15       | 25       | 17       | 4        | 0        | 0        | 0        | 0        | 0        | 0         | 65    |
| 01:00      | 0       | 0        | 0        | 1        | 9        | 19       | 7        | 4        | 0        | 0        | 0        | 0        | 0        | 0         | 40    |
| 02:00      | 0       | 0        | 0        | 0        | 11       | 13       | 10       | 2        | 0        | 1        | 0        | 0        | 0        | 0         | 37    |
| 03:00      | 0       | 0        | 0        | 1        | 8        | 23       | 17       | 5        | 1        | 0        | 0        | 0        | 0        | 0         | 55    |
| 04:00      | 0       | 0        | 1        | 0        | 35       | 66       | 32       | 9        | 0        | 0        | 0        | 0        | 0        | 0         | 143   |
| 05:00      | 0       | 0        | 0        | 7        | 92       | 180      | 111      | 27       | 3        | 4        | 2        | 0        | 0        | 0         | 426   |
| 06:00      | 1       | 2        | 1        | 34       | 251      | 397      | 154      | 34       | 3        | 3        | 0        | 0        | 0        | 0         | 880   |
| 07:00      | 11      | 27       | 30       | 182      | 411      | 351      | 98       | 15       | 4        | 0        | 0        | 0        | 0        | 0         | 1129  |
| 08:00      | 5       | 15       | 60       | 182      | 381      | 336      | 108      | 21       | 4        | 1        | 0        | 0        | 0        | 0         | 1113  |
| 09:00      | 0       | 0        | 5        | 50       | 272      | 333      | 131      | 18       | 9        | 2        | 0        | 0        | 0        | 0         | 820   |
| 10:00      | 5       | 3        | 7        | 69       | 227      | 297      | 120      | 28       | 3        | 0        | 1        | 0        | 0        | 0         | 760   |
| 11:00      | 0       | 0        | 12       | 66       | 233      | 267      | 122      | 26       | 3        | 0        | 1        | 0        | 0        | 0         | 730   |
| 12 PM      | 6       | 0        | 6        | 61       | 262      | 287      | 124      | 27       | 4        | 1        | 0        | 0        | 0        | 0         | 778   |
| 13:00      | 4       | 1        | 10       | 53       | 259      | 291      | 103      | 20       | 6        | 3        | 1        | 0        | 0        | 0         | 751   |
| 14:00      | 0       | 2        | 7        | 40       | 241      | 365      | 142      | 39       | 3        | 0        | 0        | 0        | 0        | 0         | 839   |
| 15:00      | 2       | 2        | 14       | 80       | 303      | 351      | 145      | 34       | 12       | 3        | 0        | 0        | 0        | 0         | 946   |
| 16:00      | 1       | 5        | 10       | 61       | 225      | 383      | 186      | 31       | 8        | 5        | 0        | 0        | 0        | 0         | 915   |
| 17:00      | 0       | 4        | 5        | 70       | 294      | 366      | 142      | 39       | 6        | 2        | 0        | 1        | 0        | 0         | 929   |
| 18:00      | 0       | 0        | 3        | 33       | 214      | 315      | 147      | 21       | 8        | 0        | 0        | 0        | 0        | 0         | 741   |
| 19:00      | 0       | 0        | 0        | 18       | 162      | 246      | 95       | 30       | 7        | 2        | 0        | 0        | 0        | 0         | 560   |
| 20:00      | 0       | 0        | 1        | 16       | 110      | 183      | 76       | 11       | 2        | 0        | 0        | 0        | 0        | 0         | 399   |
| 21:00      | 0       | 0        | 0        | 20       | 110      | 139      | 55       | 13       | 1        | 2        | 1        | 0        | 0        | 0         | 341   |
| 22:00      | 0       | 0        | 0        | 7        | 73       | 98       | 48       | 6        | 0        | 0        | 0        | 0        | 0        | 0         | 232   |
| 23:00      | 0       | 0        | 0        | 11       | 51       | 52       | 23       | 0        | 2        | 0        | 0        | 0        | 0        | 0         | 139   |
| Total      | 35      | 61       | 172      | 1066     | 4249     | 5383     | 2213     | 464      | 89       | 29       | 6        | 1        | 0        | 0         | 13768 |

Daily

15th Percentile : 30 MPH  
 50th Percentile : 36 MPH  
 85th Percentile : 41 MPH  
 95th Percentile : 44 MPH

Mean Speed(Average) : 37 MPH  
 10 MPH Pace Speed : 31-40 MPH  
 Number in Pace : 9632  
 Percent in Pace : 70.0%  
 Number of Vehicles > 35 MPH : 8185  
 Percent of Vehicles > 35 MPH : 59.4%

# Accurate Counts

Location : Taylor Falls Bridge WB

978-664-2565

Location :

City/State: Nashua, NH

18315SPWB1

WB

| Start Time | 1<br>15 | 16<br>20 | 21<br>25 | 26<br>30 | 31<br>35 | 36<br>40 | 41<br>45 | 46<br>50 | 51<br>55 | 56<br>60 | 61<br>65 | 66<br>70 | 71<br>75 | 76<br>999 | Total |
|------------|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|-------|
| 04/11/18   | 0       | 0        | 0        | 8        | 20       | 18       | 8        | 1        | 0        | 0        | 0        | 0        | 0        | 0         | 55    |
| 01:00      | 0       | 0        | 0        | 5        | 9        | 9        | 6        | 0        | 1        | 0        | 0        | 0        | 0        | 0         | 30    |
| 02:00      | 0       | 0        | 0        | 2        | 12       | 17       | 5        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 36    |
| 03:00      | 0       | 0        | 0        | 2        | 8        | 18       | 16       | 5        | 1        | 0        | 0        | 0        | 0        | 0         | 50    |
| 04:00      | 0       | 0        | 0        | 8        | 34       | 66       | 39       | 5        | 2        | 0        | 1        | 0        | 0        | 0         | 155   |
| 05:00      | 0       | 0        | 0        | 15       | 105      | 164      | 90       | 11       | 4        | 0        | 0        | 0        | 0        | 0         | 389   |
| 06:00      | 0       | 5        | 4        | 55       | 294      | 340      | 131      | 11       | 2        | 0        | 0        | 0        | 0        | 0         | 842   |
| 07:00      | 62      | 20       | 53       | 129      | 326      | 281      | 89       | 14       | 3        | 2        | 0        | 0        | 0        | 0         | 979   |
| 08:00      | 5       | 21       | 43       | 183      | 379      | 299      | 68       | 14       | 3        | 0        | 0        | 0        | 0        | 0         | 1015  |
| 09:00      | 0       | 0        | 2        | 43       | 228      | 348      | 130      | 32       | 0        | 0        | 1        | 0        | 0        | 0         | 784   |
| 10:00      | 0       | 2        | 10       | 33       | 221      | 328      | 162      | 25       | 8        | 0        | 0        | 0        | 0        | 0         | 789   |
| 11:00      | 2       | 0        | 8        | 35       | 233      | 298      | 122      | 28       | 6        | 2        | 0        | 0        | 0        | 0         | 734   |
| 12 PM      | 14      | 2        | 27       | 54       | 190      | 293      | 159      | 21       | 5        | 1        | 0        | 0        | 0        | 0         | 766   |
| 13:00      | 0       | 0        | 0        | 25       | 243      | 324      | 131      | 32       | 13       | 1        | 0        | 0        | 0        | 0         | 769   |
| 14:00      | 0       | 0        | 11       | 50       | 267      | 328      | 145      | 21       | 3        | 2        | 0        | 1        | 0        | 0         | 828   |
| 15:00      | 6       | 5        | 29       | 95       | 271      | 342      | 138      | 43       | 1        | 1        | 0        | 0        | 0        | 0         | 931   |
| 16:00      | 12      | 11       | 13       | 76       | 268      | 341      | 158      | 24       | 4        | 0        | 0        | 0        | 0        | 0         | 907   |
| 17:00      | 2       | 10       | 25       | 70       | 266      | 350      | 172      | 37       | 8        | 2        | 0        | 0        | 0        | 0         | 942   |
| 18:00      | 0       | 0        | 0        | 22       | 182      | 373      | 166      | 28       | 11       | 2        | 0        | 0        | 0        | 0         | 784   |
| 19:00      | 0       | 1        | 4        | 26       | 141      | 261      | 129      | 31       | 5        | 1        | 0        | 0        | 0        | 0         | 599   |
| 20:00      | 0       | 1        | 1        | 16       | 146      | 210      | 75       | 16       | 8        | 1        | 0        | 0        | 0        | 0         | 474   |
| 21:00      | 0       | 0        | 0        | 15       | 95       | 177      | 79       | 28       | 5        | 3        | 0        | 0        | 0        | 0         | 402   |
| 22:00      | 0       | 0        | 0        | 6        | 49       | 104      | 72       | 16       | 3        | 1        | 0        | 0        | 0        | 0         | 251   |
| 23:00      | 0       | 0        | 0        | 1        | 29       | 59       | 35       | 6        | 4        | 3        | 1        | 0        | 0        | 0         | 138   |
| Total      | 103     | 78       | 230      | 974      | 4016     | 5348     | 2325     | 449      | 100      | 22       | 3        | 1        | 0        | 0         | 13649 |

Daily

15th Percentile : 30 MPH  
 50th Percentile : 36 MPH  
 85th Percentile : 41 MPH  
 95th Percentile : 44 MPH

Mean Speed(Average) : 37 MPH

10 MPH Pace Speed : 31-40 MPH

Number in Pace : 9364

Percent in Pace : 68.6%

Number of Vehicles > 35 MPH : 8248

Percent of Vehicles > 35 MPH : 60.4%

# Accurate Counts

Location : Taylor Falls Bridge WB

978-664-2565

Location :

City/State: Nashua, NH

18315SPWB1

WB

| Start Time | 1<br>15 | 16<br>20 | 21<br>25 | 26<br>30 | 31<br>35 | 36<br>40 | 41<br>45 | 46<br>50 | 51<br>55 | 56<br>60 | 61<br>65 | 66<br>70 | 71<br>75 | 76<br>999 | Total |
|------------|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|-------|
| 04/12/18   | 0       | 0        | 0        | 5        | 17       | 32       | 17       | 6        | 2        | 1        | 0        | 0        | 0        | 0         | 80    |
| 01:00      | 0       | 0        | 0        | 0        | 18       | 15       | 8        | 4        | 1        | 0        | 0        | 0        | 0        | 0         | 46    |
| 02:00      | 0       | 0        | 0        | 1        | 12       | 13       | 14       | 1        | 0        | 0        | 0        | 0        | 0        | 0         | 41    |
| 03:00      | 0       | 0        | 0        | 0        | 10       | 15       | 16       | 7        | 0        | 0        | 0        | 0        | 0        | 0         | 48    |
| 04:00      | 0       | 0        | 0        | 4        | 40       | 54       | 37       | 15       | 3        | 2        | 0        | 0        | 0        | 0         | 155   |
| 05:00      | 0       | 0        | 1        | 9        | 94       | 187      | 112      | 22       | 3        | 1        | 0        | 0        | 0        | 0         | 429   |
| 06:00      | 0       | 0        | 6        | 31       | 232      | 367      | 163      | 36       | 7        | 1        | 0        | 0        | 0        | 0         | 843   |
| 07:00      | 48      | 34       | 44       | 112      | 311      | 339      | 106      | 20       | 4        | 0        | 0        | 0        | 0        | 0         | 1018  |
| 08:00      | 15      | 5        | 16       | 102      | 358      | 381      | 163      | 25       | 3        | 0        | 0        | 0        | 0        | 0         | 1068  |
| 09:00      | 0       | 0        | 0        | 37       | 245      | 379      | 139      | 27       | 6        | 0        | 0        | 0        | 0        | 0         | 833   |
| 10:00      | 0       | 0        | 1        | 33       | 221      | 358      | 167      | 22       | 2        | 1        | 0        | 0        | 0        | 0         | 805   |
| 11:00      | 0       | 0        | 7        | 37       | 254      | 294      | 137      | 36       | 2        | 0        | 1        | 0        | 0        | 0         | 768   |
| 12 PM      | 0       | 0        | 5        | 47       | 231      | 307      | 134      | 33       | 8        | 0        | 0        | 0        | 0        | 0         | 765   |
| 13:00      | 0       | 0        | 5        | 62       | 260      | 321      | 136      | 25       | 5        | 1        | 1        | 0        | 0        | 0         | 816   |
| 14:00      | 0       | 0        | 30       | 62       | 290      | 325      | 148      | 30       | 6        | 2        | 0        | 0        | 0        | 0         | 893   |
| 15:00      | 7       | 1        | 13       | 119      | 293      | 299      | 137      | 31       | 4        | 1        | 1        | 0        | 0        | 0         | 906   |
| 16:00      | 1       | 0        | 35       | 122      | 316      | 321      | 128      | 16       | 5        | 1        | 0        | 0        | 0        | 0         | 945   |
| 17:00      | 0       | 2        | 19       | 86       | 363      | 356      | 124      | 25       | 8        | 2        | 0        | 0        | 1        | 0         | 986   |
| 18:00      | 0       | 3        | 4        | 59       | 238      | 315      | 148      | 23       | 4        | 1        | 0        | 0        | 0        | 0         | 795   |
| 19:00      | 8       | 1        | 0        | 27       | 167      | 263      | 103      | 17       | 3        | 1        | 0        | 0        | 0        | 0         | 590   |
| 20:00      | 40      | 1        | 5        | 28       | 168      | 172      | 48       | 7        | 4        | 2        | 0        | 0        | 0        | 0         | 475   |
| 21:00      | 0       | 0        | 0        | 27       | 104      | 162      | 51       | 7        | 0        | 1        | 0        | 0        | 0        | 0         | 352   |
| 22:00      | 0       | 0        | 3        | 10       | 66       | 90       | 49       | 14       | 3        | 0        | 0        | 0        | 0        | 0         | 235   |
| 23:00      | 0       | 0        | 0        | 5        | 38       | 44       | 22       | 16       | 4        | 1        | 0        | 0        | 0        | 0         | 130   |
| Total      | 119     | 47       | 194      | 1025     | 4346     | 5409     | 2307     | 465      | 87       | 19       | 3        | 0        | 1        | 0         | 14022 |

Daily

15th Percentile : 30 MPH  
 50th Percentile : 36 MPH  
 85th Percentile : 41 MPH  
 95th Percentile : 44 MPH

Mean Speed(Average) : 36 MPH

10 MPH Pace Speed : 31-40 MPH

Number in Pace : 9755

Percent in Pace : 69.6%

Number of Vehicles > 35 MPH : 8291

Percent of Vehicles > 35 MPH : 59.1%

# Accurate Counts

Location : Taylor Falls Bridge WB

978-664-2565

Location :

City/State: Nashua, NH

18315SPWB1

WB

| Start Time | 1<br>15 | 16<br>20 | 21<br>25 | 26<br>30 | 31<br>35 | 36<br>40 | 41<br>45 | 46<br>50 | 51<br>55 | 56<br>60 | 61<br>65 | 66<br>70 | 71<br>75 | 76<br>999 | Total |
|------------|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|-------|
| 04/13/18   | 0       | 0        | 1        | 2        | 21       | 33       | 11       | 5        | 0        | 0        | 0        | 0        | 0        | 0         | 73    |
| 01:00      | 0       | 0        | 0        | 2        | 16       | 16       | 10       | 4        | 1        | 0        | 0        | 0        | 0        | 0         | 49    |
| 02:00      | 0       | 0        | 0        | 3        | 7        | 19       | 7        | 2        | 0        | 0        | 1        | 0        | 0        | 0         | 39    |
| 03:00      | 0       | 0        | 0        | 2        | 12       | 16       | 17       | 4        | 1        | 0        | 0        | 0        | 0        | 0         | 52    |
| 04:00      | 0       | 0        | 0        | 2        | 30       | 48       | 49       | 11       | 4        | 0        | 1        | 0        | 0        | 0         | 145   |
| 05:00      | 0       | 0        | 0        | 7        | 101      | 180      | 110      | 25       | 7        | 1        | 0        | 0        | 0        | 0         | 431   |
| 06:00      | 0       | 0        | 0        | 21       | 221      | 411      | 189      | 29       | 4        | 2        | 0        | 0        | 0        | 0         | 877   |
| 07:00      | 5       | 21       | 46       | 153      | 358      | 370      | 137      | 35       | 3        | 0        | 0        | 0        | 0        | 0         | 1128  |
| 08:00      | 0       | 7        | 22       | 96       | 388      | 459      | 134      | 30       | 3        | 1        | 0        | 0        | 0        | 0         | 1140  |
| 09:00      | 3       | 0        | 0        | 53       | 283      | 316      | 141      | 22       | 6        | 1        | 0        | 0        | 0        | 0         | 825   |
| 10:00      | 0       | 0        | 5        | 45       | 260      | 346      | 117      | 30       | 6        | 3        | 0        | 0        | 0        | 0         | 812   |
| 11:00      | 0       | 1        | 4        | 38       | 252      | 354      | 125      | 25       | 5        | 2        | 0        | 0        | 0        | 0         | 806   |
| 12 PM      | 0       | 0        | 2        | 49       | 252      | 336      | 123      | 32       | 6        | 1        | 0        | 0        | 0        | 0         | 801   |
| 13:00      | 2       | 0        | 18       | 71       | 214      | 338      | 156      | 22       | 6        | 0        | 0        | 0        | 0        | 0         | 827   |
| 14:00      | 10      | 14       | 12       | 77       | 287      | 362      | 124      | 30       | 7        | 2        | 1        | 0        | 0        | 0         | 926   |
| 15:00      | 12      | 2        | 31       | 88       | 284      | 344      | 164      | 37       | 9        | 1        | 0        | 0        | 0        | 0         | 972   |
| 16:00      | 0       | 1        | 1        | 71       | 281      | 387      | 147      | 38       | 8        | 2        | 0        | 0        | 0        | 0         | 936   |
| 17:00      | 1       | 1        | 3        | 83       | 331      | 415      | 181      | 34       | 9        | 0        | 0        | 0        | 0        | 0         | 1058  |
| 18:00      | 2       | 3        | 3        | 54       | 221      | 357      | 201      | 42       | 5        | 3        | 0        | 0        | 0        | 0         | 891   |
| 19:00      | 0       | 0        | 4        | 30       | 198      | 286      | 113      | 37       | 10       | 0        | 0        | 0        | 0        | 0         | 678   |
| 20:00      | 0       | 0        | 0        | 23       | 141      | 218      | 108      | 28       | 2        | 0        | 0        | 0        | 0        | 0         | 520   |
| 21:00      | 0       | 0        | 0        | 13       | 110      | 197      | 93       | 20       | 11       | 1        | 0        | 0        | 0        | 0         | 445   |
| 22:00      | 0       | 0        | 1        | 6        | 87       | 162      | 84       | 17       | 4        | 0        | 0        | 0        | 0        | 0         | 361   |
| 23:00      | 0       | 0        | 0        | 5        | 53       | 108      | 56       | 16       | 3        | 0        | 0        | 0        | 0        | 0         | 241   |
| Total      | 35      | 50       | 153      | 994      | 4408     | 6078     | 2597     | 575      | 120      | 20       | 3        | 0        | 0        | 0         | 15033 |

Daily

15th Percentile : 31 MPH  
 50th Percentile : 36 MPH  
 85th Percentile : 42 MPH  
 95th Percentile : 44 MPH

Mean Speed(Average) : 37 MPH

10 MPH Pace Speed : 31-40 MPH

Number in Pace : 10486

Percent in Pace : 69.8%

Number of Vehicles > 35 MPH : 9393

Percent of Vehicles > 35 MPH : 62.5%



# Accurate Counts

Location : Taylor Falls Bridge WB

978-664-2565

Location :

City/State: Nashua, NH

18315SPWB1

WB

| Start Time | 1<br>15 | 16<br>20 | 21<br>25 | 26<br>30 | 31<br>35 | 36<br>40 | 41<br>45 | 46<br>50 | 51<br>55 | 56<br>60 | 61<br>65 | 66<br>70 | 71<br>75 | 76<br>999 | Total |
|------------|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|-------|
| 04/14/18   | 0       | 0        | 0        | 3        | 39       | 53       | 27       | 6        | 3        | 1        | 0        | 0        | 0        | 0         | 132   |
| 01:00      | 0       | 0        | 0        | 1        | 21       | 31       | 10       | 4        | 2        | 0        | 1        | 0        | 0        | 0         | 70    |
| 02:00      | 0       | 0        | 1        | 4        | 13       | 24       | 11       | 3        | 1        | 0        | 0        | 0        | 0        | 0         | 57    |
| 03:00      | 0       | 0        | 0        | 5        | 10       | 10       | 7        | 5        | 3        | 0        | 0        | 0        | 0        | 0         | 40    |
| 04:00      | 0       | 0        | 0        | 2        | 8        | 32       | 22       | 7        | 1        | 0        | 0        | 0        | 0        | 0         | 72    |
| 05:00      | 0       | 0        | 0        | 7        | 49       | 72       | 42       | 9        | 5        | 0        | 0        | 0        | 0        | 0         | 184   |
| 06:00      | 0       | 0        | 0        | 8        | 74       | 144      | 89       | 34       | 4        | 1        | 0        | 0        | 0        | 0         | 354   |
| 07:00      | 0       | 0        | 2        | 4        | 122      | 248      | 124      | 32       | 2        | 4        | 2        | 0        | 0        | 0         | 540   |
| 08:00      | 0       | 0        | 0        | 20       | 142      | 328      | 158      | 47       | 6        | 2        | 0        | 0        | 0        | 0         | 703   |
| 09:00      | 0       | 0        | 1        | 32       | 214      | 358      | 183      | 38       | 10       | 3        | 0        | 0        | 0        | 0         | 839   |
| 10:00      | 1       | 3        | 3        | 30       | 223      | 384      | 153      | 29       | 8        | 0        | 0        | 0        | 0        | 0         | 834   |
| 11:00      | 0       | 1        | 2        | 24       | 280      | 431      | 176      | 36       | 2        | 1        | 0        | 0        | 0        | 0         | 953   |
| 12 PM      | 2       | 0        | 5        | 58       | 260      | 376      | 176      | 35       | 7        | 1        | 0        | 0        | 0        | 0         | 920   |
| 13:00      | 0       | 1        | 5        | 37       | 253      | 369      | 166      | 34       | 6        | 0        | 0        | 0        | 0        | 0         | 871   |
| 14:00      | 2       | 1        | 5        | 64       | 212      | 349      | 144      | 36       | 6        | 0        | 1        | 0        | 0        | 0         | 820   |
| 15:00      | 0       | 0        | 7        | 38       | 250      | 356      | 163      | 29       | 3        | 6        | 0        | 0        | 0        | 0         | 852   |
| 16:00      | 0       | 0        | 0        | 20       | 177      | 337      | 164      | 33       | 7        | 4        | 0        | 0        | 0        | 0         | 742   |
| 17:00      | 0       | 1        | 3        | 38       | 237      | 345      | 127      | 26       | 5        | 0        | 0        | 0        | 0        | 0         | 782   |
| 18:00      | 0       | 0        | 0        | 13       | 148      | 274      | 159      | 30       | 6        | 1        | 0        | 0        | 0        | 0         | 631   |
| 19:00      | 0       | 0        | 0        | 14       | 144      | 210      | 100      | 25       | 2        | 3        | 0        | 0        | 0        | 0         | 498   |
| 20:00      | 0       | 0        | 0        | 16       | 103      | 176      | 81       | 24       | 3        | 0        | 0        | 0        | 0        | 0         | 403   |
| 21:00      | 0       | 0        | 1        | 24       | 121      | 191      | 47       | 14       | 3        | 2        | 0        | 0        | 0        | 0         | 403   |
| 22:00      | 0       | 0        | 0        | 6        | 52       | 143      | 78       | 17       | 6        | 2        | 0        | 0        | 0        | 0         | 304   |
| 23:00      | 0       | 0        | 0        | 4        | 58       | 98       | 44       | 23       | 2        | 1        | 0        | 0        | 0        | 0         | 230   |
| Total      | 5       | 7        | 35       | 472      | 3210     | 5339     | 2451     | 576      | 103      | 32       | 4        | 0        | 0        | 0         | 12234 |

Daily

15th Percentile : 32 MPH  
 50th Percentile : 37 MPH  
 85th Percentile : 42 MPH  
 95th Percentile : 45 MPH

Mean Speed(Average) : 38 MPH

10 MPH Pace Speed : 31-40 MPH

Number in Pace : 8549

Percent in Pace : 69.9%

Number of Vehicles > 35 MPH : 8505

Percent of Vehicles > 35 MPH : 69.5%

# Accurate Counts

Location : Taylor Falls Bridge WB

978-664-2565

Location :

City/State: Nashua, NH

18315SPWB1

WB

| Start Time | 1<br>15 | 16<br>20 | 21<br>25 | 26<br>30 | 31<br>35 | 36<br>40 | 41<br>45 | 46<br>50 | 51<br>55 | 56<br>60 | 61<br>65 | 66<br>70 | 71<br>75 | 76<br>999 | Total |
|------------|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|-------|
| 04/15/18   | 0       | 0        | 0        | 2        | 24       | 59       | 40       | 6        | 7        | 1        | 0        | 0        | 0        | 0         | 139   |
| 01:00      | 0       | 0        | 2        | 5        | 22       | 36       | 16       | 6        | 3        | 2        | 0        | 0        | 0        | 0         | 92    |
| 02:00      | 0       | 0        | 0        | 3        | 7        | 18       | 7        | 3        | 1        | 0        | 0        | 0        | 0        | 0         | 39    |
| 03:00      | 0       | 0        | 0        | 0        | 3        | 10       | 8        | 5        | 0        | 5        | 0        | 0        | 0        | 0         | 31    |
| 04:00      | 0       | 0        | 0        | 1        | 9        | 9        | 6        | 2        | 0        | 1        | 0        | 0        | 0        | 0         | 28    |
| 05:00      | 0       | 0        | 0        | 1        | 31       | 37       | 25       | 7        | 1        | 1        | 0        | 0        | 0        | 0         | 103   |
| 06:00      | 0       | 0        | 0        | 7        | 47       | 76       | 52       | 19       | 1        | 0        | 0        | 0        | 0        | 0         | 202   |
| 07:00      | 0       | 0        | 0        | 6        | 58       | 139      | 57       | 20       | 2        | 0        | 0        | 1        | 0        | 0         | 283   |
| 08:00      | 0       | 0        | 0        | 9        | 117      | 198      | 102      | 32       | 4        | 1        | 0        | 0        | 0        | 0         | 463   |
| 09:00      | 0       | 0        | 1        | 25       | 146      | 272      | 127      | 26       | 9        | 1        | 1        | 1        | 0        | 0         | 609   |
| 10:00      | 0       | 0        | 0        | 21       | 202      | 288      | 141      | 32       | 8        | 0        | 0        | 0        | 0        | 0         | 692   |
| 11:00      | 0       | 0        | 3        | 18       | 163      | 335      | 139      | 27       | 7        | 2        | 0        | 0        | 0        | 0         | 694   |
| 12 PM      | 0       | 0        | 2        | 33       | 206      | 333      | 131      | 25       | 3        | 1        | 1        | 0        | 0        | 0         | 735   |
| 13:00      | 2       | 3        | 9        | 34       | 163      | 316      | 148      | 47       | 3        | 1        | 0        | 0        | 0        | 0         | 726   |
| 14:00      | 0       | 0        | 0        | 14       | 149      | 343      | 148      | 28       | 13       | 0        | 0        | 0        | 0        | 0         | 695   |
| 15:00      | 0       | 0        | 3        | 24       | 135      | 303      | 157      | 36       | 7        | 2        | 0        | 0        | 0        | 0         | 667   |
| 16:00      | 0       | 0        | 0        | 25       | 93       | 315      | 143      | 38       | 3        | 0        | 0        | 1        | 0        | 0         | 618   |
| 17:00      | 0       | 16       | 16       | 68       | 198      | 183      | 87       | 21       | 5        | 0        | 0        | 0        | 0        | 0         | 594   |
| 18:00      | 3       | 2        | 0        | 30       | 137      | 206      | 114      | 24       | 6        | 1        | 0        | 0        | 0        | 0         | 523   |
| 19:00      | 0       | 0        | 0        | 12       | 79       | 199      | 108      | 21       | 4        | 2        | 0        | 0        | 0        | 0         | 425   |
| 20:00      | 0       | 0        | 0        | 10       | 70       | 141      | 69       | 17       | 2        | 0        | 0        | 0        | 0        | 0         | 309   |
| 21:00      | 8       | 2        | 8        | 33       | 72       | 74       | 25       | 7        | 0        | 0        | 0        | 0        | 0        | 0         | 229   |
| 22:00      | 0       | 1        | 23       | 47       | 49       | 24       | 4        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 148   |
| 23:00      | 14      | 6        | 12       | 27       | 38       | 14       | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 113   |
| Total      | 27      | 30       | 79       | 455      | 2218     | 3928     | 1856     | 449      | 89       | 21       | 2        | 3        | 0        | 0         | 9157  |

Daily

15th Percentile : 31 MPH  
 50th Percentile : 37 MPH  
 85th Percentile : 42 MPH  
 95th Percentile : 46 MPH

Mean Speed(Average) : 38 MPH

10 MPH Pace Speed : 31-40 MPH

Number in Pace : 6146

Percent in Pace : 67.1%

Number of Vehicles > 35 MPH : 6348

Percent of Vehicles > 35 MPH : 69.3%

# Accurate Counts

Location : Taylor Falls Bridge WB

978-664-2565

Location :

City/State: Nashua, NH

18315SPWB1

WB

| Start Time | 1<br>15 | 16<br>20 | 21<br>25 | 26<br>30 | 31<br>35 | 36<br>40 | 41<br>45 | 46<br>50 | 51<br>55 | 56<br>60 | 61<br>65 | 66<br>70 | 71<br>75 | 76<br>999 | Total |
|------------|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|-------|
| 04/16/18   | 2       | 0        | 10       | 27       | 16       | 9        | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 66    |
| 01:00      | 17      | 1        | 5        | 11       | 10       | 3        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 47    |
| 02:00      | 9       | 1        | 5        | 5        | 14       | 4        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 38    |
| 03:00      | 4       | 1        | 2        | 7        | 18       | 15       | 3        | 2        | 0        | 0        | 0        | 0        | 0        | 0         | 52    |
| 04:00      | 10      | 7        | 0        | 13       | 49       | 54       | 18       | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 151   |
| 05:00      | 24      | 4        | 7        | 57       | 171      | 95       | 38       | 12       | 1        | 0        | 0        | 0        | 0        | 0         | 409   |
| 06:00      | 10      | 0        | 20       | 120      | 333      | 255      | 61       | 5        | 1        | 0        | 0        | 0        | 0        | 0         | 805   |
| 07:00      | 29      | 13       | 49       | 284      | 450      | 246      | 53       | 9        | 0        | 0        | 0        | 0        | 0        | 0         | 1133  |
| 08:00      | 42      | 24       | 50       | 221      | 425      | 302      | 79       | 9        | 0        | 0        | 0        | 0        | 0        | 0         | 1152  |
| 09:00      | 24      | 3        | 9        | 61       | 271      | 344      | 158      | 19       | 2        | 3        | 0        | 0        | 0        | 0         | 894   |
| 10:00      | 47      | 15       | 5        | 43       | 203      | 287      | 113      | 21       | 2        | 1        | 0        | 0        | 0        | 0         | 737   |
| 11:00      | 67      | 6        | 3        | 36       | 186      | 275      | 111      | 23       | 4        | 0        | 0        | 0        | 0        | 0         | 711   |
| 12 PM      | 58      | 10       | 8        | 32       | 186      | 306      | 157      | 31       | 4        | 1        | 0        | 0        | 0        | 0         | 793   |
| 13:00      | 26      | 9        | 3        | 36       | 189      | 312      | 165      | 37       | 3        | 0        | 0        | 0        | 0        | 0         | 780   |
| 14:00      | 105     | 29       | 9        | 22       | 165      | 332      | 128      | 26       | 8        | 0        | 0        | 0        | 0        | 0         | 824   |
| 15:00      | 109     | 13       | 13       | 58       | 269      | 313      | 129      | 21       | 4        | 1        | 0        | 0        | 0        | 0         | 930   |
| 16:00      | 154     | 47       | 30       | 78       | 151      | 280      | 145      | 20       | 7        | 1        | 0        | 0        | 0        | 0         | 913   |
| 17:00      | 42      | 21       | 9        | 45       | 237      | 331      | 176      | 49       | 6        | 2        | 0        | 0        | 0        | 0         | 918   |
| 18:00      | 64      | 8        | 1        | 14       | 130      | 266      | 170      | 29       | 6        | 1        | 0        | 0        | 0        | 0         | 689   |
| 19:00      | 0       | 0        | 0        | 14       | 88       | 204      | 120      | 28       | 1        | 2        | 0        | 0        | 0        | 0         | 457   |
| 20:00      | 0       | 0        | 0        | 28       | 123      | 142      | 48       | 13       | 3        | 1        | 1        | 0        | 0        | 0         | 359   |
| 21:00      | 0       | 0        | 0        | 9        | 64       | 106      | 57       | 8        | 1        | 2        | 0        | 0        | 0        | 0         | 247   |
| 22:00      | 0       | 0        | 0        | 9        | 61       | 87       | 39       | 7        | 0        | 0        | 0        | 0        | 0        | 0         | 203   |
| 23:00      | 0       | 0        | 0        | 7        | 30       | 42       | 15       | 5        | 1        | 1        | 0        | 0        | 0        | 0         | 101   |
| Total      | 843     | 212      | 238      | 1237     | 3839     | 4610     | 1985     | 374      | 54       | 16       | 1        | 0        | 0        | 0         | 13409 |

Daily

15th Percentile : 27 MPH  
 50th Percentile : 35 MPH  
 85th Percentile : 41 MPH  
 95th Percentile : 44 MPH

Mean Speed(Average) : 34 MPH

10 MPH Pace Speed : 31-40 MPH

Number in Pace : 8449

Percent in Pace : 63.0%

Number of Vehicles > 35 MPH : 7040

Percent of Vehicles > 35 MPH : 52.5%

Grand Total

1167 485 1101 6223 26286 36095 15734 3352 642 159 22 5 1 0 91272

Overall

15th Percentile : 30 MPH  
 50th Percentile : 36 MPH  
 85th Percentile : 41 MPH  
 95th Percentile : 44 MPH

Mean Speed(Average) : 37 MPH

10 MPH Pace Speed : 31-40 MPH

Number in Pace : 62381

Percent in Pace : 68.3%

Number of Vehicles > 35 MPH : 56010

Percent of Vehicles > 35 MPH : 61.4%

- Permanent Count Station – Annual Growth

List View All DIRs

|                |                                                                                     |            |             |    |
|----------------|-------------------------------------------------------------------------------------|------------|-------------|----|
| Record         | 1                                                                                   | of 1       | Goto Record | go |
| Location ID    | 02315051                                                                            | MPO ID     |             |    |
| Type           | SPOT                                                                                | HPMS ID    |             |    |
| On NHS         | Yes                                                                                 | On HPMS    | Yes         |    |
| LRS ID         | S0000111                                                                            | LRS Loc Pt |             |    |
| SF Group       | 04                                                                                  | Route Type |             |    |
| AF Group       | 04                                                                                  | Route      |             |    |
| GF Group       | E                                                                                   | Active     | Yes         |    |
| Class Dist Grp | Default                                                                             | Category   | 1           |    |
| Seas Class Grp | Default                                                                             |            |             |    |
| WIM Group      | Default                                                                             |            |             |    |
| QC Group       | Perm                                                                                |            |             |    |
| FncT1 Class    | Other Principal Arterial                                                            | Milepost   |             |    |
| Located On     | Ferry St                                                                            |            |             |    |
| Loc On Alias   | NH 111 (FERRY ST) IN THE MEDIAN EAST OF MERRIMACK RIVER (EB-WB) (01315039-01315038) |            |             |    |
| PR             | MP                                                                                  | PT         |             |    |

More Detail

STATION DATA Show Data

Directions: 2-WAY EB WB  
1 2 1 2

| AADT | Year | AADT                | DHV-30 | K % | D % | PA           | BC         | Src             |
|------|------|---------------------|--------|-----|-----|--------------|------------|-----------------|
|      | 2017 | 31,668 <sup>3</sup> |        |     |     | 29,385 (93%) | 2,281 (7%) | Grown from 2016 |
|      | 2016 | 31,045              |        |     |     |              |            |                 |
|      | 2015 | 32,439              |        |     |     |              |            |                 |
|      | 2014 | 32,238              | 9      | 53  |     |              |            |                 |
|      | 2013 | 32,553              | 9      |     |     |              |            |                 |

1-5 of 39

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

| VOLUME COUNT | Date          | Int | Total  |
|--------------|---------------|-----|--------|
|              | Fri 1/29/2016 | 80  | 35,411 |
|              | Thu 1/28/2016 | 60  | 35,183 |
|              | Wed 1/27/2016 | 60  | 34,819 |
|              | Tue 1/26/2016 | 60  | 33,767 |
|              | Mon 1/25/2016 | 60  | 33,165 |
|              | Sun 1/24/2016 | 60  | 21,213 |
|              | Sat 1/23/2016 | 60  | 25,966 |
|              | Fri 1/22/2016 | 60  | 36,219 |
|              | Thu 1/21/2016 | 60  | 35,533 |
|              | Wed 1/20/2016 | 60  | 35,341 |

1-10 of 6233 To Date

| SPEED | Date | Int | Pace | 85th | Total   |
|-------|------|-----|------|------|---------|
|       |      |     |      |      | No Data |

WEIGH-IN-MOTION

| CLASSIFICATION | Date | Int | Total   |
|----------------|------|-----|---------|
|                |      |     | No Data |

PER VEHICLE

List View All DIRs

|                |                                                                                     |            |             |    |
|----------------|-------------------------------------------------------------------------------------|------------|-------------|----|
| Record         | 1                                                                                   | of 1       | Goto Record | go |
| Location ID    | 02315051                                                                            | MPO ID     |             |    |
| Type           | SPOT                                                                                | HPMS ID    |             |    |
| On NHS         | Yes                                                                                 | On HPMS    | Yes         |    |
| LRS ID         | S0000111                                                                            | LRS Loc Pt |             |    |
| SF Group       | 04                                                                                  | Route Type |             |    |
| AF Group       | 04                                                                                  | Route      |             |    |
| GF Group       | E                                                                                   | Active     | Yes         |    |
| Class Dist Grp | Default                                                                             | Category   | 1           |    |
| Seas Class Grp | Default                                                                             |            |             |    |
| WIM Group      | Default                                                                             |            |             |    |
| QC Group       | Perm                                                                                |            |             |    |
| FncT1 Class    | Other Principal Arterial                                                            | Milepost   |             |    |
| Located On     | Ferry St                                                                            |            |             |    |
| Loc On Alias   | NH 111 (FERRY ST) IN THE MEDIAN EAST OF MERRIMACK RIVER (EB-WB) (01315039-01315038) |            |             |    |
| PR             | MP                                                                                  | PT         |             |    |

More Detail

STATION DATA Show Data

Directions: 2-WAY EB WB  
1 2 1 2

| AADT | Year | AADT                | DHV-30 | K % | D % | PA           | BC         | Src             |
|------|------|---------------------|--------|-----|-----|--------------|------------|-----------------|
|      | 2017 | 31,668 <sup>3</sup> |        |     |     | 29,385 (93%) | 2,281 (7%) | Grown from 2016 |
|      | 2016 | 31,045              |        |     |     |              |            |                 |
|      | 2015 | 32,439              |        |     |     |              |            |                 |
|      | 2014 | 32,238              | 9      | 53  |     |              |            |                 |
|      | 2013 | 32,553              | 9      |     |     |              |            |                 |

1-5 of 39

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

| VOLUME COUNT | Date          | Int | Total  |
|--------------|---------------|-----|--------|
|              | Fri 1/29/2016 | 80  | 35,411 |
|              | Thu 1/28/2016 | 60  | 35,183 |
|              | Wed 1/27/2016 | 60  | 34,819 |
|              | Tue 1/26/2016 | 60  | 33,767 |
|              | Mon 1/25/2016 | 60  | 33,165 |
|              | Sun 1/24/2016 | 60  | 21,213 |
|              | Sat 1/23/2016 | 60  | 25,966 |
|              | Fri 1/22/2016 | 60  | 36,219 |
|              | Thu 1/21/2016 | 60  | 35,533 |
|              | Wed 1/20/2016 | 60  | 35,341 |

1-10 of 6233 To Date

| SPEED | Date | Int | Pace | 85th | Total   |
|-------|------|-----|------|------|---------|
|       |      |     |      |      | No Data |

WEIGH-IN-MOTION

| CLASSIFICATION | Date | Int | Total   |
|----------------|------|-----|---------|
|                |      |     | No Data |

PER VEHICLE

- Traffic Adjustment Factors

# Year 2016 Monthly Data

Group 4 Averages: Urban Highways

| <u>Month</u> | <u>ADT</u> | <u>Adjustment to</u> |             | <u>GROUP</u> | <u>COUNTER</u> |
|--------------|------------|----------------------|-------------|--------------|----------------|
|              |            | <u>Average</u>       | <u>Peak</u> |              |                |
| January      | 13,573     | 1.16                 | 1.25        | 04           | 02051003       |
| February     | 14,038     | 1.12                 | 1.21        | 04           | 02089001       |
| March        | 15,731     | 1.00                 | 1.08        | 04           | 02091001       |
| April        | 16,139     | 0.97                 | 1.05        | 04           | 62099056       |
| May          | 15,705     | 1.00                 | 1.08        | 04           | 72099278       |
| June         | 16,766     | 0.94                 | 1.01        | 04           | 02125001       |
| July         | 15,752     | 1.00                 | 1.08        | 04           | 02133021       |
| August       | 16,529     | 0.95                 | 1.03        | 04           | 82197076       |
| September    | 17,007     | 0.92                 | 1.00        | 04           | 02229022       |
| October      | 16,598     | 0.94                 | 1.02        | 04           | 02253025       |
| November     | 15,649     | 1.00                 | 1.09        | 04           | 02255001       |
| December     | 14,638     | 1.07                 | 1.16        | 04           | 02287001       |
|              |            |                      |             | 04           | 02297001       |
| Average ADT: | 15,677     |                      |             | 04           | 02303001       |
| Peak ADT:    | 17,007     |                      |             | 04           | 02315051       |
|              |            |                      |             | 04           | 02339001       |
|              |            |                      |             | 04           | 02345001       |
|              |            |                      |             | 04           | 62387052       |
|              |            |                      |             | 04           | 62389040       |
|              |            |                      |             | 04           | 02445001       |
|              |            |                      |             | 04           | 02489001       |

| <u>TOWN</u>   | <u>LOCATION</u>                                          |
|---------------|----------------------------------------------------------|
| BOW           | NH 3A south of Robinson Rd                               |
| CHICHESTER    | NH 28 (Suncook Valley Rd) north of Bear Hill Rd          |
| CLAREMONT     | NH 12/103 east of Vermont SL                             |
| CONCORD       | NH 106 (Sheep Davis Rd) at Loudon TL (north of Ashby Rd) |
| CONCORD       | US 3 (Fisherville Rd) north of Sewalls Falls Rd          |
| DOVER         | Dover Point Rd south of Thornwood Ln                     |
| DURHAM        | US 4 east of NH 108                                      |
| HAMPTON       | US 1 (Lafayette Rd) south of Ramp to NH 101              |
| HUDSON        | Circumferential Hwy east of Nashua TL                    |
| LEBANON       | NH 120 1 mile south of Hanover TL (south of Lahaye Dr)   |
| LEE           | NH 125 (Calef Hwy) north of Pinkham Rd                   |
| MARLBOROUGH   | NH 12 at Swanzey TL                                      |
| MERRIMACK     | US 3 (Daniel Webster Hwy) north of Hilton Dr             |
| MILFORD       | NH 101A at Amherst TL (west of Overlook Dr)              |
| NASHUA        | NH 111 (Bridge / Ferry St) at Hudson TL                  |
| NEWPORT       | NH 10 1 mile south of Croydon TL (north of Corbin Rd)    |
| NORTH HAMPTON | US 1 (Lafayette Rd) north of North Rd                    |
| RINDGE        | US 202 at Jafrey TL (north of County Rd)                 |
| ROCHESTER     | NH 16 (Spaulding TPK) between Exit 12-13                 |
| TEMPLE        | NH 101 at Wilton TL (west of Old County Farm Rd)         |
| WINDHAM       | NH 28 at Derry TL (north of Northland Rd)                |



- Traffic Calculations

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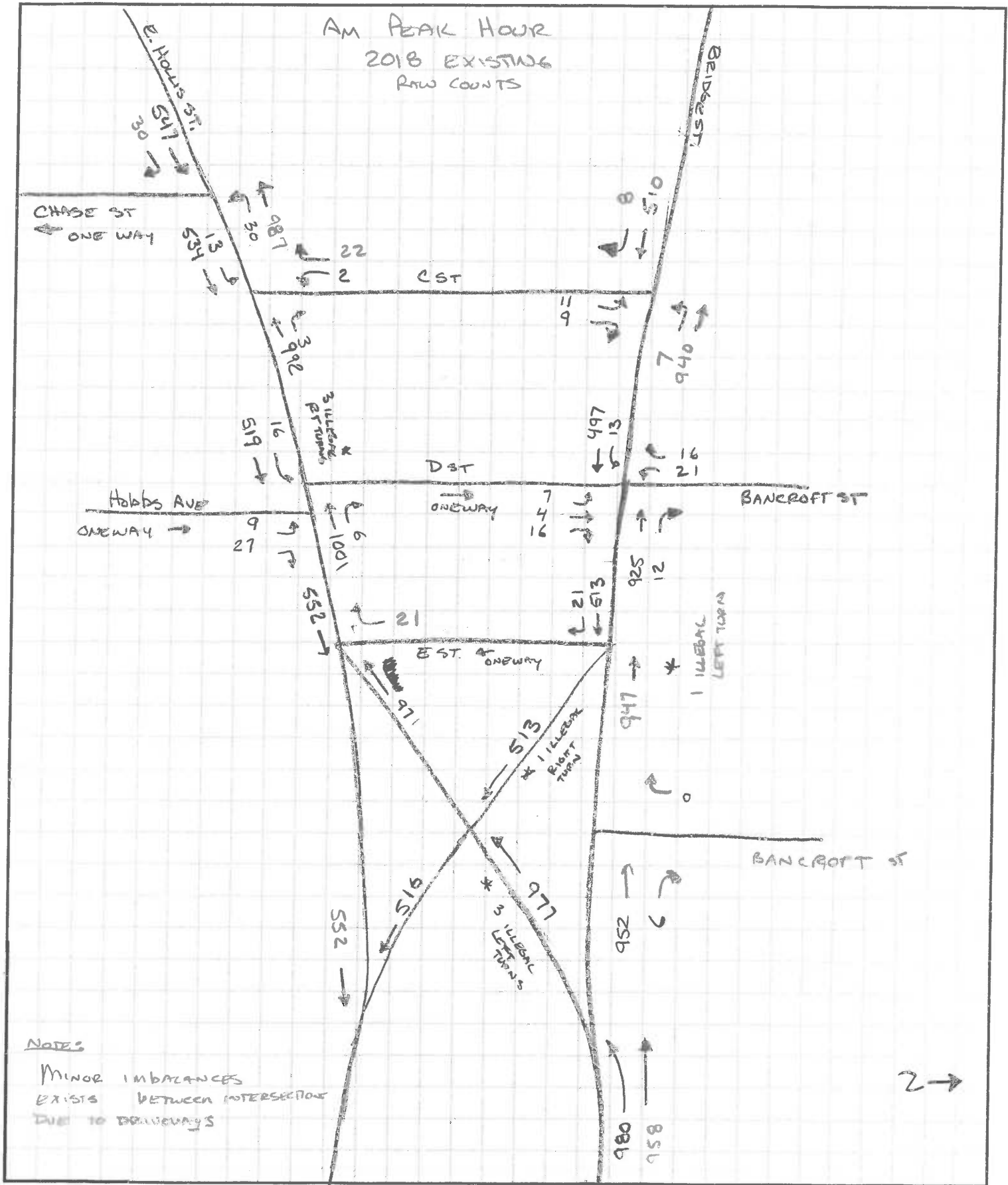
JOB EAST HOLLIS ST

SHEET NO. 1 OF 14

CALCULATED BY JWS DATE 5/4/18

CHECKED BY BEP DATE 5/4/18

SCALE NTS



# McFARLAND JOHNSON

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JOB EAST HOLLYS ST

SHEET NO. 2

OF 14

CALCULATED BY JWS

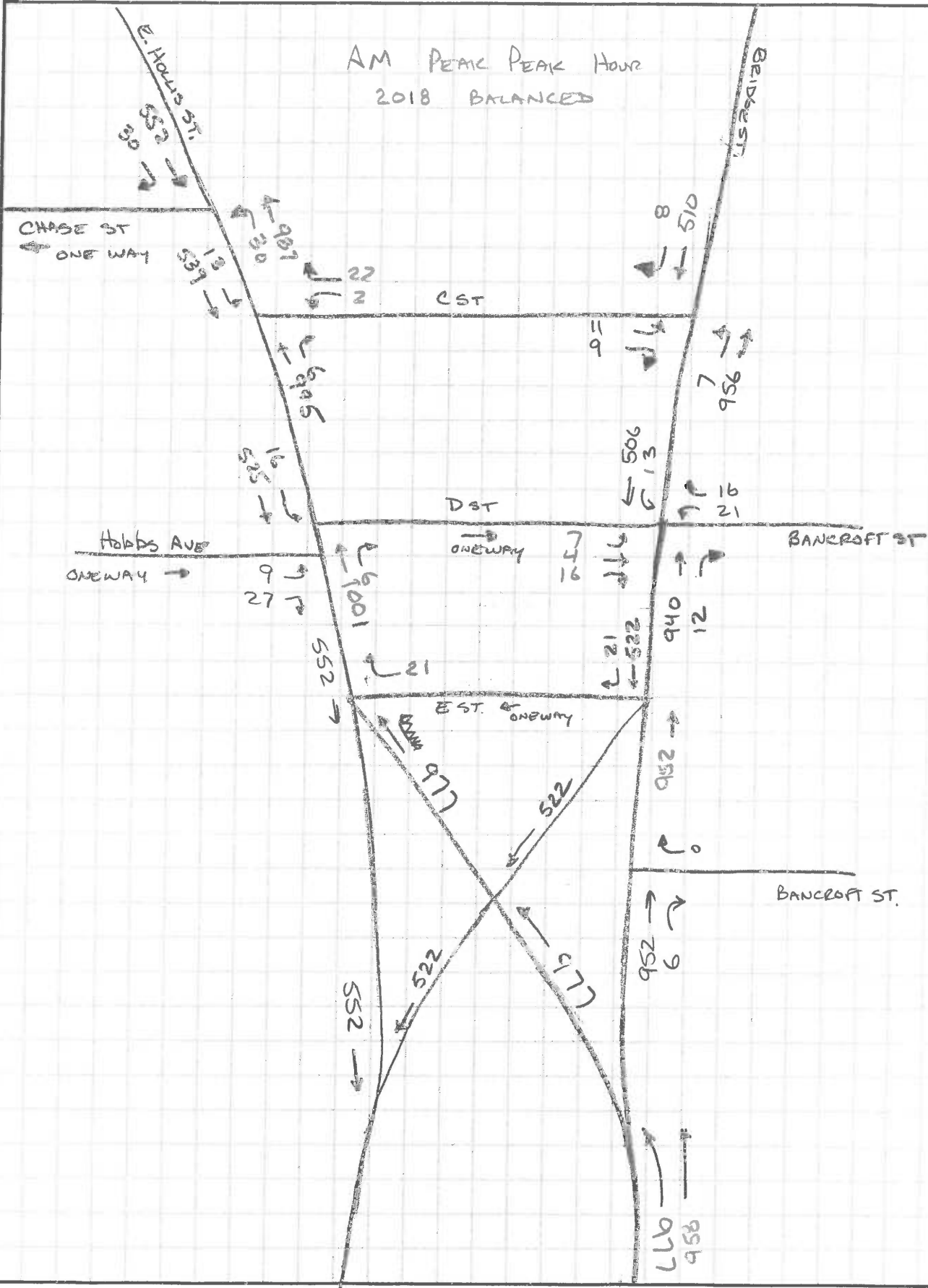
DATE 5/4/18

CHECKED BY MKM

DATE 5/4/18

SCALE NTS

AM PEAK PEAK HOUR  
2018 BALANCED



2 →

# McFARLAND JOHNSON

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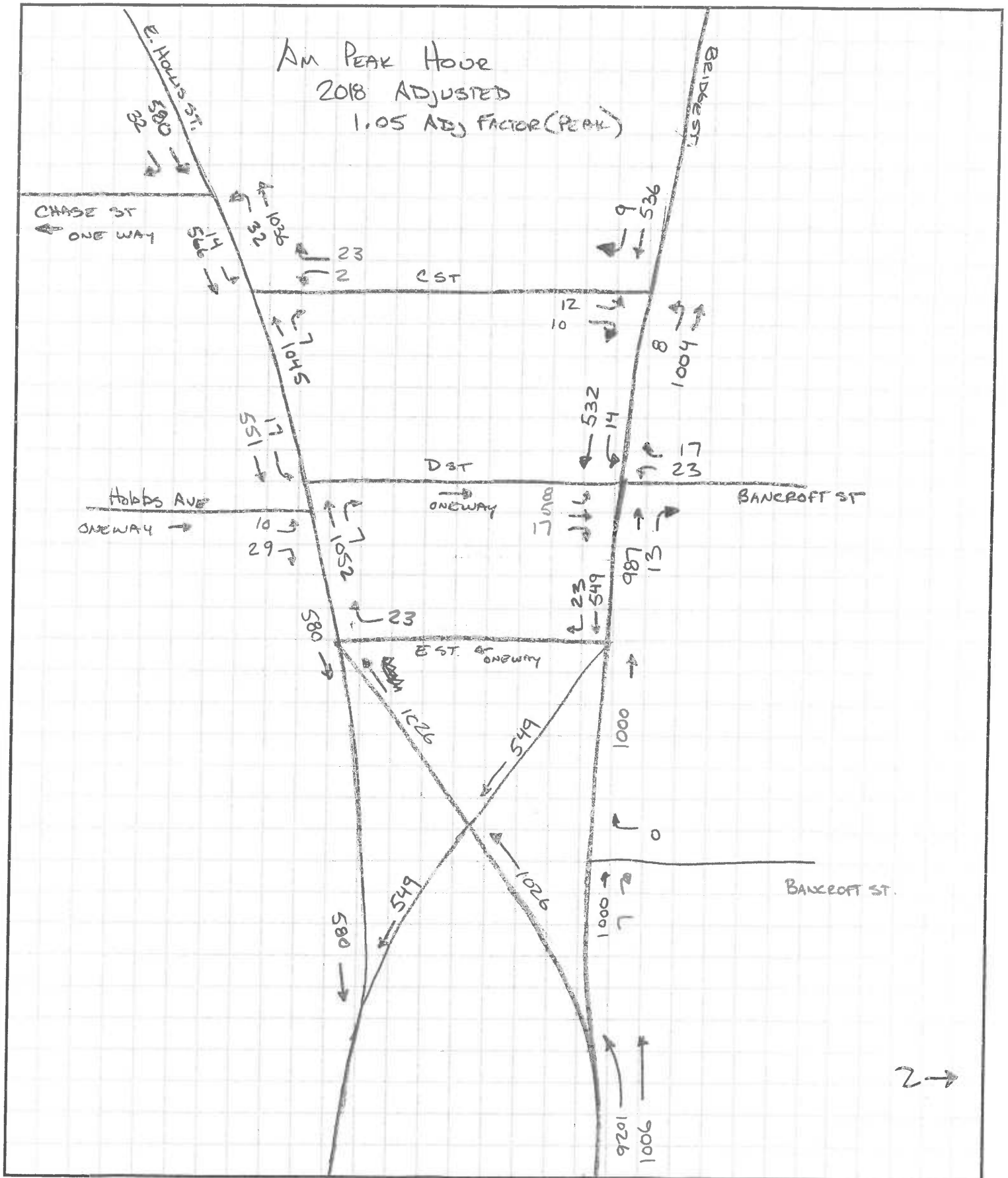
JOB EAST HOLLIS ST

SHEET NO. 3 OF 14

CALCULATED BY JWS DATE 5/4/18

CHECKED BY MM DATE 5/4/18

SCALE NTS



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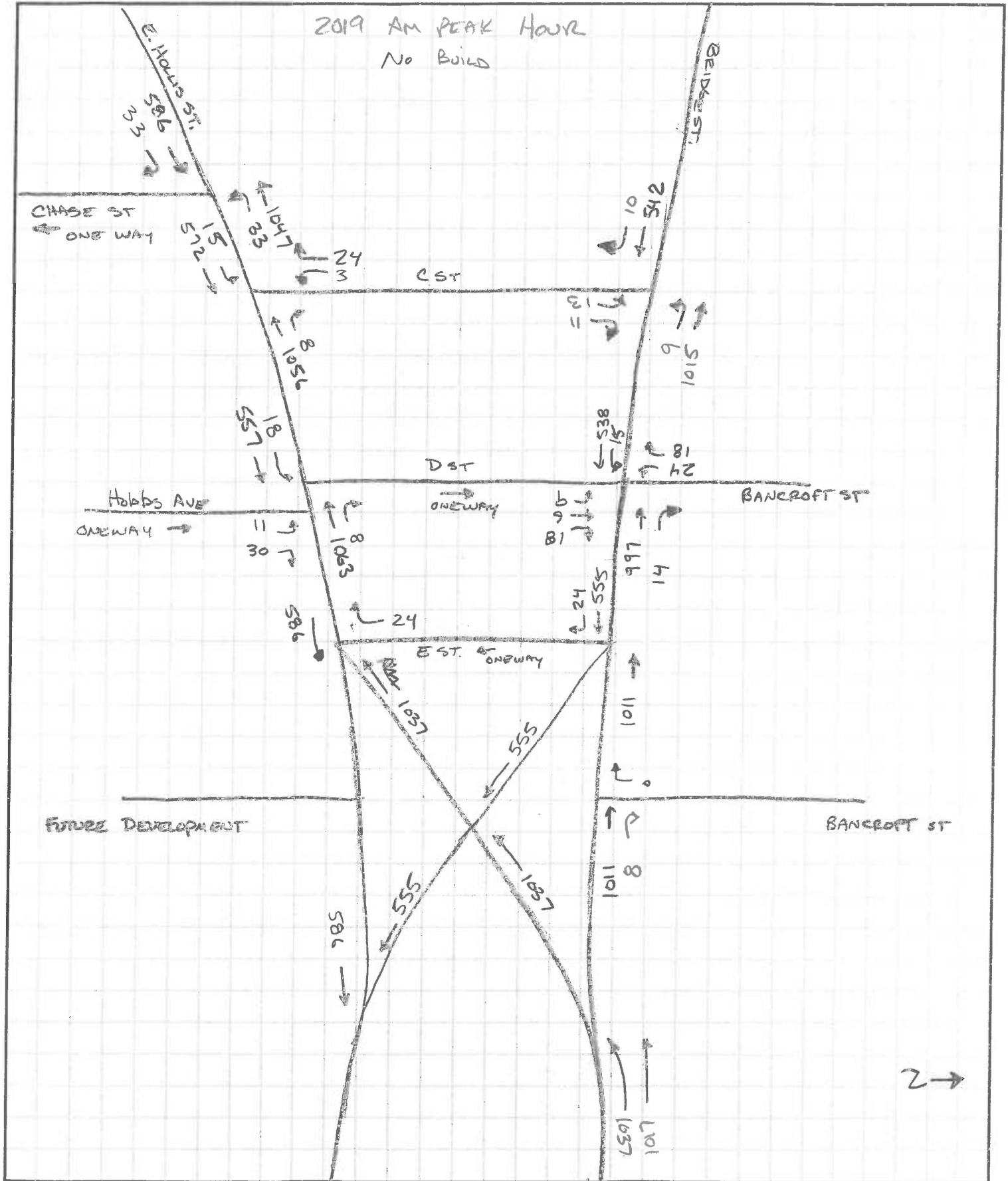
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SHEET NO. 4 OF 14

CALCULATED BY JWS DATE 5/4/18

CHECKED BY MKM DATE 5/4/18

SCALE NTS



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JOB EAST HOLLIS ST

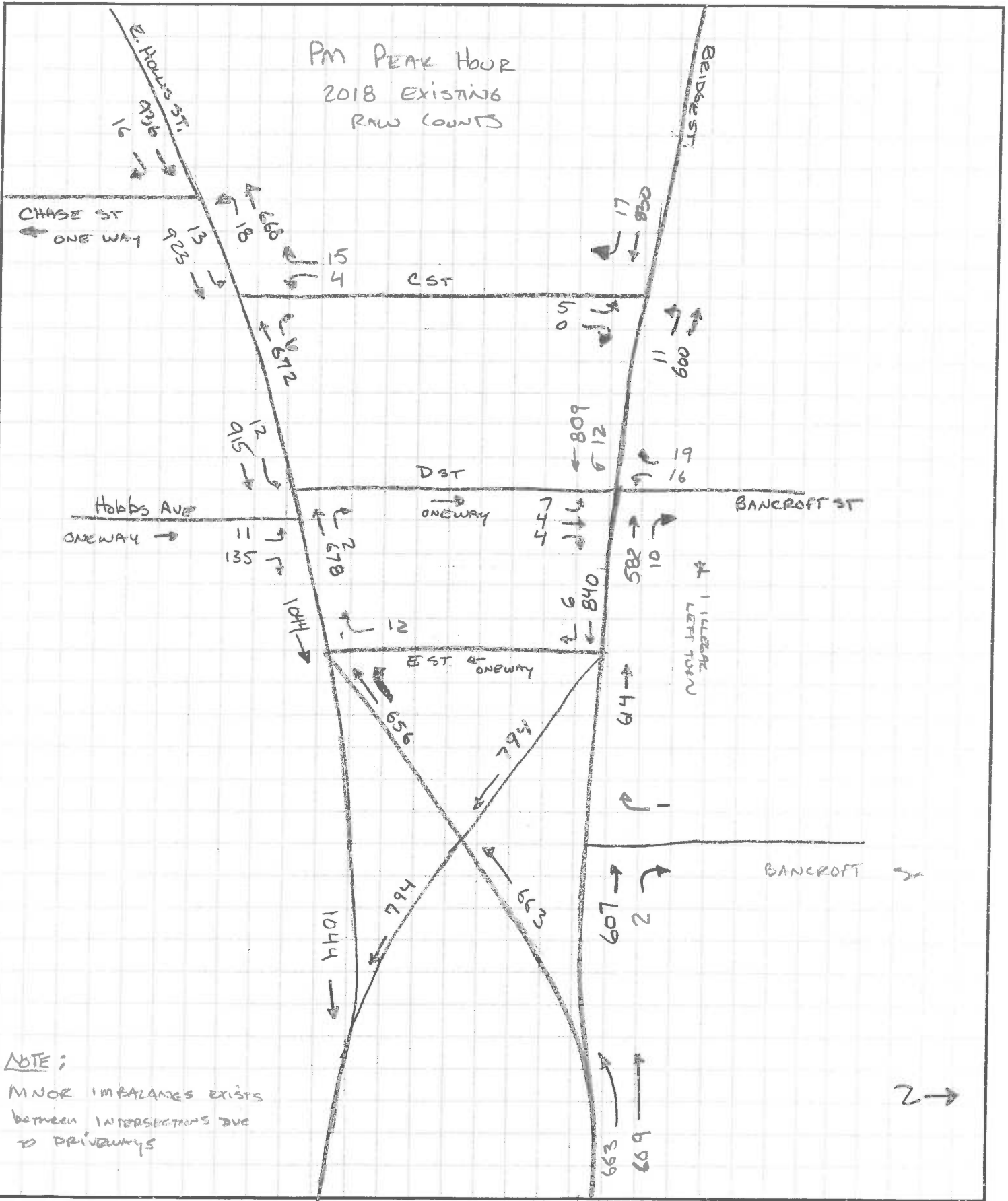
SHEET NO. 5 OF 14

CALCULATED BY JWS DATE 5/4/18

CHECKED BY MKM DATE 5/9/18

SCALE NTS

PM PEAK HOUR  
2018 EXISTING  
RAW COUNTS



# McFARLAND JOHNSON

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JOB EAST HOLLIS ST

SHEET NO. 6

OF 141

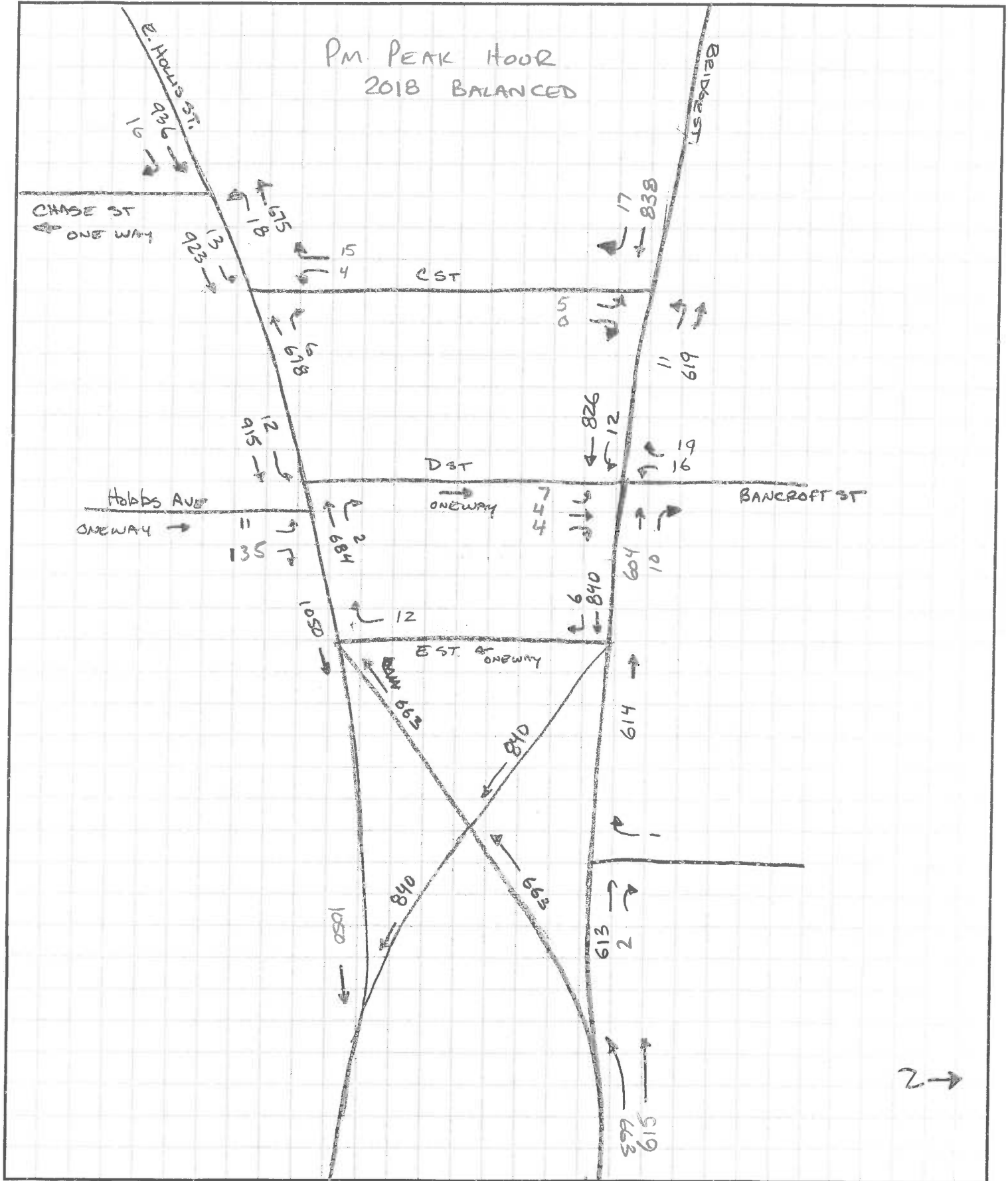
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DATE 5/4/18

CHECKED BY MJM

DATE 5/4/18

SCALE NTS



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JOB EAST HOLLIS ST

SHEET NO. 7

OF 14

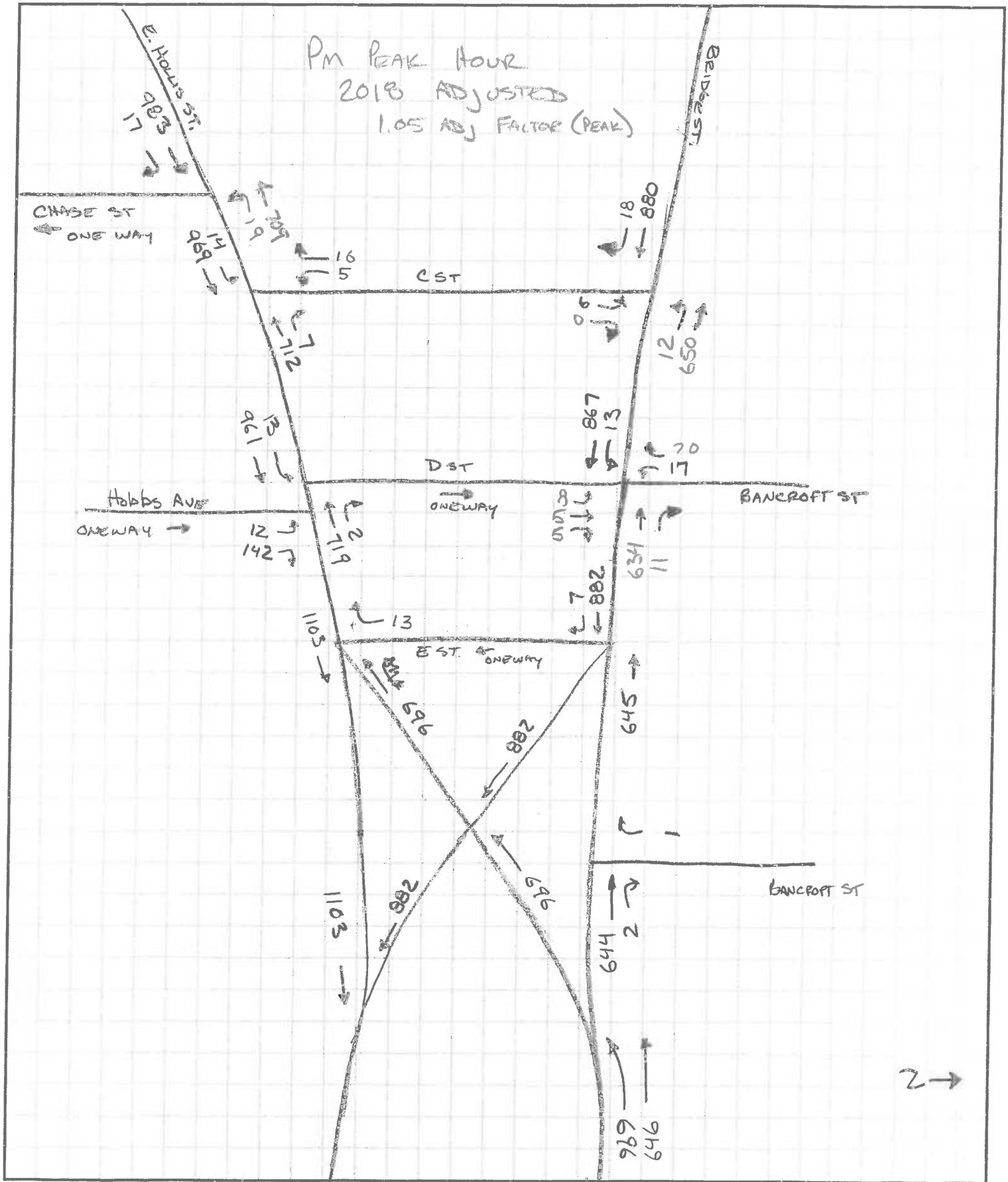
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DATE 5/4/18

CHECKED BY MAM

DATE 5/9/18

SCALE NTS





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JOB EAST HOLLY ST

SHEET NO. 8

OF 14

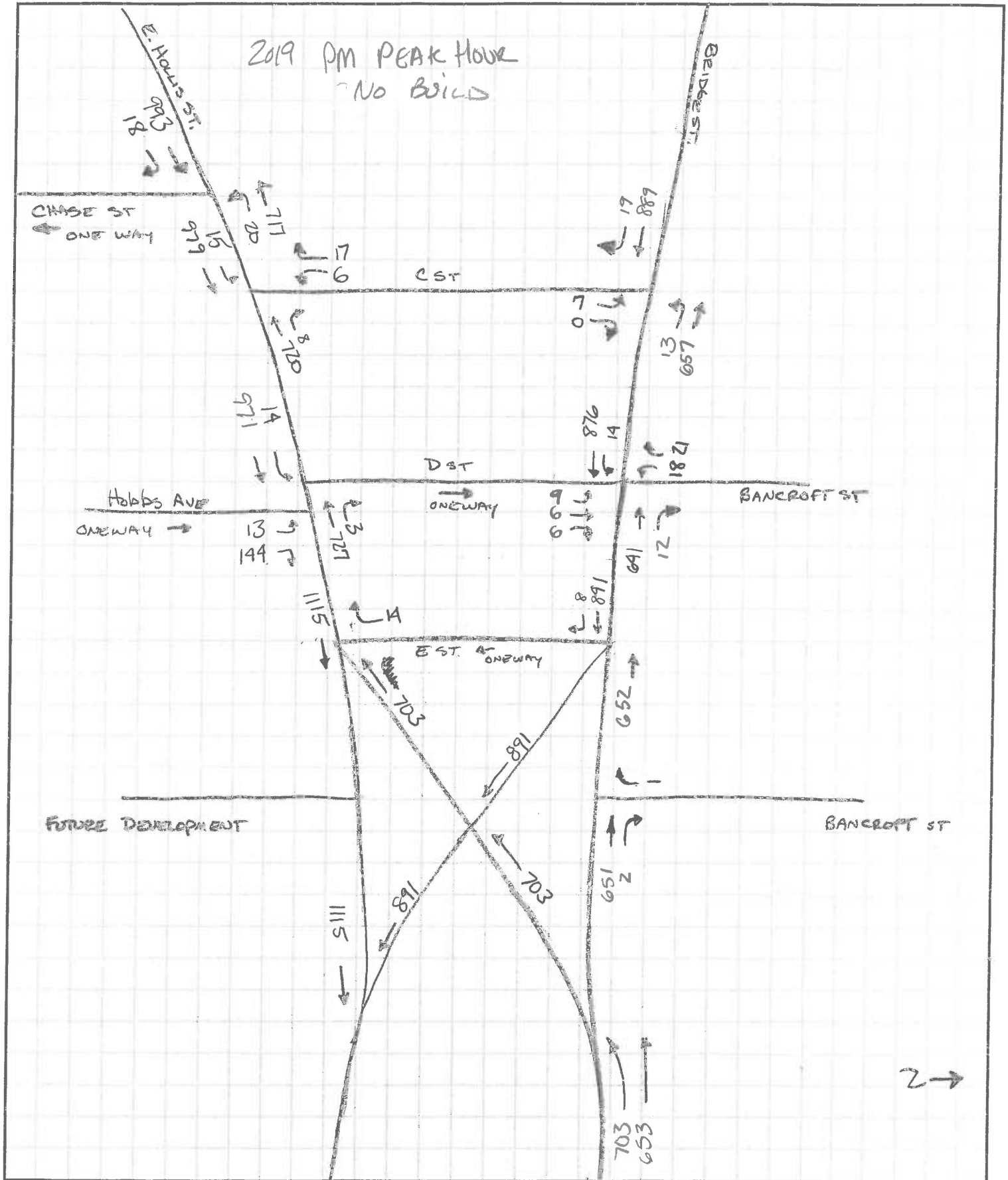
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DATE 5/9/18

CHECKED BY REP

DATE 11/7/18

SCALE NTS



# McFARLAND JOHNSON

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JOB EAST HOLLIS ST

SHEET NO. 9

OF 14

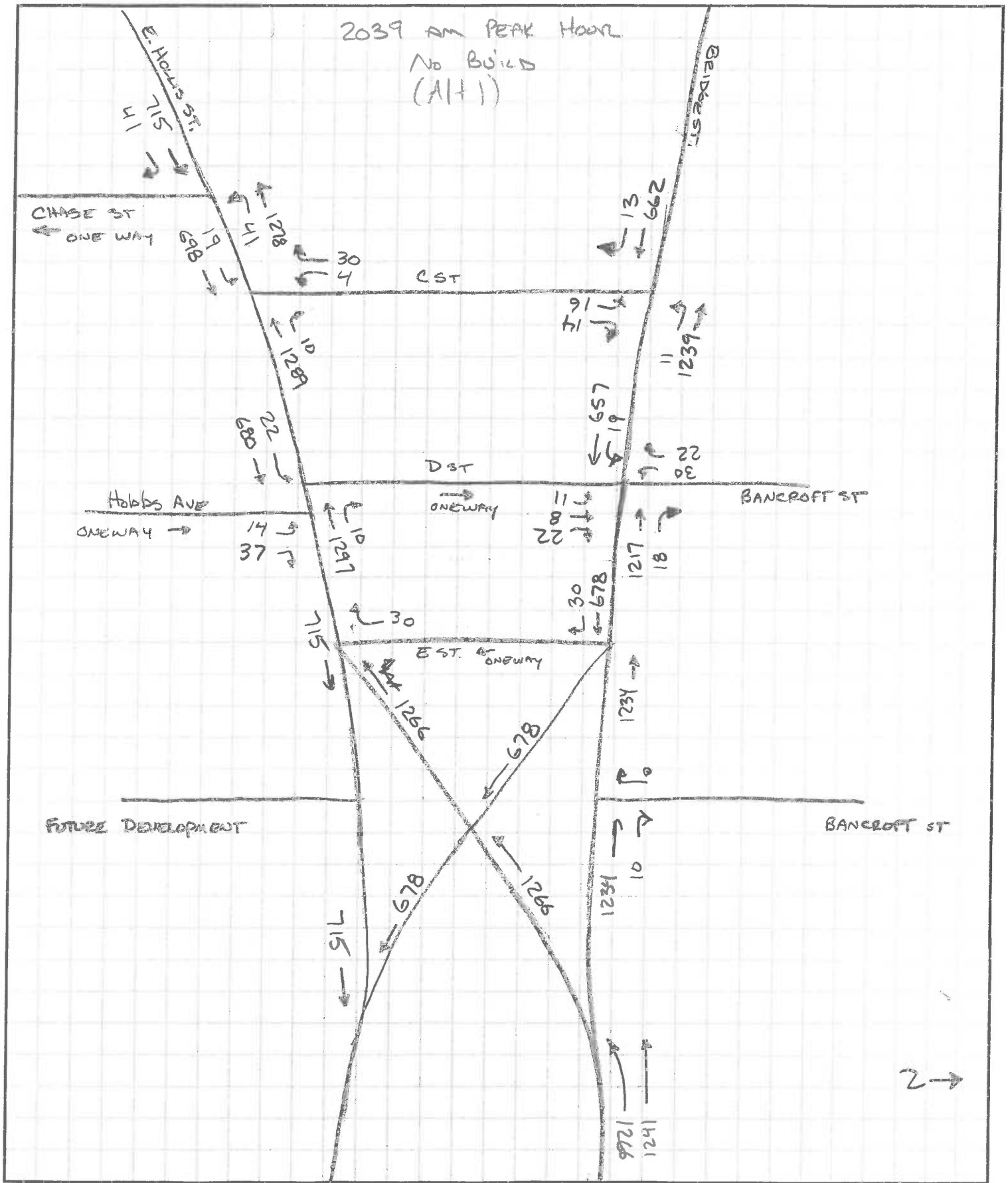
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DATE 5/1/18

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DATE 5/1/18

SCALE NTS



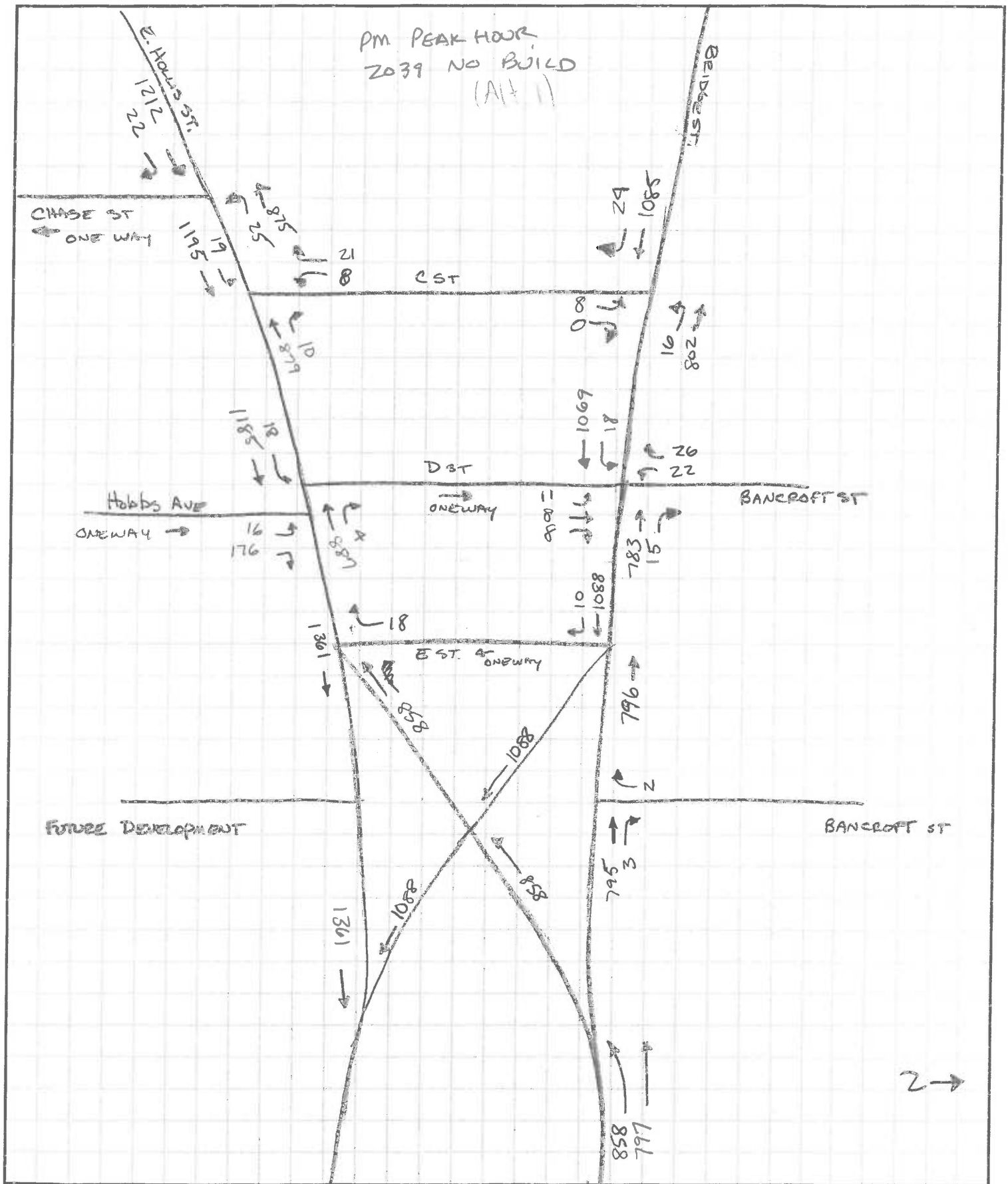
Engineering, Planning & Construction Administration  
www.mjinc.com

14

DATE 5/4/18

DATE 11/18

NTS



# McFarland Johnson

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www.mjinc.com

JOB \_\_\_\_\_

SHEET NO. 11

OF 14

CALCULATED BY JWS

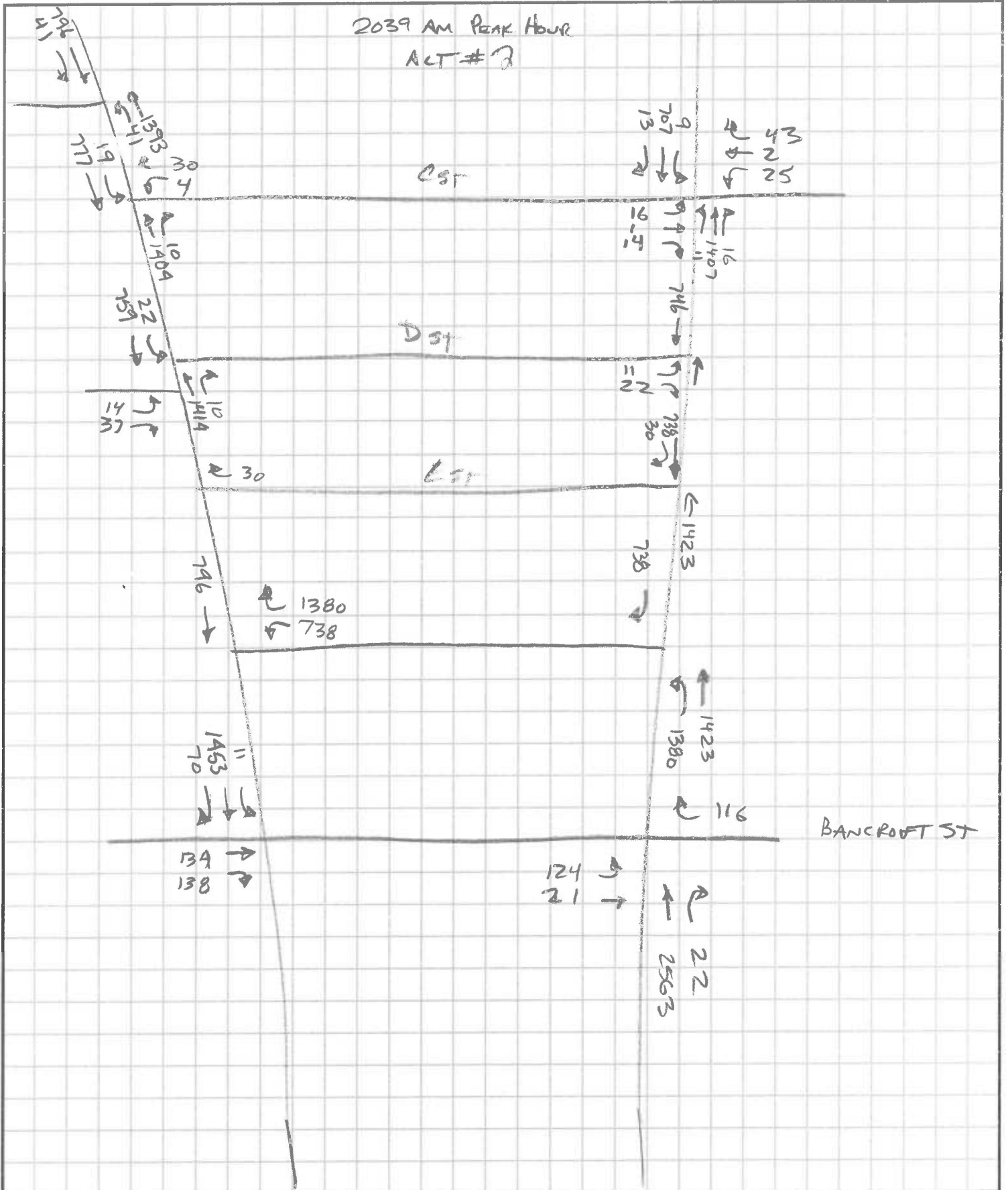
DATE 5/11/18

CHECKED BY MCM

DATE 5/11/18

SCALE \_\_\_\_\_

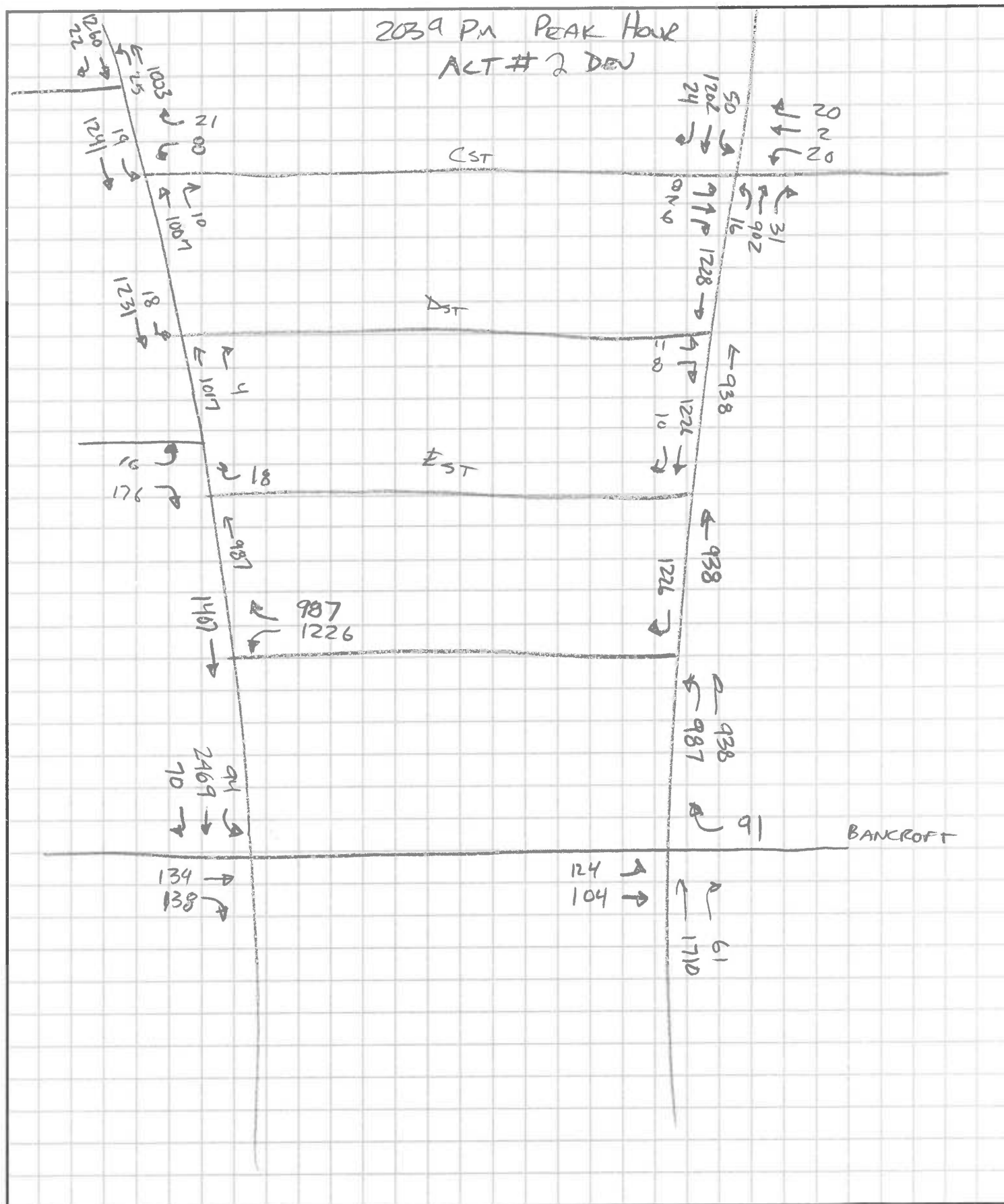
2039 AM Peak Hour  
ACT # 2



Engineering, Planning & Construction Administration  
www.mjinc.com

SCALE\_

DATE 5/4/13



# McFARLAND JOHNSON

Engineering, Planning & Construction Administration  
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JOB

SHEET NO.

13

OF

14

CALCULATED BY JWS

DATE

5/4/18

CHECKED BY MKM

DATE

5/4/18

SCALE

2039 AM PEAK HOUR  
ALT #3 DEV

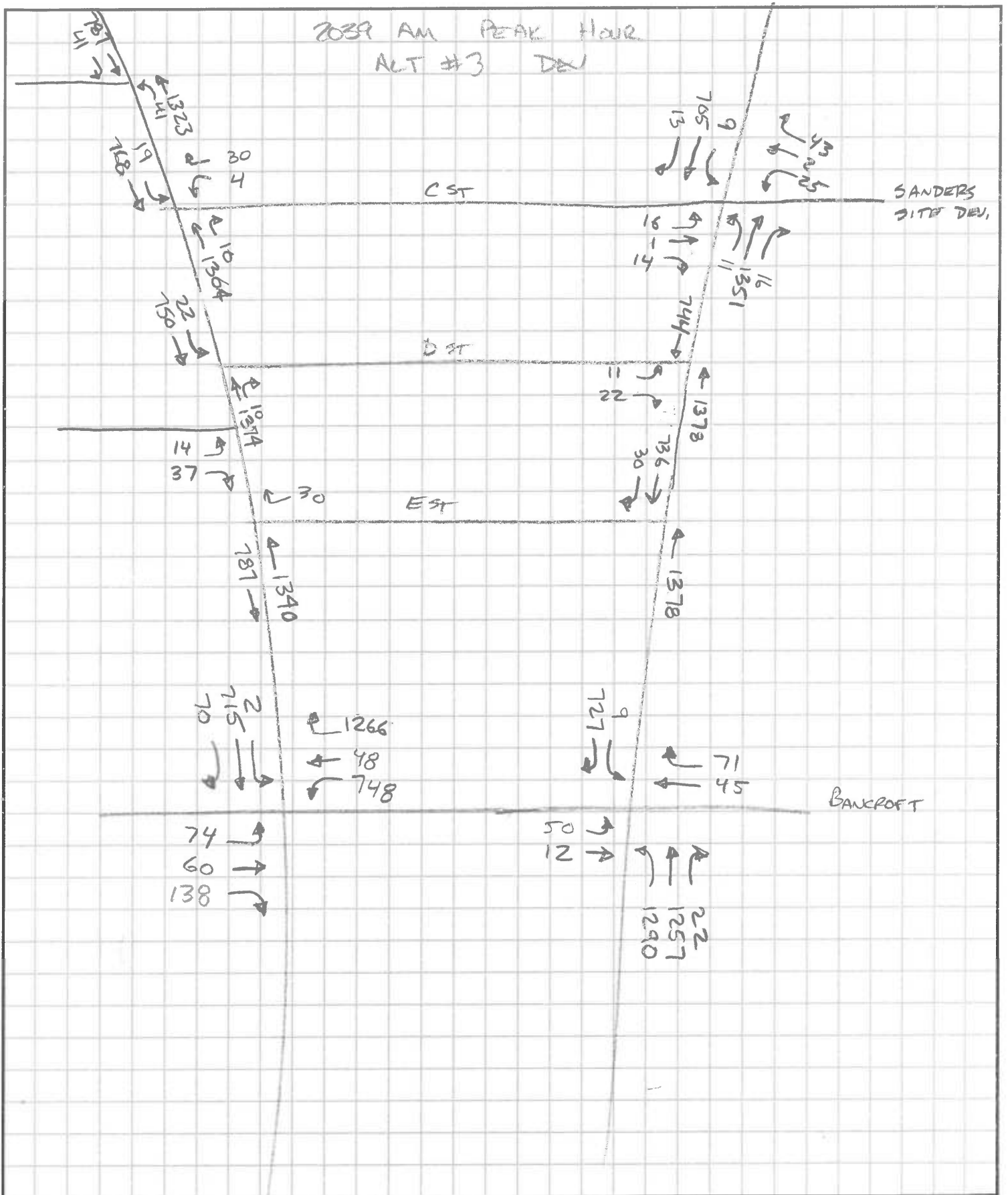
CST

SANDERS  
SITE DEV.

DST

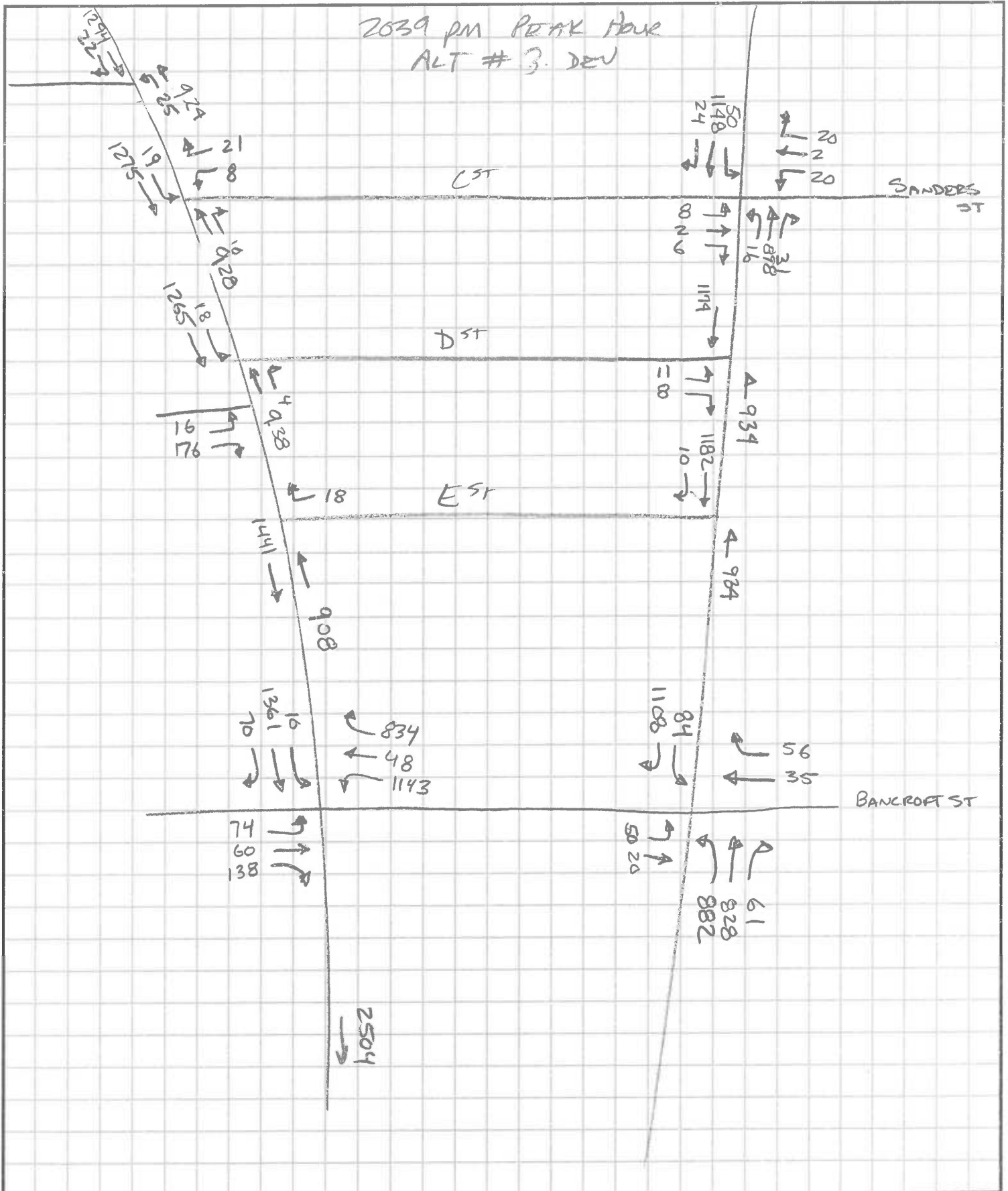
EST

BANCROFT



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SCALE.



## **APPENDIX C**

### **Crash History**



**Nashua 40660 - East Hollis St / Bridge St improvements**  
**Crash Study 2012-2016 (Data source: NH DMV)**  
 Data query by NHDOT - 8/15/18

| <b>Maximum injury severity for <u>each crash</u></b> |              |             |             |             |             |              |
|------------------------------------------------------|--------------|-------------|-------------|-------------|-------------|--------------|
|                                                      | <b>Years</b> |             |             |             |             |              |
| <b>Max injury severity</b>                           | <b>2012</b>  | <b>2013</b> | <b>2014</b> | <b>2015</b> | <b>2016</b> | <b>Total</b> |
| Non_Incapacitating                                   | 4            | 1           | 3           | 5           |             | 13           |
| Possible                                             |              | 1           |             | 1           |             | 2            |
| No Apparent Injury                                   | 5            | 6           | 16          | 15          | 7           | 49           |
| Unknown                                              |              |             | 1           |             | 3           | 4            |
| <Null>                                               |              | 2           | 1           |             |             | 3            |
| <b>Total</b>                                         | <b>9</b>     | <b>10</b>   | <b>21</b>   | <b>21</b>   | <b>10</b>   | <b>71</b>    |

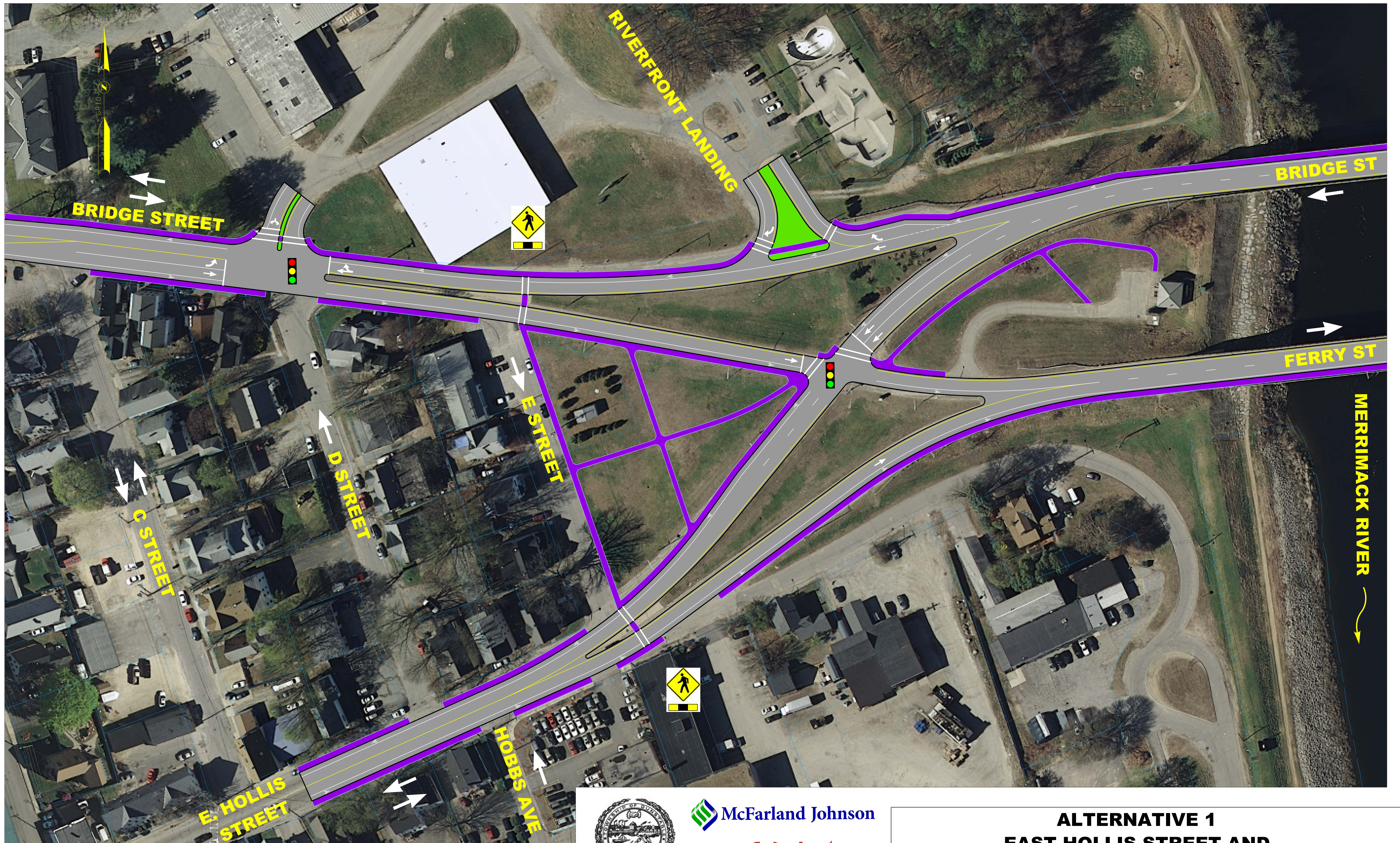
| <b>Apparent contributing factors for <u>each unit</u></b> |              |
|-----------------------------------------------------------|--------------|
| <b>Contributing factors</b>                               | <b>Count</b> |
| Disregard Traffic Control Device                          | 2            |
| Driver Inattention/Distraction                            | 16           |
| Driver Inexperience                                       | 1            |
| Failure to Yield R-O-W                                    | 12           |
| Following too Close                                       | 18           |
| Improper Passing/Overtaking                               | 4            |
| Improper/Unsafe Lane Use                                  | 3            |
| No Improper Driving                                       | 63           |
| Physical Impairment                                       | 1            |
| Skidding                                                  | 1            |
| Unknown                                                   | 14           |
| Unsafe Backing                                            | 1            |
| <Null>                                                    | 8            |
| <b>Total</b>                                              | <b>144</b>   |

| <b>Injury severity for <u>each occupant</u></b> |              |
|-------------------------------------------------|--------------|
| <b>Injury severity</b>                          | <b>Count</b> |
| Non Incapacitating                              | 15           |
| Possible                                        | 2            |
| No Apparent Injury                              | 135          |
| Unknown                                         | 11           |
| <b>Total</b>                                    | <b>163</b>   |

## **APPENDIX D**

### **Alternatives**

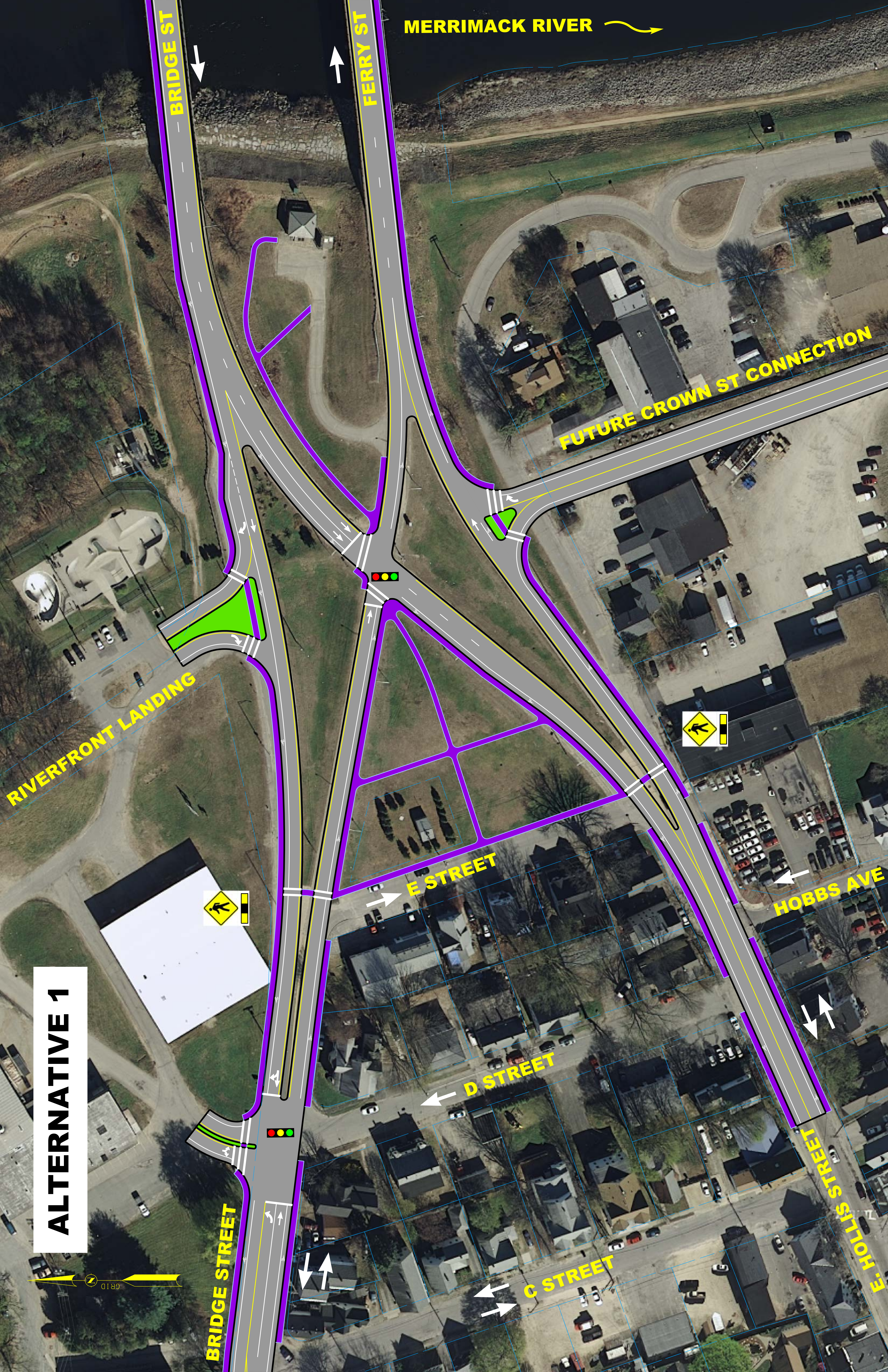




**ALTERNATIVE 1  
EAST HOLLIS STREET AND  
BRIDGE STREET INTERSECTION  
NASHUA, NH**



**ALTERNATIVE 1**



**MERRIMACK RIVER**

**BRIDGE ST**

**FERRY ST**

**FUTURE CROWN ST CONNECTION**

**RIVERFRONT LANDING**

**E STREET**

**D STREET**

**C STREET**

**HOBBS AVE**

**E. HOLLIS STREET**

**BRIDGE STREET**



# LANDSCAPE CONCEPTUAL PLAN OPTION 1 - BASIC DESIGN



- |                            |                                |                         |                                                |                                             |
|----------------------------|--------------------------------|-------------------------|------------------------------------------------|---------------------------------------------|
| 1 NEW STREET TREES         | 3 OPEN GREEN SPACE             | 5 ACCESS DRIVE          | 7 PEDESTRIAN CONNECTION TO THE MERRIMACK RIVER | 9 LANDSCAPE PLANTING TO HELP SCREEN TRAFFIC |
| 2 NEW PEDESTRIAN SIDEWALKS | 4 EXISTING BUILDINGS TO REMAIN | 6 PEDESTRIAN CROSSWALKS | 8 FLAG POLE                                    |                                             |

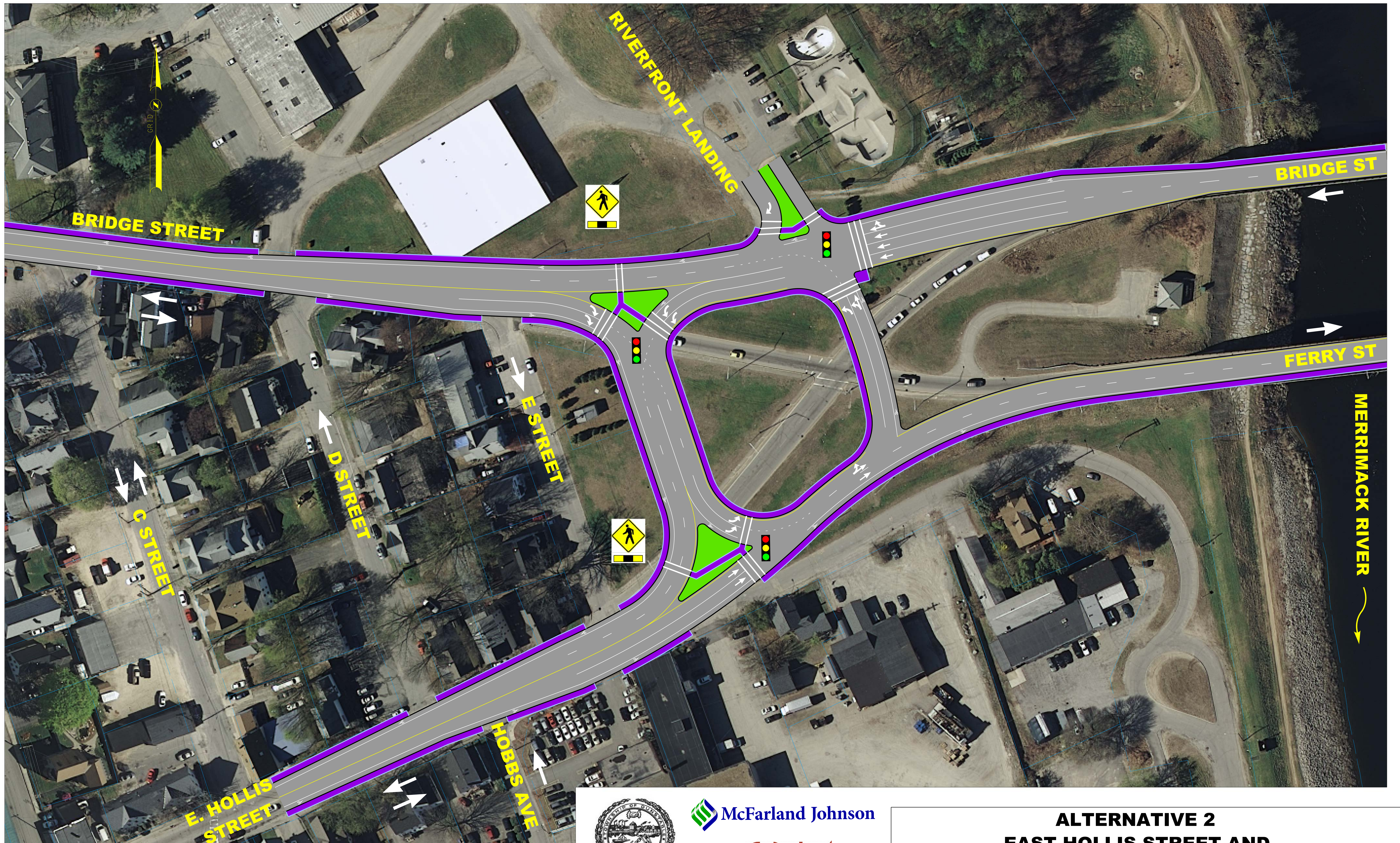


# LANDSCAPE CONCEPTUAL PLAN OPTION 1 - FULL BUILD DESIGN



- |                     |                   |                                      |                            |                                                        |                                                |                         |                             |
|---------------------|-------------------|--------------------------------------|----------------------------|--------------------------------------------------------|------------------------------------------------|-------------------------|-----------------------------|
| ① NEW STREET TREES  | ③ BUFFER PLANTING | ⑤ CHILDREN'S PLAYGROUND WITH FENCING | ⑦ OPEN GREEN SPACE         | ⑨ EXISTING BUILDINGS TO REMAIN                         | ⑪ SCULPTED LAWN LAND FORM FOR GATHERING / PLAY | ⑬ ACCESS DRIVE          | ⑮ DOG PARK/OPEN GREEN SPACE |
| ② GATEWAY STRUCTURE | ④ FLAG POLE       | ⑥ COMMUNITY GARDEN                   | ⑧ NEW PEDESTRAIN SIDEWALKS | ⑩ LANDSCAPED BERM WITH PLANTING TO HELP SCREEN TRAFFIC | ⑫ PEDESTRIAN CONNECTION TO THE MERRIMACK RIVER | ⑭ PEDESTRIAN CROSSWALKS |                             |

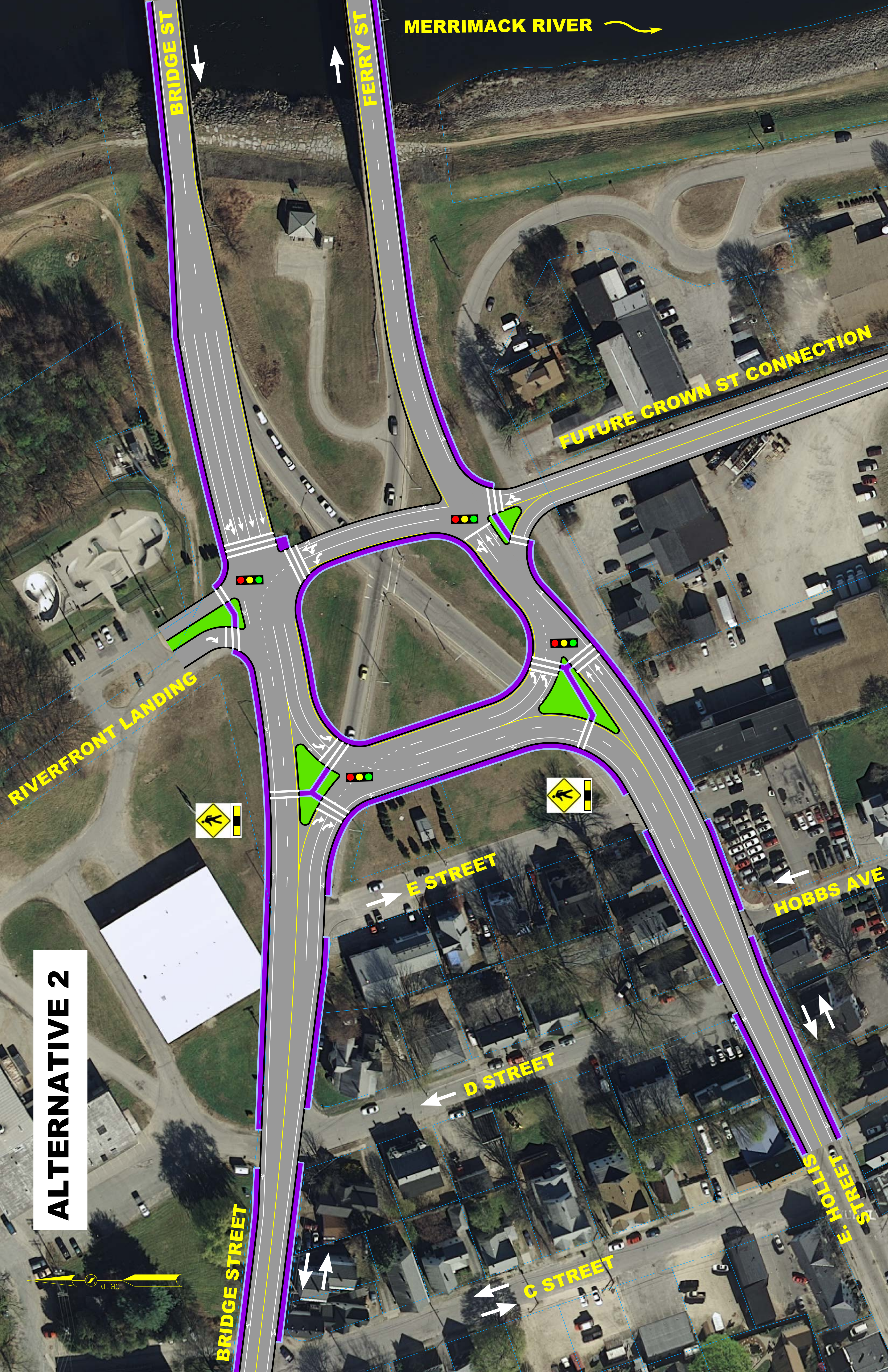




**ALTERNATIVE 2  
EAST HOLLIS STREET AND  
BRIDGE STREET INTERSECTION  
NASHUA, NH**



**ALTERNATIVE 2**



**MERRIMACK RIVER**



**BRIDGE ST**



**FERRY ST**



**FUTURE CROWN ST CONNECTION**

**RIVERFRONT LANDING**



**E STREET**



**D STREET**



**C STREET**



**HOBBS AVE**



**BRIDGE STREET**



**E. HOLLIS ST**





# LANDSCAPE CONCEPTUAL PLAN OPTION 2 - BASIC DESIGN



- |                            |                                |                         |                                                |
|----------------------------|--------------------------------|-------------------------|------------------------------------------------|
| ① STREET TREES             | ③ EXISTING BUILDINGS TO REMAIN | ⑤ PEDESTRIAN CROSSWALKS | ⑦ PEDESTRIAN CONNECTION TO THE MERRIMACK RIVER |
| ② NEW PEDESTRIAN SIDEWALKS | ④ ACCESS DRIVE                 | ⑥ OPEN GREEN SPACE      |                                                |

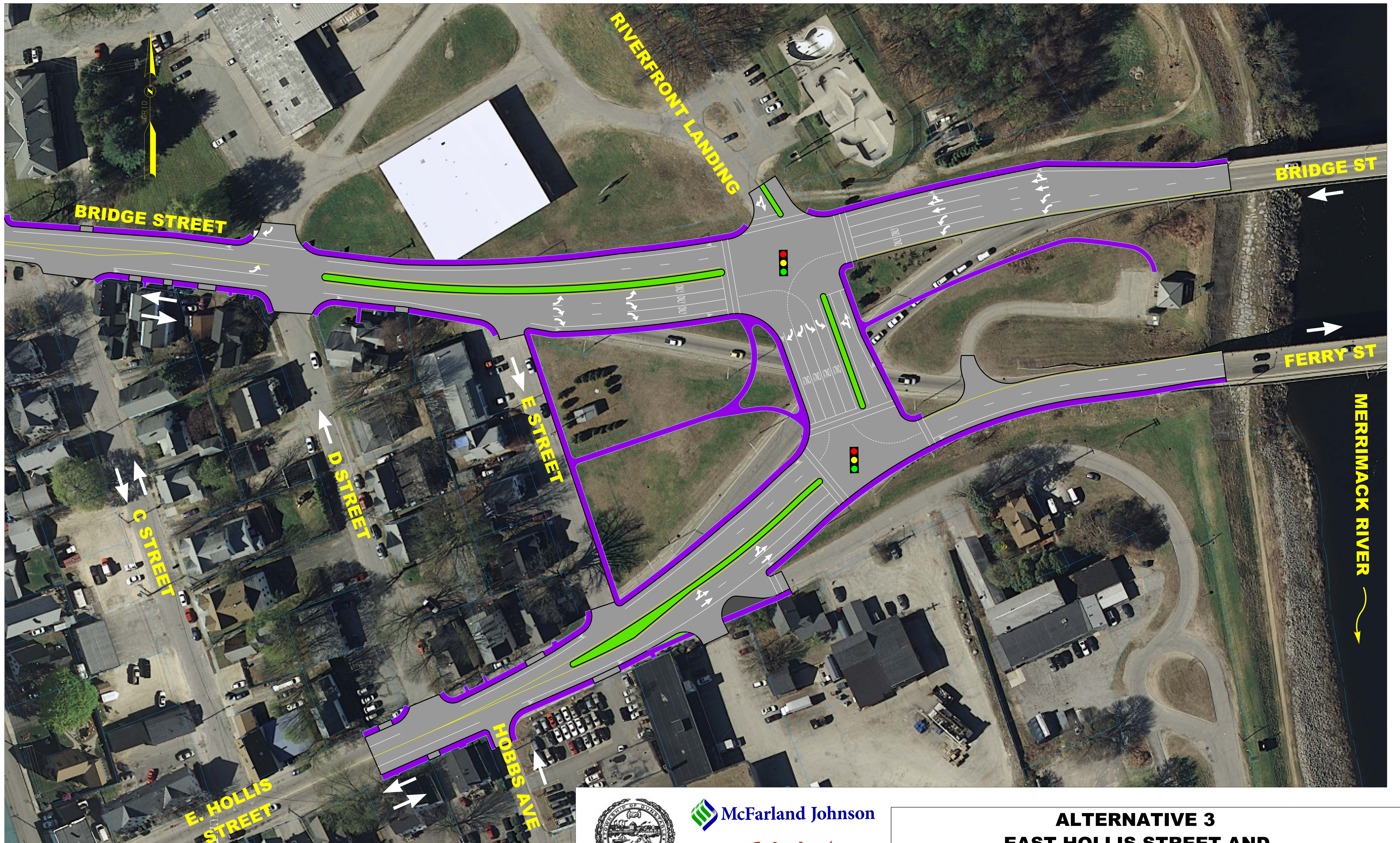


# LANDSCAPE CONCEPTUAL PLAN OPTION 2 - FULL BUILD DESIGN



- |                     |                   |                                      |                            |                                                        |                                                |                         |                                   |
|---------------------|-------------------|--------------------------------------|----------------------------|--------------------------------------------------------|------------------------------------------------|-------------------------|-----------------------------------|
| ① NEW STREET TREES  | ③ BUFFER PLANTING | ⑤ CHILDREN'S PLAYGROUND WITH FENCING | ⑦ OPEN GREEN SPACE         | ⑨ EXISTING BUILDINGS TO REMAIN                         | ⑪ SCULPTED LAWN LAND FORM FOR GATHERING / PLAY | ⑬ ACCESS DRIVE          | ⑮ DOG PARK / OPEN GREEN SPACE     |
| ② GATEWAY STRUCTURE | ④ FLAG POLE       | ⑥ COMMUNITY GARDEN                   | ⑧ NEW PEDESTRIAN SIDEWALKS | ⑩ LANDSCAPED BERM WITH PLANTING TO HELP SCREEN TRAFFIC | ⑫ PEDESTRIAN CONNECTION TO THE MERRIMACK RIVER | ⑭ PEDESTRIAN CROSSWALKS | ⑯ TODDLER PLAYGROUND WITH FENCING |





**ALTERNATIVE 3  
EAST HOLLIS STREET AND  
BRIDGE STREET INTERSECTION  
NASHUA, NH**



MERRIMACK RIVER

BRIDGE ST

FERRY ST

E STREET

HOBBS AVE

D STREET

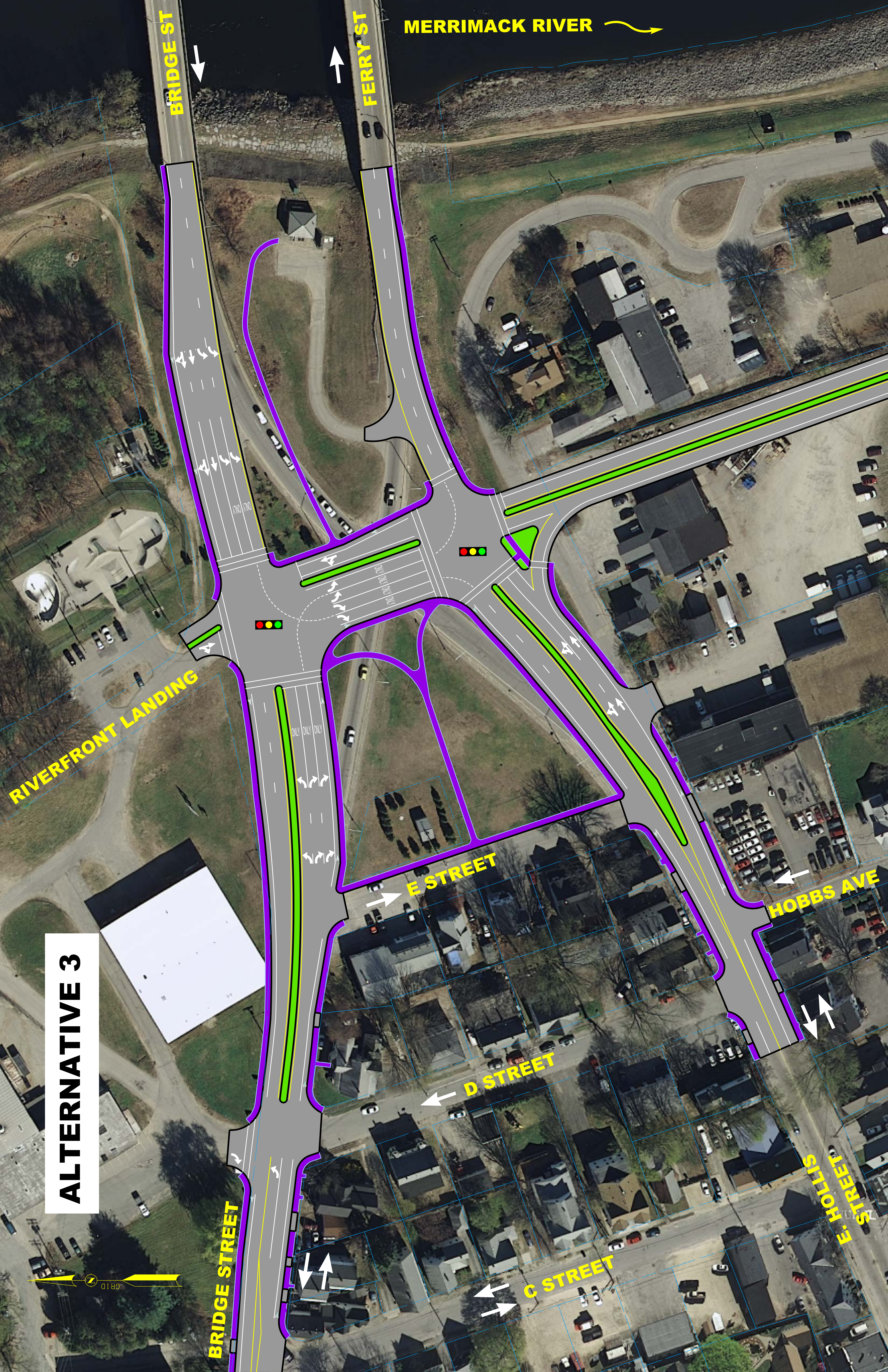
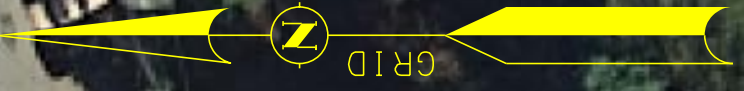
C STREET

E. HOLTS ST

BRIDGE STREET

ALTERNATIVE 3

RIVERFRONT LANDING





# LANDSCAPE CONCEPTUAL PLAN OPTION 3 - BASIC DESIGN



- |                    |                                |                         |                                                |
|--------------------|--------------------------------|-------------------------|------------------------------------------------|
| ① NEW STREET TREES | ③ NEW PEDESTRIAN SIDEWALKS     | ⑤ ACCESS DRIVE          | ⑦ PEDESTRIAN CONNECTION TO THE MERRIMACK RIVER |
| ② OPEN GREEN SPACE | ④ EXISTING BUILDINGS TO REMAIN | ⑥ PEDESTRIAN CROSSWALKS |                                                |



# LANDSCAPE CONCEPTUAL PLAN OPTION 3 - FULL BUILD DESIGN



- |                     |                   |                                      |                            |                                                        |                                                |                         |                                   |
|---------------------|-------------------|--------------------------------------|----------------------------|--------------------------------------------------------|------------------------------------------------|-------------------------|-----------------------------------|
| ① NEW STREET TREES  | ③ BUFFER PLANTING | ⑤ CHILDREN'S PLAYGROUND WITH FENCING | ⑦ OPEN GREEN SPACE         | ⑨ EXISTING BUILDINGS TO REMAIN                         | ⑪ SCULPTED LAWN LAND FORM FOR GATHERING / PLAY | ⑬ ACCESS DRIVE          | ⑮ DOG PARK / OPEN GREEN SPACE     |
| ② GATEWAY STRUCTURE | ④ FLAG POLE       | ⑥ COMMUNITY GARDEN                   | ⑧ NEW PEDESTRIAN SIDEWALKS | ⑩ LANDSCAPED BERM WITH PLANTING TO HELP SCREEN TRAFFIC | ⑫ PEDESTRIAN CONNECTION TO THE MERRIMACK RIVER | ⑭ PEDESTRIAN CROSSWALKS | ⑯ TODDLER PLAYGROUND WITH FENCING |



## **APPENDIX E**

### **Cost Estimates**

EAST HOLLIS STREET AND BRIDGE STREET IMPROVEMENTS PROJECT  
NASHUA, NH  
STATE PROJECT 16314



ALTERNATIVE 1 ESTIMATE  
NOVEMBER, 2018

McFarland-Johnson, Inc.  
Concord, NH

| ITEM                                                       | DESCRIPTION                             | UNIT | QUANTITY   | UNIT PRICE | COST               |
|------------------------------------------------------------|-----------------------------------------|------|------------|------------|--------------------|
| MAJOR CONSTRUCTION ITEMS:                                  |                                         |      |            |            |                    |
| 203.1                                                      | COMMON EXCAVATION                       | CY   | 5,500      | \$12       | \$66,000           |
| 304.4                                                      | CRUSHED STONE (FINE GRADATION) (F)      | CY   | 3,700      | \$32       | \$118,400          |
| 403.11                                                     | HOT BITUMINOUS PAVEMENT, MACHINE METHOD | TON  | 3,400      | \$85       | \$289,000          |
| 608.24                                                     | 4" CONCRETE SIDEWALK (F)                | SY   | 2,100      | \$45       | \$94,500           |
| 609.01                                                     | STRAIGHT GRANITE CURB                   | LF   | 6,600      | \$28       | \$184,800          |
| MAJOR ITEM SUB-TOTAL COST                                  |                                         |      |            |            | \$752,700          |
| Costs Estimated by Contract Percentages**:                 |                                         |      | Contract % | Estimate   |                    |
| TRAFFIC SIGNALS                                            |                                         |      | 2          | \$175,000  | \$350,000          |
| TRAFFIC CONTROL                                            |                                         |      | 10.00%     |            | \$75,270           |
| DRAINAGE                                                   |                                         |      | 15.00%     |            | \$112,905          |
| EROSION CONTROL ITEMS                                      |                                         |      | 5.00%      |            | \$37,635           |
| STREETSCAPE/LANDSCAPING                                    |                                         |      |            |            | \$400,000          |
| OTHER ITEMS AND CONTINGENCIES                              |                                         |      | 30.00%     |            | \$225,810          |
| SUB-TOTAL COST                                             |                                         |      |            |            | \$1,954,320        |
| MOBILIZATION                                               |                                         |      | 7.00%      |            | \$136,802          |
| HIGHWAY ITEMS SUB-TOTAL COST                               |                                         |      |            |            | \$2,091,122        |
| CONSTRUCTION ENGINEERING                                   |                                         |      | 6.00%      |            | \$125,467          |
| ** Percentages Estimated from other similar NHDOT projects |                                         |      |            |            |                    |
| OVERALL TOTAL PROJECT COST                                 |                                         |      |            |            | \$2,216,590        |
| Use                                                        |                                         |      |            |            | <b>\$2,300,000</b> |

EAST HOLLIS STREET AND BRIDGE STREET IMPROVEMENTS PROJECT  
NASHUA, NH  
STATE PROJECT 16314



ALTERNATIVE 2 ESTIMATE  
NOVEMBER, 2018

McFarland-Johnson, Inc.  
Concord, NH

| ITEM                                                       | DESCRIPTION                             | UNIT | QUANTITY   | UNIT PRICE | COST                   |
|------------------------------------------------------------|-----------------------------------------|------|------------|------------|------------------------|
| MAJOR CONSTRUCTION ITEMS:                                  |                                         |      |            |            |                        |
| 203.1                                                      | COMMON EXCAVATION                       | CY   | 12,200     | \$12       | \$146,400              |
| 304.4                                                      | CRUSHED STONE (FINE GRADATION) (F)      | CY   | 4,900      | \$32       | \$156,800              |
| 304.5                                                      | CRUSHED STONE (COARSE GRADATION) (F)    | CY   | 4,000      | \$32       | \$128,000              |
| 403.11                                                     | HOT BITUMINOUS PAVEMENT, MACHINE METHOD | TON  | 4,400      | \$85       | \$374,000              |
| 608.24                                                     | 4" CONCRETE SIDEWALK (F)                | SY   | 2,700      | \$45       | \$121,500              |
| 609.01                                                     | STRAIGHT GRANITE CURB                   | LF   | 5,200      | \$28       | \$145,600              |
| MAJOR ITEM SUB-TOTAL COST                                  |                                         |      |            |            | \$1,072,300            |
| Costs Estimated by Contract Percentages**:                 |                                         |      | Contract % | Estimate   |                        |
| TRAFFIC SIGNALS                                            |                                         |      | 3          | \$175,000  | \$525,000              |
| TRAFFIC CONTROL                                            |                                         |      | 10.00%     |            | \$107,230              |
| DRAINAGE                                                   |                                         |      | 15.00%     |            | \$160,845              |
| EROSION CONTROL ITEMS                                      |                                         |      | 5.00%      |            | \$53,615               |
| STREETSCAPE                                                |                                         |      |            |            | \$100,000              |
| OTHER ITEMS AND CONTINGENCIES                              |                                         |      | 30.00%     |            | \$321,690              |
| SUB-TOTAL COST                                             |                                         |      |            |            | \$2,340,680            |
| MOBILIZATION                                               |                                         |      | 7.00%      |            | \$163,848              |
| HIGHWAY ITEMS SUB-TOTAL COST                               |                                         |      |            |            | \$2,504,528            |
| CONSTRUCTION ENGINEERING                                   |                                         |      | 6.00%      |            | \$150,272              |
| ** Percentages Estimated from other similar NHDOT projects |                                         |      |            |            |                        |
| OVERALL TOTAL PROJECT COST                                 |                                         |      |            |            | \$2,654,799            |
|                                                            |                                         |      |            |            | <b>Use \$2,700,000</b> |

EAST HOLLIS STREET AND BRIDGE STREET IMPROVEMENTS PROJECT  
NASHUA, NH  
STATE PROJECT 16314



ALTERNATIVE 3 ESTIMATE  
NOVEMBER, 2018

McFarland-Johnson, Inc.  
Concord, NH

| ITEM                                                       | DESCRIPTION                             | UNIT | QUANTITY   | UNIT PRICE | COST                   |
|------------------------------------------------------------|-----------------------------------------|------|------------|------------|------------------------|
| MAJOR CONSTRUCTION ITEMS:                                  |                                         |      |            |            |                        |
| 203.1                                                      | COMMON EXCAVATION                       | CY   | 11,900     | \$12       | \$142,800              |
| 304.4                                                      | CRUSHED STONE (FINE GRADATION) (F)      | CY   | 4,800      | \$32       | \$153,600              |
| 304.5                                                      | CRUSHED STONE (COARSE GRADATION) (F)    | CY   | 3,900      | \$32       | \$124,800              |
| 403.11                                                     | HOT BITUMINOUS PAVEMENT, MACHINE METHOD | TON  | 4,300      | \$85       | \$365,500              |
| 608.24                                                     | 4" CONCRETE SIDEWALK (F)                | SY   | 2,600      | \$45       | \$117,000              |
| 609.01                                                     | STRAIGHT GRANITE CURB                   | LF   | 5,400      | \$28       | \$151,200              |
| MAJOR ITEM SUB-TOTAL COST                                  |                                         |      |            |            | \$1,054,900            |
| Costs Estimated by Contract Percentages**:                 |                                         |      | Contract % | Estimate   |                        |
| TRAFFIC SIGNALS                                            |                                         |      | 2          | \$175,000  | \$350,000              |
| TRAFFIC CONTROL                                            |                                         |      | 10.00%     |            | \$105,490              |
| DRAINAGE                                                   |                                         |      | 15.00%     |            | \$158,235              |
| EROSION CONTROL ITEMS                                      |                                         |      | 5.00%      |            | \$52,745               |
| STREETSCAPE                                                |                                         |      | 5.00%      |            | \$300,000              |
| OTHER ITEMS AND CONTINGENCIES                              |                                         |      | 30.00%     |            | \$316,470              |
| SUB-TOTAL COST                                             |                                         |      |            |            | \$2,337,840            |
| MOBILIZATION                                               |                                         |      | 7.00%      |            | \$163,649              |
| HIGHWAY ITEMS SUB-TOTAL COST                               |                                         |      |            |            | \$2,501,489            |
| CONSTRUCTION ENGINEERING                                   |                                         |      | 6.00%      |            | \$150,089              |
| ** Percentages Estimated from other similar NHDOT projects |                                         |      |            |            |                        |
| OVERALL TOTAL PROJECT COST                                 |                                         |      |            |            | \$2,651,578            |
|                                                            |                                         |      |            |            | <b>Use \$2,700,000</b> |



**APPENDIX F**

**Decision Matrix**

**EAST HOLLIS STREET & BRIDGE STREET INTERSECTION IMPROVEMENT PROJECT  
EVALUATION MATRIX – NOVEMBER 2018**

| CRITERIA                                                                                           |                                     | NO BUILD<br>(DO NOTHING)                                       |              | ALTERNATIVE 1                                                                                  |              | ALTERNATIVE 2                                                                                                                        |              | ALTERNATIVE 3                                                                               |              |
|----------------------------------------------------------------------------------------------------|-------------------------------------|----------------------------------------------------------------|--------------|------------------------------------------------------------------------------------------------|--------------|--------------------------------------------------------------------------------------------------------------------------------------|--------------|---------------------------------------------------------------------------------------------|--------------|
| MOBILITY                                                                                           | Bicycle Accommodations              | None                                                           |              | 5 FT Bicycle Lanes                                                                             |              | 5 FT Bicycle Lanes                                                                                                                   |              | 5 FT Bicycle Lanes                                                                          |              |
|                                                                                                    | Pedestrian Accommodations           | Limited                                                        |              | 5 FT Sidewalks                                                                                 |              | 5 FT Sidewalks                                                                                                                       |              | 5 FT Sidewalks                                                                              |              |
|                                                                                                    | Connection to the River             | None                                                           |              | Yes                                                                                            |              | Yes                                                                                                                                  |              | Yes                                                                                         |              |
| VEHICLE ACCESS                                                                                     | Riverfront Landing                  | Right In/Right-Out at Bancroft St.<br>Maintain Signal at D St. |              | Right In/Right-Out at Bancroft St.<br>Maintain Signal at D St.                                 |              | Full Access at Bancroft St.<br>Signal at D St. Removed                                                                               |              | Full Access at Bancroft St.<br>Signal at D St. Removed                                      |              |
|                                                                                                    | Crown Street Area                   | Signals at Alds St. & Arlington St.                            |              | Right In/Right Out w/ New Future Road<br>Signals at Alds St. & Arlington St.                   |              | Full Access with New Future<br>Roadway                                                                                               |              | Full Access with New Future<br>Roadway                                                      |              |
|                                                                                                    | Emergency Vehicle Access            | Uses Side Streets                                              |              | Use Side Streets                                                                               |              | Ability to Use New Intersections                                                                                                     |              | Ability to Use New Intersections                                                            |              |
|                                                                                                    | Bridge Street to East Hollis Street | Neighborhood Streets                                           |              | Neighborhood Streets                                                                           |              | Through Main Intersection                                                                                                            |              | Through Main Intersection                                                                   |              |
| LAND USE                                                                                           |                                     | Limited Future Potential                                       |              | Limited Future Potential                                                                       |              | Increased Future Potential                                                                                                           |              | Increased Future Potential                                                                  |              |
| TRAFFIC OPERATIONS<br>LEVEL OF SERVICE<br>(A – F)                                                  | 2039 Traffic Volumes                | AM Peak Hour                                                   | PM Peak Hour | AM Peak Hour                                                                                   | PM Peak Hour | AM Peak Hour                                                                                                                         | PM Peak Hour | AM Peak Hour                                                                                | PM Peak Hour |
|                                                                                                    | East Hollis St. to Hudson           | A                                                              | B            | A                                                                                              | B            | B/B                                                                                                                                  | D/E          | D                                                                                           | F            |
|                                                                                                    | Bridge St. to Hudson                | D                                                              | F            | D                                                                                              | F            | D/A/B                                                                                                                                | D/E/E        | C/C                                                                                         | D/F          |
|                                                                                                    | Hudson to Bridge St.                | A                                                              | A            | A                                                                                              | A            | B/A                                                                                                                                  | A/A          | B                                                                                           | B            |
|                                                                                                    | Hudson to East Hollis St.           | C                                                              | D            | C                                                                                              | D            | B/A                                                                                                                                  | A/C          | D/A                                                                                         | D/A          |
|                                                                                                    | Crown St. Access                    | -                                                              | -            | F                                                                                              | F            | D                                                                                                                                    | F            | D                                                                                           | F            |
|                                                                                                    | Riverfront Landing Driveway         | D                                                              | F            | D                                                                                              | F            | A                                                                                                                                    | B            | D                                                                                           | D            |
|                                                                                                    | Reduces Neighborhood Street Traffic | No Change                                                      |              | No Change                                                                                      |              | Reduces Traffic on D St.                                                                                                             |              | Reduces Traffic on D St.                                                                    |              |
| AESTHETICS                                                                                         | Gateway Views                       | Poor                                                           |              | Excellent                                                                                      |              | Excellent                                                                                                                            |              | Excellent                                                                                   |              |
|                                                                                                    | Greenspace                          | Underutilized                                                  |              | 0.8 Acres Adjacent to E St.<br>0.8 Acres Surrounded by Roadways<br>1.0 Acres Adjacent to River |              | 0.3 Acres Adjacent to E St.<br>0.7 Acres Surrounded by Roadways<br>1.2 Acres Adjacent to River                                       |              | 1.0 Acres Adjacent to E St.<br>1.3 Acres Adjacent to River                                  |              |
|                                                                                                    | Street Tree Plantings               | None                                                           |              | 152 Deciduous, 50 Flowering                                                                    |              | 132 Deciduous, 30 Flowering                                                                                                          |              | 140 Deciduous, 33 Flowering                                                                 |              |
|                                                                                                    | Site Amenities                      | None                                                           |              | 10 Benches, 3 Trash Receptacles, Flag Pole, Gateway Element                                    |              | 13 Benches, 3 Trash Receptacles, Flag Pole, Gateway Element                                                                          |              | 9 Benches, 3 Trash Receptacles, Flag Pole, Gateway Element                                  |              |
|                                                                                                    | Street and Pedestrian Lighting      | Traditional                                                    |              | 47 Pedestrian Lights                                                                           |              | 46 Pedestrian Lights                                                                                                                 |              | 54 Pedestrian Lights                                                                        |              |
| POTENTIAL NEIGHBORHOOD AMENITIES<br><br>(In New Green Space)<br><br>(Not Included in Project Cost) | Community Garden                    | -                                                              |              | Located on E St. for Best Connection to the Surrounding Neighborhood                           |              | Located on E St. for Best Connection to the Surrounding Neighborhood                                                                 |              | Located on E St. for Best Connection to the Surrounding Neighborhood                        |              |
|                                                                                                    | Dog Park                            | -                                                              |              | Located Adjacent to the River                                                                  |              | Located Adjacent to the River                                                                                                        |              | Located Adjacent to the River                                                               |              |
|                                                                                                    | Children’s Playground               | -                                                              |              | Located on E St. for Best Connection to the Surrounding Neighborhood. No Separate Toddler Lot. |              | Separate Toddler Lot Located on E St. for Best Connection to the Surrounding Neighborhood. Main Playground Located in Central Island |              | Located on E St. for Best Connection to the Surrounding Neighborhood. Separate Toddler Lot. |              |
| COST                                                                                               |                                     |                                                                |              | ~ \$2.3 Million<br>(\$400 K Streetscape Budget)                                                |              | ~ \$2.7 Million<br>(\$100 K Streetscape Budget)                                                                                      |              | ~ \$2.7 Million<br>(\$300 K Streetscape Budget)                                             |              |

**KEY**

Lowest Negative Value Rating
  Slight Negative Value Rating
  Neutral Value Rating
  Slight Positive Value Rating
  Highest Positive Value Rating



## **APPENDIX G**

### **Environmental/Hazardous Materials Screening Report**

***DRAFT***

Mr. Brian Colburn, P.E.  
McFarland Johnson, Inc.  
53 Regional Drive  
Concord, New Hampshire

May 30, 2018  
File No. 4381.00

Re: Environmental/Hazardous Materials Screening Report  
Bridge Street/East Hollis Street Intersection  
Nashua, New Hampshire

Dear Brian:

This report summarizes the findings of our Environmental/Hazardous Materials Screening to support your Engineering Study of the Bridge Street and E. Hollis Street Intersection Improvement project in Nashua, New Hampshire. A Locus Plan is attached as Figure 1.

This report has been prepared by Sanborn, Head & Associates, Inc. (Sanborn Head) on behalf of McFarland Johnson, Inc. (McFarland Johnson) in accordance with our subconsultant agreement executed April 23, 2018. This report is subject to the limitations in Attachment A.

This report summarizes the results of a preliminary screening of known and potential environmental issues and concerns within 500 feet of the Bridge Street and E. Hollis Street intersection (hereinafter referred to as the “project area”) as shown on Figure 2. The preliminary screening is based upon a “desktop” screening of Federal and State information obtained through Environmental Data Resources, Inc. (EDR), a data retrieval company, and files available on the New Hampshire Department of Environmental Services (NHDES) OneStop online database. Our review is intended to be a high-level summary, and does not constitute an ASTM-compliant Phase I Environmental Site Assessment (ESA). The findings of this preliminary screening do not represent environmental certainties, and should be further evaluated with site observations, interviews with individuals knowledgeable of specific properties, and where appropriate, subsurface explorations with chemical analyses of soil and groundwater. A copy of the information provided by EDR is included as Attachment B.

## **PROJECT AREA HISTORY**

Sanborn Head reviewed available historical mapping for the project area (e.g., USGS topographic maps, Sanborn Fire Insurance Maps), an EDR City Directory report, and aerial photographs as part of the environmental desktop review. Historical maps and aerial photographs were available for the project area spanning from 1905 to 2014. The project area has a long history of being a commercial and residential area, with several intersection



improvements. The following key information was obtained from our review of the historical sources:

- The project area appears to have been developed prior to 1905, based on historical topographic maps which show two buildings identified within the project area. A Sanborn Map available from 1912 identifies the buildings within the project area as residential properties.
- Sanborn Maps identified two gasoline filling stations on a 1949 map that were developed between 1912 and 1949 within the project area. Several residential properties were also located within the project area during this period.
- An auto repair facility was developed between 1955 and 1970 which replaced one of the filling stations. The second filling station was relocated from the northern side of East Hollis Street to the southern side (still within project area) during this period.
- Intersection reconfiguration and construction of a second bridge began between 1974 and 1977. The auto repair facility was removed and the filling station was relocated.

## DESKTOP REVIEW

Sanborn Head reviewed documents available from the NHDES OneStop online database for the project area and properties identified in the EDR Radius Map Report. Based on the findings from this review, three main areas of potential environmental concern were identified, as summarized below.

### Johns Manville Corporation

NHDES's online GIS database identified five known asbestos disposal sites (ADS) within 500 feet of the project area. A copy of the map downloaded from NHDES's database is provided in Attachment C. In addition, available Sanborn maps provided by EDR identified the presence of store houses owned by the Johns Manville Production Corporation on available maps from 1949 through 1977 [we note that Sanborn maps more recent than 1977 were not available]. The Johns Manville Corporation was one of the leading manufacturers of asbestos containing material (ACM) in the Nashua area. Through the late 1970s, the Johns Manville Corporation provided asbestos waste from its manufacturing processes as "clean fill" to property owners<sup>1</sup>. Since the project area was reconfigured for intersection improvements between 1974 and 1977, the potential exists for the fill to contain asbestos material.

### Gasoline Service Stations and Auto Repair Facilities

Several historical gasoline service stations were identified by EDR within the project area including the following:

- Quigley's Service Station/Don's Mobil Station located at 161 E Hollis Street.

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<sup>1</sup> <https://www.des.nh.gov/organization/commissioner/pip/factsheets/asb/documents/asb-11.pdf>

- Identified on the City Directory Image Report from 1962 through 1987.
- Harris Gulf Service Station located at 197 E Hollis Street
  - Identified on the City Directory Image Report from 1962 through 1966 and on the Sanborn Maps available from 1970 and 1974.
  - This service station appears to have been removed as part of intersection improvements performed between 1974 and 1977.

Historically, auto facilities have been known to have petroleum and chlorinated-VOC contamination related to typical activities conducted at these types of facilities. It is possible that releases of hazardous substances and/or petroleum products may have occurred. In addition, East Hollis Street and Bridge Street are heavily traveled and may have been impacted by petroleum as a result of traffic incidents, although no records were readily available of traffic incidents in the project area.

### **Chlorinated Volatile Organic Compound (CVOC) Groundwater Plume**

According to NHDES files, chlorinated volatile organic compounds (CVOCs), specifically trichloroethylene (TCE) and tetrachloroethylene (PCE), have been identified at concentrations exceeding the ambient groundwater quality standards (AGQS) in the groundwater in the vicinity of the project area at several parcels. The property located at 181 East Hollis Street identified TCE in an upgradient site well indicating a potential source located upgradient of the project area. Based on this file information, there is potential that groundwater in the project area may be impacted with CVOCs. Based on available documentation from nearby sites, the depth of water in the vicinity of the project area is estimated to be approximately 20 feet below ground surface. From our current understanding of the proposed project, it is unlikely that groundwater will be encountered during the intersection construction.

## **SUMMARY OF FINDINGS**

### **Potential Hazardous Material and Petroleum Releases Identified**

Based on the findings of the environmental desktop review, there is potential for hazardous materials and/or petroleum-related impacts to soil and groundwater within the project area including:

- Possible ACM in soil related to the Johns Manville Corporation, and known ADSs located within and adjacent to the project area;
- Potential soil impacts related to historical operation of gasoline service stations and auto repair facilities located within and adjacent to the project area; and
- Potential groundwater impacts related to (1) an off-site CVOC plume that has been previously identified at parcels adjacent to the project area, and/or (2) releases of hazardous materials or oil that may have occurred from the historical operation of gasoline service stations and auto repair facilities.

## Potential Impacts to Construction

Due to the potential environmental concerns identified above, the following impacts to construction may exist:

- If the project will generate excess soil that will require off-site disposal after construction, the contract should include provisions for proper environmental management of the excess soil to comply with NHDES regulations. This should include sampling of the excess soil, analytical laboratory testing for the list of parameters required for acceptance at a permitted off-site disposal facility, obtaining approval from the disposal facility that the material has been accepted for disposal, loading and hauling the material to the disposal facility using licensed transporters, and documentation of the soil disposal.
- ACM may be buried within the project area limits; as such, construction personnel may be required to handle and dispose of ACM in accordance with the New Hampshire solid waste regulations in Env-Sw 2100 related to management and control of asbestos disposal sites.
- We anticipate that groundwater may not be encountered during construction since the depth to groundwater in the project area appears to be approximately 20 feet. However, if the project design includes deep excavations for installation of utilities or other improvements, and temporary dewatering becomes necessary, then a NPDES permit (possibly a Remediation General Permit) and groundwater treatment may be required as part of the temporary dewatering.

## Design Considerations

Based on the information obtained for the project site during the environmental screening, we suggest that the project designer consider the following:

- Select finished grades so that the project is a “net fill” after considering the volume of cut and fill earthwork. The intent is to avoid off-site disposal of excess soil at the end of the project to the extent practical. The earthwork computations should consider the volume of soil to be imported for utility bedding and backfill, the volume of soil displaced by concrete foundations for light pole bases and traffic signal mast arms, plus the volume of select materials to be imported for asphalt pavement and granular subbase.
- Conduct an adequate number of subsurface explorations to evaluate if ACM exists in soil in the project area. Subsurface explorations should focus on anticipated cut areas where excavation below existing grades is proposed. In addition, we recommend having an ADS Certified Worker present during the drilling who is trained to visually identify the potential presence of ACM in soil.
- If ACM is identified during the subsurface explorations, an ADS Work Plan will be required by NHDES for the project, and contract provisions should be prepared for management of asbestos in soil during earthwork. In addition, earthwork would need to be performed by an ADS Licensed Contractor. If ACM is identified during the actual

construction and an ADS Work Plan has not been previously developed, work will need to be stopped until an ADS Work Plan can be developed and approved by NHDES.

- To avoid management of potentially contaminated groundwater to the extent practical, design the project with shallow utilities and excavations. The extent to which groundwater will be encountered during construction should be evaluated further after preliminary design and subsurface explorations.

We trust this initial environmental screening report meets the current needs of the project. If you have any questions regarding the report, please contact Heidi Lemieux at (603) 415-6149, or [hlemieux@sanbornhead.com](mailto:hlemieux@sanbornhead.com)

Very truly yours,  
SANBORN, HEAD & ASSOCIATES, INC.

\*\*DRAFT\*\*

\*\*DRAFT\*\*

Heidi E. Lemieux  
*Senior Project Engineer*

Vernon R. Kokosa, P.E.  
*Principal/Senior Vice President*

HEL/VRK/CAC:hel

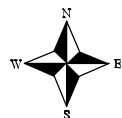
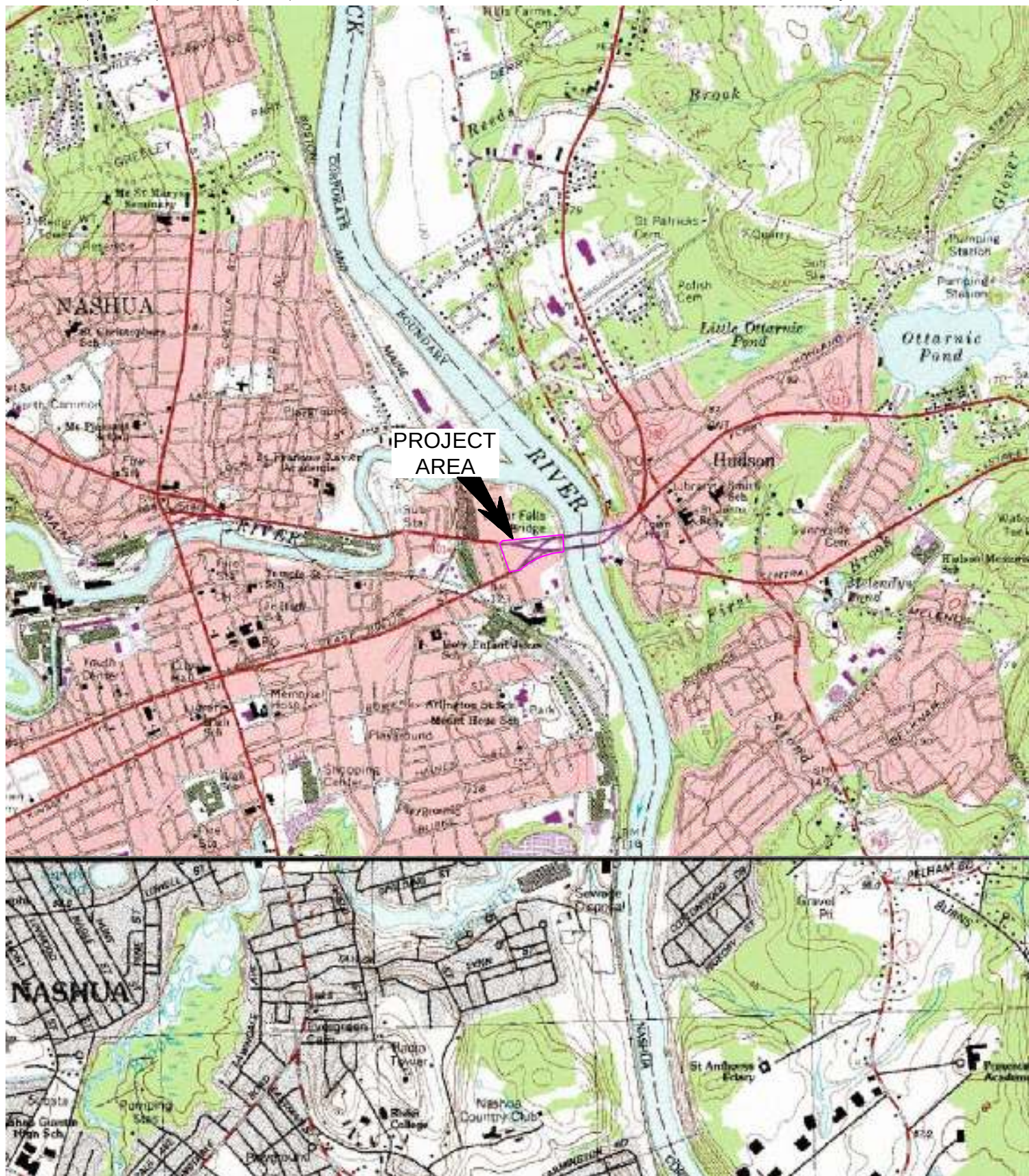
Encl. Figure 1 – Locus Plan  
Figure 2 – Site Vicinity Plan  
Attachment A – Limitations  
Attachment B – Environmental Database Search Report  
Attachment C – NHDES Asbestos Disposal Site Map

P:\4300s\4381.00\Source Files\Env Screening Rpt\20180530 DRAFT Nashua Intersection Env Screening Rpt.docx



## FIGURES





Notes:  
Base maps taken from 7.5 minute  
USGS Quadrangle Maps. Nashua  
North (1985) and Nashua South  
(1987), New Hampshire

Drawn By: D. Dombrowsky  
Designed By: H. Lemieux  
Reviewed By: V. Kokosa  
Project No: 4381.00  
Date: May 2018

1000' 0 2000' Feet

SANBORN HEAD

Figure 1

## Locus Plan

Summary of Environmental/Hazardous  
Materials Assessment

Bridge Street / E. Hollis Street  
Intersection

Nashua, New Hampshire



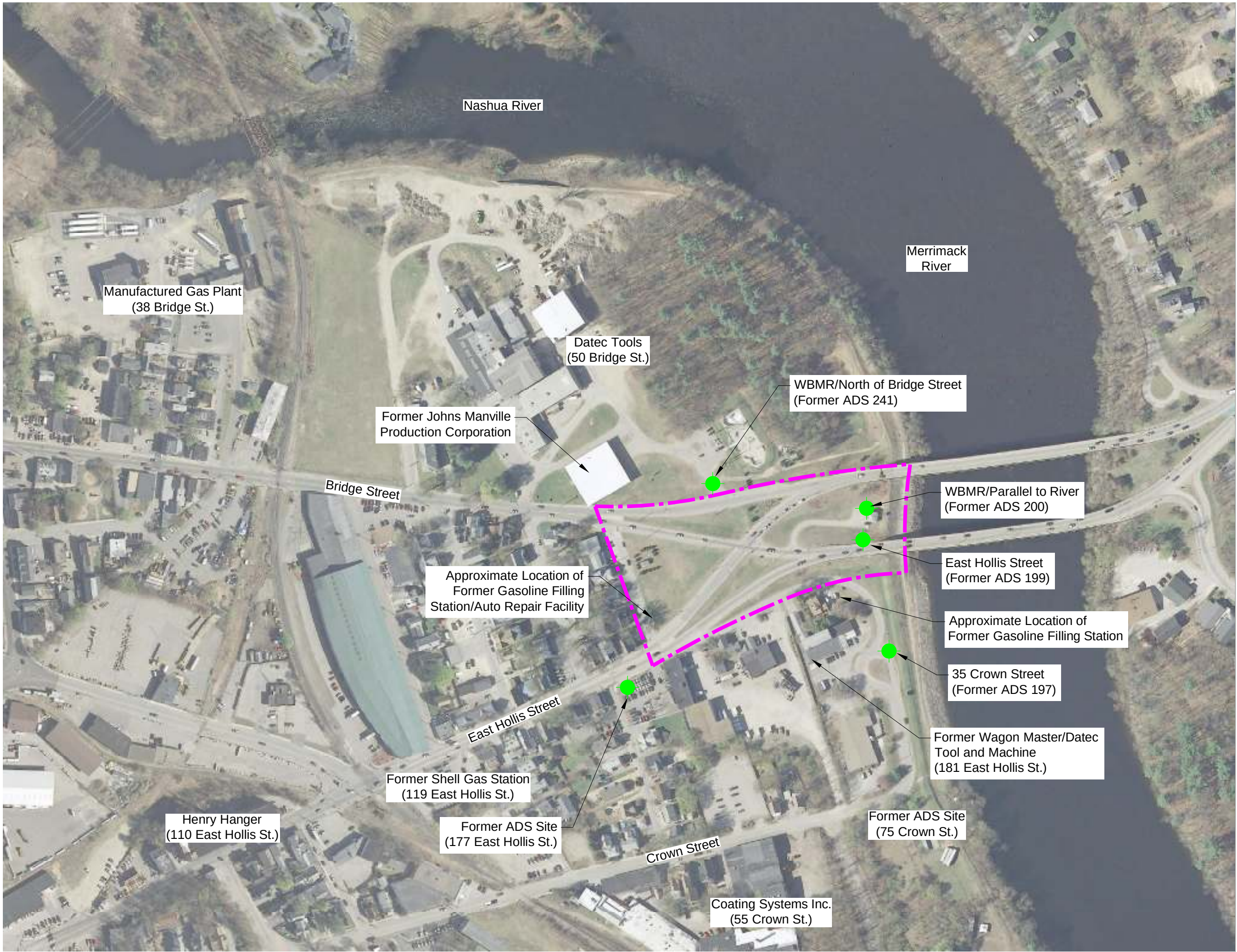


Figure 2

## Site Vicinity Plan

Summary of Environmental/Hazardous  
Materials Assessment

Bridge Street / E. Hollis Street  
Intersection  
Nashua, New Hampshire

Drawn By: D. Dombrowsky  
Designed By: H. Lemieux  
Reviewed By: V. Kokosa  
Project No: 4381.00  
Date: May 2018

### Figure Narrative

This figure depicts the location of potential on- and off-site contamination sources relative to the Project Area. Refer to report text for further discussion.

### Notes

1. The base map is 2010 New Hampshire aerial photography downloaded from [granit.unh.edu](http://granit.unh.edu) in March 2016.
2. Asbestos Disposal Sites were taken from a downloaded image from NHDES Online GIS database on May 3, 2018.

### Legend

- Approximate Project Area
- Approximate location of Former Asbestos Disposal Site

DRAFT



120' 60' 0 120' 240' Feet



## **APPENDIX H**

### **Public Meeting Summaries**



53 Regional Drive  
Concord, NH 03313



Tel: (603) 225-2978  
Fax: (603) 225-0095

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# **MEETING NOTES**

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**PROJECT:** NASHUA, NH – EAST HOLLIS STREET AND BRIDGE STREET INTERSECTION IMPROVEMENTS (NHDOT PROJECT NO. 16314) (MJ Project No: 18315.00) **DATE OF MEETING:** March 12, 2018

**LOCATION:** Room 208, City Hall, Nashua, NH **TIME:** 10:00 AM – 11:30 AM

**SUBJECT:** Steering Committee Listening Session

---

### **ATTENDED BY:**

|                      |                                                                                                            |                                                                                                                                                                                                              |
|----------------------|------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| CITY of NASHUA:      | J. Graziano<br>J. Vayo<br>J. Caron<br>P. Kohalmi<br>S. Marchant<br>J. Chizmas<br>W. Husband<br>T. Cummings | Finance Manager<br>Downtown Specialist<br>Ward 7 Alderman<br>Deputy City Engineer<br>Director Community Development<br>Transportation Planner<br>Senior Traffic Engineer<br>Director of Economic Development |
| MJ:                  | B. Colburn<br>B. Patinskas                                                                                 |                                                                                                                                                                                                              |
| MakeIt Labs:         | A. Shrey                                                                                                   |                                                                                                                                                                                                              |
| SMC Management Corp: | S. Riley                                                                                                   |                                                                                                                                                                                                              |
| CRJA:                | J. Law                                                                                                     |                                                                                                                                                                                                              |
| TOWN of HUDSON:      | E. Dhima<br>S. Malizia                                                                                     | Town Engineer<br>Town Administrator                                                                                                                                                                          |

---

### **PROJECT DESCRIPTION:**

B. Colburn began the meeting by giving an overview of the project and explaining the role of the steering committee. This project, which is located at the intersection of Bridge Street and East Hollis Street in Nashua, NH, will be run through the NHDOT LPA program. This means the project will complete an engineering study, preliminary design, final design, and construction. It will be funded 80% by NHDOT and 20% locally through turnpike toll credits. The project is currently at the beginning of the engineering study phase. The scope/goals of this project are that all modes of transportation are to be accommodated, traffic conditions cannot be made worse, this is not a regional project, and this project should build on previous planning studies.

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The role of the steering committee is to develop goals for the project and to create a purpose and need statement. This statement will then be used by the engineer to come up with three design alternatives that meet the criteria. The steering committee will then pick one of those three alternatives to be the preferred alternative.

#### **DISCUSSION OF CHALLENGES:**

B. Colburn asked the attendees for what they believed were the most significant challenges in the area. They came up with the following:

- E. Dhima asked how changes to the Nashua side of the bridge will affect the Hudson side in terms of traffic. He mentioned there are 32,000 vehicles per day traveling over the bridges and the amount of traffic on the Hudson side has doubled in the last five years. A lot of this traffic is coming from the towns around Hudson as this is the most convenient bridge to use to get over the Merrimack River. B. Colburn said that the traffic study done for this intersection will include an analysis of the impacts to the Hudson side.
- Access to the Renaissance development and Crown Street is poor.
- There are a high number of left turns for local access off of Bridge Street and East Hollis Street. This has resulted in the introduction of a left turn center lane on Bridge Street and possibly one on East Hollis Street.
- There is a need to create gaps in traffic to allow for vehicles to turn onto the primary roadways.
- The Renaissance development is not expected to delay traffic on Bridge Street. The only traffic delays are expected to occur in the development. The City of Nashua is also considering a flashing amber light for left turns into the development.
- Travel is difficult for pedestrians and bicyclists in this area.
- Trains cause a significant traffic backup when they cross Bridge Street and East Hollis Street. This occurs approximately six times per week.
- Signals are not currently coordinated in and around the project area. This includes the Hudson side of the bridge. Time-space diagrams should be done during design to coordinate the signals. This will most likely improve traffic flow, but it is unrealistic to expect high levels of service.
- The proper type of development is needed in this area to avoid creating more traffic issues.
- Vehicles are using the residential streets around Bridge Street and East Hollis Street as cut throughs. These streets are often narrow with cars parked on both sides and pedestrians walking in the street.
- Improvements to the surrounding areas are bringing in new demands. A. Shrey mentioned that traffic doesn't seem to be as bad in the morning as it is leaving in the afternoon.
- The existing infrastructure can't support more density. The bridges over the Merrimack River will be undergoing some work to prevent them from deteriorating more. The side streets are also struggling to keep up with the increase in traffic.
- The drainage and sewer systems in this area are very old. Anything within the project limits should be replaced.
- The project area is dangerous for kids walking to the Dr. Norman W. Crisp Elementary School.

#### **DISCUSSION OF OPPORTUNITIES:**

B. Colburn asked the attendees for what they believed were the opportunities for the project. They came up with the following:

- Improvements in access to the Renaissance development can be made.
- Impacts to traffic can be minimized while improving this area overall.
- The intersection improvements will create an opportunity for more development in the area.

- A nicer view of the gateway to the city will be created over what is there today.
- Stormwater management can be improved.
- There is the potential for a connection between Crown Street and East Hollis Street.
- Landscaping can be low maintenance, such as grass that needs limited mowing.
- This intersection can be made more pedestrian and bike friendly. The only issue with this is that the bridges over the Merrimack River cannot accommodate pedestrians or bicyclists.
- There is a pedestrian signal at the intersection of East Hollis Street and C Street that has been well received by the residents. There is the potential to install more of these to improve pedestrian access throughout the area. This would make it safer for pedestrians to walk from the Renaissance development to the Dr. Norman W. Crisp Elementary School or to the potential future train station at 25 Crown Street.
- Lighting, trees, a park, and/or an arch can be designed to create a gateway to the city. Another idea is to include public art depending on what type of gateway is done. Input from the neighborhood would be beneficial to see what they would want for a gateway. It may be worth using the gateway to let cars passing through know that this area is surrounded by residential neighborhoods.
- There is an opportunity to do streetscaping at the intersection. This includes looking at existing on street parking and adding on street parking where appropriate. The sidewalk can also be looked at to see how the edge of sidewalk can create appropriate frontage for buildings/new development close to the edge of the road.

Submitted by:

Brian E. Patinskas, PE  
McFarland Johnson, Inc.

cc: Attendees

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Concord, NH 03313



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## MEETING NOTES

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**PROJECT:** NASHUA, NH – EAST HOLLIS STREET AND BRIDGE STREET INTERSECTION IMPROVEMENTS (NHDOT PROJECT NO. 16314) (MJ Project No: 18315.00) **DATE OF MEETING:** April 4, 2018

**LOCATION:** Auditorium, City Hall, Nashua, NH **TIME:** 6:00 PM – 7:30 PM

**SUBJECT:** Public Listening Session

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### ATTENDED BY:

|                 |                                                                 |                                                                                                                                        |
|-----------------|-----------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------|
| CITY of NASHUA: | J. Vayo<br>J. Caron<br>S. Marchant<br>J. Chizmas<br>T. Cummings | Downtown Specialist<br>Ward 7 Alderman<br>Director Community Development<br>Transportation Planner<br>Director of Economic Development |
| MJ:             | B. Colburn<br>B. Patinskas<br>J. Santacruce                     |                                                                                                                                        |
| CRJA:           | J. Law                                                          |                                                                                                                                        |
| Residents:      | See attached sign in sheet                                      |                                                                                                                                        |

---

### PROJECT DESCRIPTION:

B. Colburn began the meeting by giving an overview of the project and explaining the role of the steering committee. This project, which is located at the intersection of Bridge Street and East Hollis Street in Nashua, NH, will be run through the NHDOT LPA program. This means the project will complete an engineering study, preliminary design, final design, and construction. It will be funded 80% by NHDOT and 20% locally through turnpike toll credits. The project is currently at the beginning of the engineering study phase. The scope/goals of this project are that all modes of transportation are to be accommodated, traffic conditions cannot be made worse, this is not a regional project, and this project should build on previous planning studies.

The role of the public at this meeting is to come up with ideas and concerns in this area. The steering committee will then develop goals for the project and create a purpose and need statement. This statement will then be used by the engineer to come up with three design alternatives that meet the criteria. The steering committee will then pick one of those three alternatives to be the preferred alternative.



**DISCUSSION OF CHALLENGES:**

B. Colburn asked the attendees for what they believed were the most significant challenges in the area. They came up with the following:

- Exiting from side streets is difficult due to traffic and poor sight distance
- New traffic signal at D Street has made traffic worse
- Not as much of an issue with traffic at the existing signal except in the afternoon with school buses
- Traffic backs up from cars trying to turn left from Ferry Street to NH Route 102
- It appears that the backups from Hudson into Nashua are a light timing issue
- If a rotary goes in it will take the homes on E Street? ***That is not the case.***
- Where are cars coming from and going to? This project should look at that. If they are going to Route 3 then maybe look at ways to get them to go around to the south to the Sagamore Bridge
- The westbound two-lane merge near E Street is dangerous
- Will the development in the area be taken into the account in the future traffic, especially the apartments? ***Yes, this will be taken into account.***
- If new developments are going in on the Hudson side of the River, that should be looked into to see how they affect traffic
- There are no existing crosswalks or bike amenities on East Hollis Street which creates a very dangerous area for bikes and pedestrians
- Why is the scope of this project so small? ***Part of the master plan along East Hollis Street was broken into phases because there is not enough money to fund the entire project. This is the first project funded in the NHDOT 10-year plan.***
- Does the City collect impact fees for projects like this from other projects? ***No, only school impacts fees.***
- Why isn't there bus service in this area? ***City is looking at new surveys to evaluate options for revised services in this area.***
- Traffic is bad in the morning waiting to get across the bridge due to school buses
- If you live on E and D Streets, it is common that you have to go around because you can't turn left onto Bridge Street.
- Residents are reluctant to have project consider changing one-way streets to two-way streets due to narrow width and potential additional cut through traffic.
- Left-turn at D street is an issue
- You can't make E Street two-way without taking out park where kids play and its already too narrow and too fast

**DISCUSSION OF OPPORTUNITIES:**

B. Colburn asked the attendees for what they believed were the opportunities for the project. They came up with the following:

- Love to see more access to the river
- Bicycle accommodations, protected bike lanes
- More sidewalks and pedestrian accommodations
- Wider sidewalks on bridge
- Less lanes and more width for bikes and pedestrians, look at Cambridge as an example (i.e road diet)
- Needs to benefit everyone, not just Nashua
- Can both bridges be made two-way?
- Gaps in traffic flow go away with apartment development, can smart lights be installed to restore gaps?

- Build a parallel road to Bridge Street through development all the way to Library Hill to handle additional development traffic
- Address issues with headlights, streetlights parking, and trucks
- Improve emergency access through this area
- Lighting in this area is too much - reduce street lights, car headlights, apartment lighting, signs, etc.
- New light at D street helped with sight lines
- Look at car crashes as there have been a number on Bridge and Ferry Street

**DISCUSSION OF GATEWAY:**

J. Law asked the attendees for what they wanted to see in a gateway for this project.

- Flags
- Grass strip with sidewalks
- Kids playing in a green space
- Arts – sculptures, theme for a year to highlight culture and arts
- History – use as a theme for the design
- Public garden for growing food – fruit trees and vegetable gardens
- Street trees - make sure the new landscaping doesn't affect sight lines
- Walkways along the river (example: see Benson Park in Hudson, NH)
- Playgrounds for kids
- Build something that is pretty to look at as people go by, but won't encourage people to stop
- Nice white trees like on Kinsley Street
- Pay attention to tree species – this area likes trees with deep roots
- Ornamental lighting
- Dog park

Submitted by:

Brian E. Patinskas, PE  
McFarland Johnson, Inc.

cc: Attendees

# East Hollis Street and Bridge Street Intersection Improvement Project

Project Listening Session  
April 4, 2018

## SIGN IN SHEET

| Name                | Address                          | E-Mail                          |
|---------------------|----------------------------------|---------------------------------|
| Caroline Lally      | 152 East Hollis St. Apt 1        | lallycj1966@gmail.com           |
| Ann. E. Levesque    | 135 E. Hollis, NASHUA            | 977                             |
| DAVID WEBSTER       | 9 EST NASHUA                     | lilly2_1@hotmail.com            |
| JACK ATKINSON       | 36 CAMPBELL ST + HUDSON          | 603 490 3598                    |
| Angela Ricker       | 156 East Hollis St. Apt 1        | Angil@yahoo.com                 |
| PETER SCHAEFER      | 15 E STREET                      | HPS55@comcast.NET               |
| Mary Beth Restivo   | 51 Gillis St                     | mbrestivo@gmail.com             |
| Normand G. McArthur | 3 Edgar Court Hudson<br>NH 03051 | nmartin@hudsonh.gov             |
| JAN SCHMIDT         | 11 Pope Circle                   | Leshe7@gmail.com                |
| Grey Harrington     | 38 1/2 Bridge St                 | Nashua Farmers @myfairpoint.net |
| Sam Wundgenach      | 13 Mt. Pleasant St               | Jaym@Nashua.RPc.org             |
| Michael Runkle      | 35 Lock St 03064                 | mbneilh@gmail                   |
| Jaime McGrath       | 11 Van Buren St. 03060<br>Nashua | mcgrathjpp7@gmail.com           |
|                     |                                  |                                 |
|                     |                                  |                                 |
|                     |                                  |                                 |

# East Hollis Street and Bridge Street Intersection Improvement Project

Project Listening Session  
April 4, 2018

## SIGN IN SHEET

| <u>Name</u>              | <u>Address</u>            | <u>E-Mail</u>              |
|--------------------------|---------------------------|----------------------------|
| Tom Levesque Barber shop | 144 E Hollis St           | CLIP339MSN.COM             |
| Tom Lopez                | 68 east pearl             | LopezT@vashyanh.gov        |
| RANDY TURNER             | 2-6 1/2 Bridge St         | RTURNER@KW.COM             |
| Angela Roots             | 15 Cardinal Dr Hudson     | angelapapabartas@yahoo.com |
| Scoones Vayo             | 227 Main                  | Vayoj@nashuaeh.gov         |
| SCOTT LAGROTTERIA        | 41B ARINGTON ST           | SCOTLAGRO@GMAIL.COM        |
| DAN KELLY                | 9 LILAC CT / NASHUA       | DRKMHHP2@AOL.COM           |
| DAVID McGRATH            | 11 Van Buren St - Nashua  | sadakydr@yahoo.com         |
| Christine Smith          | 8 Bond St. Hudson         | CSmith0611@AOL.COM         |
| Marcie Bailey            | 13 Travers St. Hudson     | mfb Bailey@alumni.unh.edu  |
| Tracy Hatch              | GNCC, 142 Main St. Nashua | thatcl@nashuachamber.com   |
| Matt Calibek             | 90 E. Hollis St. Nashua   | matt@ripano.com            |
| FRANK KOCZAKA            | 20 PARK AVE, NASHUA       | FKOCZAKA@COMCAST.NET       |
|                          |                           |                            |
|                          |                           |                            |
|                          |                           |                            |



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# **MEETING NOTES**

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**PROJECT:** NASHUA, NH – EAST HOLLIS STREET AND BRIDGE STREET INTERSECTION IMPROVEMENTS (NHDOT PROJECT NO. 16314) (MJ Project No: 18315.00) **DATE OF MEETING:** May 23, 2018

**LOCATION:** Room 208, City Hall, Nashua, NH **TIME:** 2:00 PM – 4:00 PM

**SUBJECT:** Steering Committee Alternatives Workshop Meeting #1

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### **ATTENDED BY:**

|                 |                                                                                                            |                                                                                                                                                                                                              |
|-----------------|------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| CITY of NASHUA: | J. Graziano<br>J. Vayo<br>J. Caron<br>P. Kohalmi<br>S. Marchant<br>J. Chizmas<br>W. Husband<br>T. Cummings | Finance Manager<br>Downtown Specialist<br>Ward 7 Alderman<br>Deputy City Engineer<br>Director Community Development<br>Transportation Planner<br>Senior Traffic Engineer<br>Director of Economic Development |
| MJ:             | B. Colburn<br>B. Patinskas<br>J. Santacruce                                                                |                                                                                                                                                                                                              |
| CRJA:           | J. Law                                                                                                     |                                                                                                                                                                                                              |
| RESIDENTS:      | P. Schaefer                                                                                                |                                                                                                                                                                                                              |

---

### **PROJECT DISCUSSION:**

B. Colburn began the meeting by giving an update of what progress has been made since the first steering committee meeting. The draft Purpose and Need Statement has been completed and is ready to be reviewed by the committee. This statement includes input from the public listening session held last month. MJ has also begun to look at the existing traffic conditions and several proposed concepts. One of the purposes of this second steering committee meeting is to form the decision matrix that will be used when developing the final alternatives.

J. Santacruce went over the status of the traffic modeling. The traffic counts have been collected and they were used to develop an existing model of the intersection. It is out of the scope of this project to look at where the traffic goes once outside of the intersection. The existing model shows PM traffic backing up from Hudson to the Nashua side of the river, which is accurate according to steering committee observations. This backup was shown accurately in the model by including the light on the Hudson side of

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the bridges. The existing level of service through the light on the Nashua side is a D/E. The slip lanes don't currently have any delays.

B. Colburn explained to the steering committee that part of this project is to build upon the previous studies done at this intersection. STV did the most recent study that found that a roundabout would not work at this intersection. It was confirmed by MJ that this would not work and would result in large backups on Bridge Street. This is because the amount of traffic from each direction is not close to being equal. There would not be enough gaps in traffic to allow vehicles to enter the roundabout from Bridge Street. Metering traffic on the bridge coming from Hudson would also not be a viable solution as this would back up traffic through the intersection in Hudson.

J. Santacruz went over the different signalized options for the project. The existing signal is efficient as it only has two phases. To improve access, the signal(s) would need more phases than that. If no signals are used for access to and from Riverfront Landing or Crown Street, it would be very difficult to turn during peak hours. This situation would also require the signal at D Street to stay.

Through discussion, it was confirmed that access to Crown Street is critical as there is development potential and a future train station there. Creating access during this project is ideal as this project is being funded through NHDOT. It may be possible to investigate other ways to access Crown Street. W. Husband mentioned that this project could be an interim solution that could be easily modified in the future to accommodate better access. P. Schaefer asked if it would be possible to include some type of river access as part of this project. The main difficulty with this will be permitting as this would involve working in areas around the levee.

For pedestrian access, traffic signals can be used as crossing points. For any crossing over two or more lanes and not at a traffic signal, a HAWK system or something similar would be needed. This is a best practice of NHDOT. The mast arms can potentially be decorated to be more aesthetically pleasing.

J. Law talked about the preliminary gateway design options. CRJA has developed a couple of different concepts that includes features such as: trees, parks, flagpoles, river access, and play areas. The trees may be able to help with the current glare issues.

## **DECISION MATRIX:**

The following qualities will be used in the decision matrix for the different alternatives:

- Mobility for bicyclists and pedestrians
- Access
- Land Use
- Traffic
- Aesthetics
- Neighborhood amenities
- Cost

These will be graded on a score of good, fair, or poor. It was determined that neighborhood amenities were important enough to add to the decision matrix as it is critical to have the residents in the area on board with this project.

## **ACTION ITEMS:**

- MJ to look at average delays through the existing intersection and level of service for each movement.
- MJ to investigate whether it will be possible to use a roundabout that meters Bridge Street moving east.

- MJ to check whether a signal can be added to “Option 3” at the end of the bridge coming from Hudson.
- MJ to show road connecting Crown Street to East Hollis Street as dashed on the plans.
- MJ to look at using only three lanes on roadway connecting Crown Street to Riverside Landing
- MJ to come up with three alternatives and a draft decision matrix for the next steering committee meeting.

Submitted by:

Brian E. Patinskas, PE  
McFarland Johnson, Inc.

cc: Attendees

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Concord, NH 03313



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## MEETING NOTES

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**PROJECT:** NASHUA, NH – EAST HOLLIS STREET AND BRIDGE STREET INTERSECTION IMPROVEMENTS (NHDOT PROJECT NO. 16314) (MJ Project No: 18315.00) **DATE OF MEETING:** June 27, 2018

**LOCATION:** Room 208, City Hall, Nashua, NH **TIME:** 11:00 AM – 12:30 PM

**SUBJECT:** Steering Committee Alternatives Workshop Meeting #2

---

### ATTENDED BY:

|                 |             |                                  |
|-----------------|-------------|----------------------------------|
| CITY of NASHUA: | J. Vayo     | Downtown Specialist              |
|                 | P. Kohalmi  | Deputy City Engineer             |
|                 | S. Marchant | Director Community Development   |
|                 | J. Chizmas  | Transportation Planner           |
|                 | W. Husband  | Senior Traffic Engineer          |
|                 | T. Cummings | Director of Economic Development |

MJ: B. Colburn  
B. Patinskas  
J. Santacruce

CRJA: J. Law

RESIDENTS: P. Schaefer

SMC MANAGEMENT S. Riley

RIVERSIDE PROPERTIES S. Bonnette  
OF NASHUA

---

### PROJECT DISCUSSION:

B. Colburn began the meeting by giving an overview of what was talked about at the first Steering Committee Alternatives Meeting and what has taken place since then. The main purpose of this project is to improve mobility of all users, improve access, facilitate land use, not adversely impact traffic, and provide an aesthetically pleasing gateway.

B. Colburn went over the existing conditions and how they were analyzed by McFarland Johnson. The existing intersection of Bridge Street and East Hollis Street has no delays for vehicles moving from Hudson to Bridge Street and from East Hollis Street to Hudson. There is no proposed alternative that will be able to keep these as free movements. The only existing delays going through the intersection are at the two-  
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phase signal in the center. The traffic growth factor used for estimating future traffic volumes was 1% per year. This resulted in an overall increase in traffic of 22% for the design year, which is twenty years from now. These future volumes also account for the future redevelopment of the Crown Street area.

The proposed alternatives only consist of signalized options. Roundabouts were looked at, but it was determined that they would cause large backups due to the high volumes of traffic coming Hudson in the morning and Nashua at night. Metering the roundabout was also investigated, but that caused significant delays. The alternatives include five-foot shoulders for bicycles and eleven-foot lanes for vehicles. Another alternative for bicycles may be to do ten-foot shared use paths. All the proposed alternatives show an access road to Crown Street as dashed. This is because that road will not be built as part of this project. Survey has been started and the ROW lines are expected prior to submitting the final report.

#### **ALTERNATIVE 1 (see attached for Alternatives 1-4)**

This alternative consists of four signalized intersections. These signals would be two or three phases and would be as coordinated as possible. This alternative would provide full access to both Riverside Landing and Crown Street.

#### **ALTERNATIVE 2**

This alternative is similar to Alternative 1. The only difference is that traffic coming from Bridge Street into Hudson will use the west side of the square as opposed to the east side. A benefit of this over Alternative 1 is that the signal at the access road to Crown Street would not be needed until that access road is built.

J. Vayo asked why two lanes were needed for both Bridge Street and East Hollis Street coming into the intersection. These lanes are needed to make the signals more efficient. If only one lane is used, traffic starts backing up very quickly during peak hours.

J. Vayo asked if it was possible to move the connection between Riverside Landing and the Crown Street access road to the east to allow for more open space in the center. An option like this idea was looked at prior to the last Steering Committee Alternatives Meeting and was determined to have safety concerns and resulted in traffic back-ups into Hudson. MJ, however, will take another look at this option to see if it can work.

P. Schaefer asked how residents and delivery vehicles would navigate in and out of the side streets. B. Colburn explained that the main intersection will need to be determined first and then the side streets can be considered. Looking at the different alternatives, there shouldn't be any problems accommodating the side streets.

#### **ALTERNATIVE 3**

This alternative comes directly from the previous study done by STV. This option will utilize two signals. One signal will be three phases and the other will be four phases. There will be no road adjacent to E Street and the queue will be short in the center.

#### **ALTERNATIVE 4**

Alternative four simplifies the signal phasing from Alternative 3 by only sending traffic coming from Hudson to East Hollis Street through one signal. This does, however, come at the cost of taking away greenspace west of the intersection and the signal at D Street may need to be retained.

**LANDSCAPING (see attached for Options 1-2)**

There are currently two options for landscaping. The first option places trees, a park, flags, and a public garden adjacent to E Street. This option would be used for Alternatives 3 and 4. The second landscaping option would be like the first except that it would move the park to the center of the intersection. This option would be used with Alternatives 1 and 2. Both landscaping options could also include a dog park to the east near the sewer pump station. Most in attendance agreed that having a park for kids would be safest next to E Street. The City will need to decide how much maintenance they are willing to perform in this area once the project is built. P. Schaefer requested that this project create access to the river where there is currently just a dirt path. Once survey is completed, MJ can determine whether a path will be possible.

**ACTION ITEMS:**

- MJ to look at Signal Option 3 from the first Steering Committee Alternatives Meeting to see if it can be an alternative. MJ will colorize this alternative and bring it to the next Steering Committee Meeting.
- MJ to investigate whether the merge to East Hollis Street in Alternative 4 can be shifted east.
- CRJA to include a dog park at the east end of the project area.
- Steering Committee to revisit the Purpose and Needs Statement.
- MJ to upload previous steering committee presentation to the project website.
- MJ to add "DRAFT" to documents uploaded to the project website.

Submitted by:

Brian E. Patinskas, PE  
McFarland Johnson, Inc.

cc: Attendees



# ALTERNATIVE 1





**ALTERNATIVE 2**





**ALTERNATIVE 3**





**ALTERNATIVE 4**





# East Hollis / Bridge Street Intersection Improvement Project

LANDSCAPE CONCEPTUAL DESIGN OPTION 1



- |                                |                   |                                      |                            |                                                |                                                |
|--------------------------------|-------------------|--------------------------------------|----------------------------|------------------------------------------------|------------------------------------------------|
| ① NEW STREET TREES             | ③ BUFFER PLANTING | ⑤ CHILDREN'S PLAYGROUND WITH FENCING | ⑦ OPEN GREEN SPACE         | ⑨ EXISTING BUILDINGS TO REMAIN                 | ⑪ SCULPTED LAWN LAND FORM FOR GATHERING / PLAY |
| ② GATEWAY STRUCTURE WITH PLAZA | ④ FLAG POLE       | ⑥ COMMUNITY GARDEN                   | ⑧ NEW PEDESTRIAN SIDEWALKS | ⑩ LANDSCAPED BERM WITH PLANTING TO HELP SCREEN |                                                |



# East Hollis / Bridge Street Intersection Improvement Project

LANDSCAPE CONCEPTUAL DESIGN OPTION 2



- |                     |                   |                                      |                            |                                                |                                                |
|---------------------|-------------------|--------------------------------------|----------------------------|------------------------------------------------|------------------------------------------------|
| ① NEW STREET TREES  | ③ BUFFER PLANTING | ⑤ CHILDREN'S PLAYGROUND WITH FENCING | ⑦ OPEN GREEN SPACE         | ⑨ EXISTING BUILDINGS TO REMAIN                 | ⑪ SCULPTED LAWN LAND FORM FOR GATHERING / PLAY |
| ② GATEWAY STRUCTURE | ④ FLAG POLE       | ⑥ COMMUNITY GARDEN                   | ⑧ NEW PEDESTRIAN SIDEWALKS | ⑩ LANDSCAPED BERM WITH PLANTING TO HELP SCREEN | ⑫ DOG PARK                                     |





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## MEETING NOTES

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**PROJECT:** NASHUA, NH – EAST HOLLIS STREET AND BRIDGE STREET INTERSECTION IMPROVEMENTS (NHDOT PROJECT NO. 16314) (MJ Project No: 18315.00) **DATE OF MEETING:** July 25, 2018

**LOCATION:** Auditorium, City Hall, Nashua, NH **TIME:** 2:00 PM – 3:30 PM

**SUBJECT:** Steering Committee Alternatives Workshop Meeting #3

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### ATTENDED BY:

|                 |             |                                  |
|-----------------|-------------|----------------------------------|
| CITY of NASHUA: | J. Vayo     | Downtown Specialist              |
|                 | P. Kohalmi  | Deputy City Engineer             |
|                 | S. Marchant | Director Community Development   |
|                 | J. Chizmas  | Transportation Planner           |
|                 | T. Cummings | Director of Economic Development |

MJ: B. Colburn  
B. Patinskas  
J. Santacruce

CRJA: J. Law

RESIDENTS: P. Schaefer

SMC MANAGEMENT S. Riley

RIVERSIDE PROPERTIES S. Bonnette  
OF NASHUA

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### PROJECT DISCUSSION:

B. Colburn began the meeting by giving an overview of what has taken place since the second Steering Committee Alternatives Meeting. A meeting with the Mayor and other city staff took place in early July to discuss the five alternatives. At that meeting, the City decided that Alternative 1 was to be removed from consideration as an alternative. This was due to it being similar to Alternative 2, but with more negative aspects. Alternative 2 was determined to be acceptable as one of the final alternatives. Alternative 3, which came from the previous study done by STV, was also decided on to be one of the final alternatives. Alternative 4 was determined to not be acceptable as a final alternative since it would function similar to Alternative 3 but it did not provide as much green space adjacent to E Street. Alternative 5, which was the large oval layout, was removed from consideration due to safety concerns associated with the weaving

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involved. It was also decided that a third alternative would be developed that would maintain the existing intersection layout and provide enhanced bicycle and pedestrian facilities.

### **ALTERNATIVE 1 (see attached for Alternatives 1-3)**

This alternative is the same layout as the existing layout. Geometric changes will be minimal. Sidewalks and bike lanes will be added on to what is existing in the area. Rapid Rectangular Flashing Beacons will be provided to make pedestrian crossings safer. Under this alternative, the signal at D Street would need to be made permanent. This may be a benefit to some people and a negative impact for others. It would make turning onto Bridge Street easier for residents on D Street, but it would also cause more cut through traffic. Some drivers are also now treating D Street as a two-way street. These are concerns as there are kids that regularly play on D Street. Another safety concern brought up by the residents was the merge coming from Hudson onto East Hollis Street. This option would improve the merge by moving it closer to the signal to the east. The main benefits of this alternative are that traffic would not be worse and the cost would be lower than the other options.

The main attributes of the landscaping design remain the same as from the previous steering committee meeting. There could be a dog park, garden, and community park in this alternative. The garden and park would be located on the western side of the intersection while the dog park and access to the river would be located on the eastern side of the intersection. This landscape alternative would cost approximately \$1.1 million with \$400,000 being funded through NHDOT. The City of Nashua would be responsible for \$700,000. The funding through NHDOT can't be used to build the actual playground or dog park.

### **ALTERNATIVE 2**

This alternative is the same layout as from the last steering committee meeting. The signal shown at the access road to Crown Street is not going to be built as part of this project. It will only be needed if the access road to Crown Street is built. The only change is the addition of sidewalks, which has been added to the inside of the intersection and around the perimeter. This intersection layout will make traffic worse for some movements due to the additional signals, but will create better access. One of the project goals is to not make traffic worse overall for the intersection. A way to judge this is to make sure the backups don't get any worse.

The dog park and access to the river would be located on the eastern side of the intersection and the playground would be in the center. This means that pedestrians would have to cross through the intersection to get there. A garden and tot lot would be located on the western edge of the intersection. This landscape alternative would cost \$950,000 and The City of Nashua would be responsible for \$850,000 of this.

There was some concern from members of the steering committee that this alternative could potentially lock up and cause backups. It was also mentioned that this would be complex for the typical driver to navigate.

### **ALTERNATIVE 3**

This alternative remains the same from the last steering committee meeting. This option will utilize two signals and provide access to all properties. Sidewalks have been added to all areas of the intersection to provide better pedestrian access. One of the main drawbacks of this alternative is that pedestrians will have to cross five lanes of traffic at a time.

The dog park and access to the river would be located on the eastern side of the intersection and the playground, tot lot, and garden would be on the western side. This landscape alternative would cost \$1.15 million and The City of Nashua would be responsible for \$850,000 of this.

### **ACTION ITEMS:**

- MJ to create slides with alternatives that don't show Crown St. Access Road as that road is only drawn in based on the assumption of redevelopment taking place.
- CRJA to create slides showing what can be done with the available budget and what can be done overall if The City can provide additional funding.
- MJ to use NACTO guidelines when developing the alternatives.
- MJ to add bike symbols to the plans.

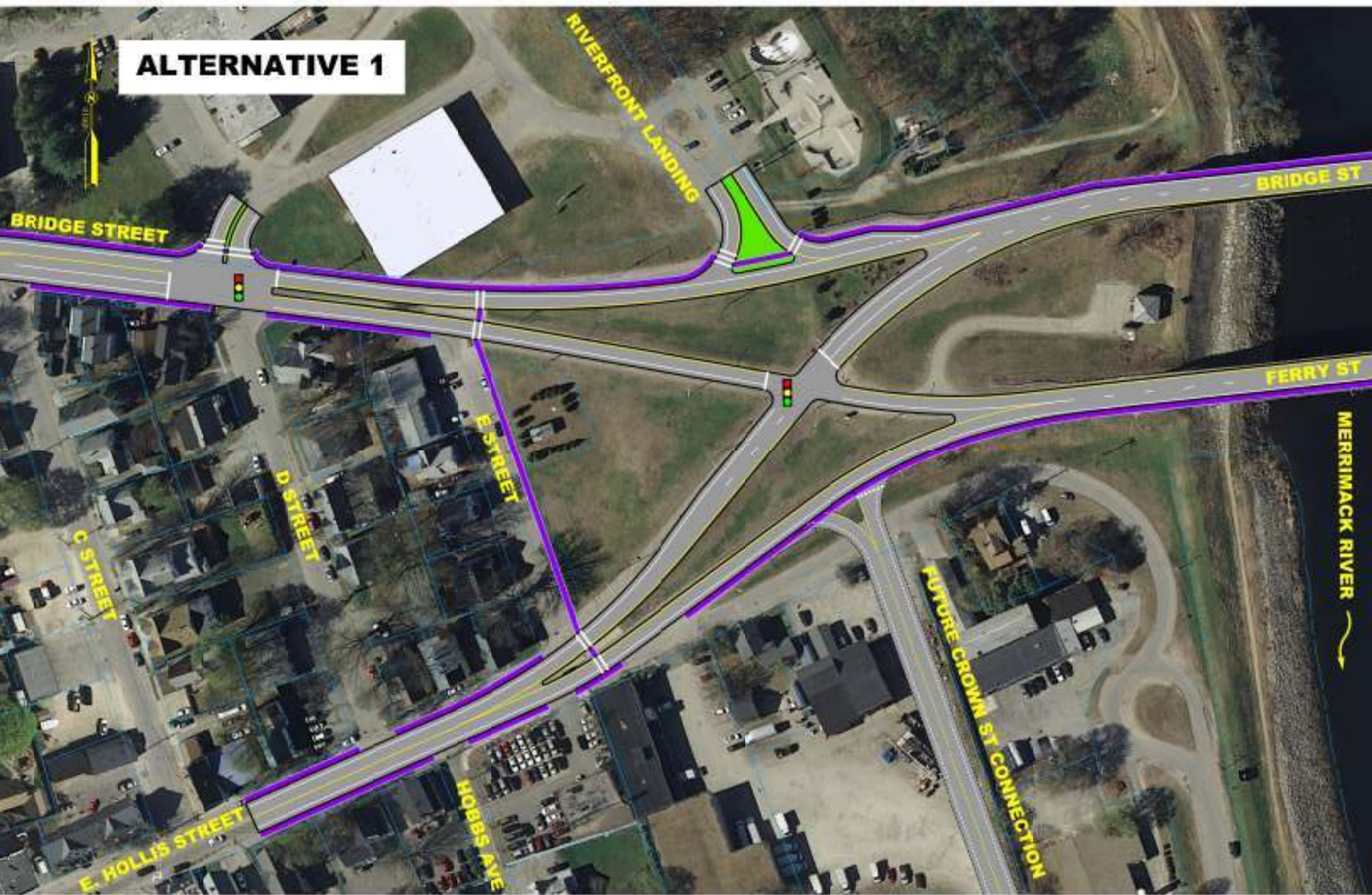
Submitted by:

Brian E. Patinskas, PE  
McFarland Johnson, Inc.

cc: Attendees



# ALTERNATIVE 1





# East Hollis / Bridge Street Intersection Improvement Project

LANDSCAPE CONCEPTUAL DESIGN OPTION 1



- |                     |                   |                                      |                            |                                                        |                                                |                         |            |
|---------------------|-------------------|--------------------------------------|----------------------------|--------------------------------------------------------|------------------------------------------------|-------------------------|------------|
| ① NEW STREET TREES  | ③ BUFFER PLANTING | ⑤ CHILDREN'S PLAYGROUND WITH FENCING | ⑦ OPEN GREEN SPACE         | ⑨ EXISTING BUILDINGS TO REMAIN                         | ⑪ SCULPTED LAWN LAND FORM FOR GATHERING / PLAY | ⑬ ACCESS DRIVE          | ⑮ DOG PARK |
| ② GATEWAY STRUCTURE | ④ FLAG POLE       | ⑥ COMMUNITY GARDEN                   | ⑧ NEW PEDESTRAIN SIDEWALKS | ⑩ LANDSCAPED BERM WITH PLANTING TO HELP SCREEN TRAFFIC | ⑫ PEDESTRIAN CONNECTION TO THE MERRIMACK RIVER | ⑭ PEDESTRIAN CROSSWALKS |            |

# East Hollis / Bridge Street Intersection Improvement Project

LANDSCAPE CONCEPTUAL DESIGN OPTION 1



COST INFORMATION: \$1,113,000 (BUDGET \$400,000+/-)

- SOFTSCAPE**
- 152 SHADE TREES
  - 50 FLOWERING
  - EARTHWORK
  - PLANTING

**TOTAL**

**COST**  
 \$1,000 EACH  
 \$800 EACH  
 \$150,000 ALLOWANCE  
 \$50,000 ALLOWANCE  
**\$392,000**

- SITE AMENITIES**
- 47 PEDESTRIAN LIGHT FIXTURES
  - 10 BENCHES
  - 3 TRASH RECEPTACLES
  - FLAGPOLE

**TOTAL**

**COST**  
 \$4,000 EACH  
 \$2,500 EACH  
 \$1,000 EACH  
 \$5,000 EACH  
**\$221,000**

- COMMUNITY AMENITIES**
- CHILDREN'S PLAYGROUND
  - COMMUNITY GARDEN
  - GATEWAY ELEMENT

**TOTAL**

**COST**  
 \$200,000 ALLOWANCE  
 \$80,000 ALLOWANCE  
 \$100,000 ALLOWANCE  
**\$380,000**

- HARDSCAPE**
- CONCRETE SIDEWALKS

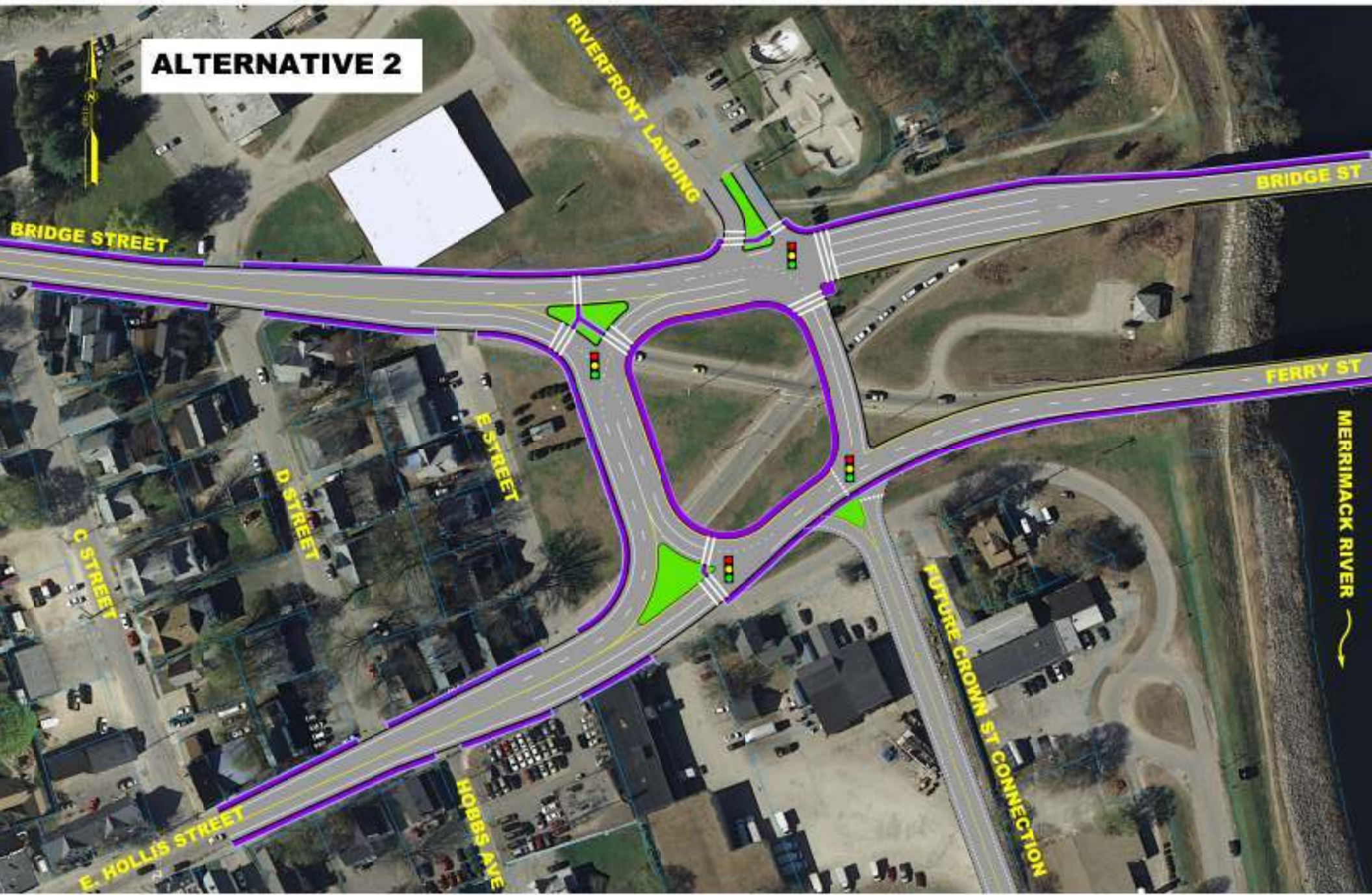
**TOTAL**

**COST**  
**\$120,000**





**ALTERNATIVE 2**





# East Hollis / Bridge Street Intersection Improvement Project

## LANDSCAPE CONCEPTUAL DESIGN OPTION 2



- |                     |                   |                                      |                            |                                                         |                                                 |                          |                                    |
|---------------------|-------------------|--------------------------------------|----------------------------|---------------------------------------------------------|-------------------------------------------------|--------------------------|------------------------------------|
| 1 NEW STREET TREES  | 3 BUFFER PLANTING | 5 CHILDREN'S PLAYGROUND WITH FENCING | 7 OPEN GREEN SPACE         | 9 EXISTING BUILDINGS TO REMAIN                          | 11 SCULPTED LAWN LAND FORM FOR GATHERING / PLAY | 13 ACCESS DRIVE          | 15 DOG PARK                        |
| 2 GATEWAY STRUCTURE | 4 FLAG POLE       | 6 COMMUNITY GARDEN                   | 8 NEW PEDESTRIAN SIDEWALKS | 10 LANDSCAPED BERM WITH PLANTING TO HELP SCREEN TRAFFIC | 12 PEDESTRIAN CONNECTION TO THE MERRIMACK RIVER | 14 PEDESTRIAN CROSSWALKS | 16 TODDLER PLAYGROUND WITH FENCING |



# East Hollis / Bridge Street Intersection Improvement Project

## LANDSCAPE CONCEPTUAL DESIGN OPTION 2



COST INFORMATION: \$949,400 (BUDGET \$100,000+/-)

### SOFTSCAPE

- 132 SHADE TREES
- 33 FLOWERING
- EARTHWORK
- PLANTING

#### TOTAL

### COST

- \$1,000 EACH
- \$800 EACH
- \$150,000 ALLOWANCE
- \$50,000 ALLOWANCE

#### \$202,400

### SITE AMENITIES

- 46 PEDESTRIAN LIGHT FIXTURES
- 11 BENCHES
- 3 TRASH RECEPTACLES
- FLAGPOLE

#### TOTAL

### COST

- \$4,000 EACH
- \$2,500 EACH
- \$1,000 EACH
- \$5,000 EACH

#### \$212,000

### COMMUNITY AMENITIES

- CHILDREN'S PLAYGROUND
- TODDLER PLAYGROUND
- COMMUNITY GARDEN
- GATEWAY ELEMENT

#### TOTAL

### COST

- \$200,000 ALLOWANCE
- \$50,000 ALLOWANCE
- \$80,000 ALLOWANCE
- \$100,000 ALLOWANCE

#### \$430,000

### HARDSCAPE

- CONCRETE SIDEWALKS

#### TOTAL

### COST

- \$105,000 ALLOWANCE

#### \$105,000





**ALTERNATIVE 3**





# East Hollis / Bridge Street Intersection Improvement Project

LANDSCAPE CONCEPTUAL DESIGN OPTION 3



- |                     |                   |                                      |                            |                                                        |                                                |                         |                                   |
|---------------------|-------------------|--------------------------------------|----------------------------|--------------------------------------------------------|------------------------------------------------|-------------------------|-----------------------------------|
| ① NEW STREET TREES  | ③ BUFFER PLANTING | ⑤ CHILDREN'S PLAYGROUND WITH FENCING | ⑦ OPEN GREEN SPACE         | ⑨ EXISTING BUILDINGS TO REMAIN                         | ⑪ SCULPTED LAWN LAND FORM FOR GATHERING / PLAY | ⑬ ACCESS DRIVE          | ⑮ DOG PARK                        |
| ② GATEWAY STRUCTURE | ④ FLAG POLE       | ⑥ COMMUNITY GARDEN                   | ⑧ NEW PEDESTRIAN SIDEWALKS | ⑩ LANDSCAPED BERM WITH PLANTING TO HELP SCREEN TRAFFIC | ⑫ PEDESTRIAN CONNECTION TO THE MERRIMACK RIVER | ⑭ PEDESTRIAN CROSSWALKS | ⑯ TODDLER PLAYGROUND WITH FENCING |



# East Hollis / Bridge Street Intersection Improvement Project

## LANDSCAPE CONCEPTUAL DESIGN OPTION 3



COST INFORMATION: \$1,147,900 (BUDGET \$300,000+/-)

- SOFTSCAPE**
- 139 SHADE TREES
  - 33 FLOWERING TREES
  - EARTHWORK
  - PLANTING

**COST**  
 \$1,000 EACH  
 \$800 EACH  
 \$150,000 ALLOWANCE  
 \$50,000 ALLOWANCE  
**TOTAL**  
**\$365,400**

- SITE AMENITIES**
- 54 PEDESTRIAN LIGHT FIXTURES
  - 11 BENCHES
  - 3 TRASH RECEPTACLES
  - FLAGPOLE

**TOTAL**

**COST**  
 \$4,000 EACH  
 \$2,500 EACH  
 \$1,000 EACH  
 \$5,000 EACH  
**TOTAL**  
**\$251,500**

- COMMUNITY AMENITIES**
- CHILDREN'S PLAYGROUND
  - TODDLER PLAYGROUND
  - COMMUNITY GARDEN
  - GATEWAY ELEMENT

**TOTAL**

**COST**  
 \$200,000 ALLOWANCE  
 \$50,000 ALLOWANCE  
 \$80,000 ALLOWANCE  
 \$100,000 ALLOWANCE  
**TOTAL**  
**\$430,000**

- HARDSCAPE**
- CONCRETE SIDEWALKS

**TOTAL**

**COST**  
 \$101,000 ALLOWANCE

**\$101,000**





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## MEETING NOTES

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**PROJECT:** NASHUA, NH – EAST HOLLIS STREET AND BRIDGE STREET INTERSECTION IMPROVEMENTS (NHDOT PROJECT NO. 16314) (MJ Project No: 18315.00) **DATE OF MEETING:** August 15, 2018

**LOCATION:** Norman Crisp Elementary School, Nashua, NH **TIME:** 6:00 PM – 8:00 PM

**SUBJECT:** Nashua Gateway Options Workshop

---

### ATTENDED BY:

|                 |             |                                  |
|-----------------|-------------|----------------------------------|
| CITY of NASHUA: | S. Marchant | Director Community Development   |
|                 | J. Chizmas  | Transportation Planner           |
|                 | T. Cummings | Director of Economic Development |

|     |               |
|-----|---------------|
| MJ: | B. Colburn    |
|     | B. Patinskas  |
|     | J. Santacruce |

|       |        |
|-------|--------|
| CRJA: | J. Law |
|-------|--------|

|            |                            |
|------------|----------------------------|
| Residents: | See attached sign in sheet |
|------------|----------------------------|

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### PURPOSE:

The purpose of this meeting was to present and receive feedback from the public on the three alternatives for the East Hollis Street and Bridge Street intersection project.

### PROJECT DISCUSSION:

B. Colburn began the meeting by giving an overview of the project. This project will only include East Hollis Street and Bridge Street from C Street to the west abutment of the bridges over the Merrimack River. Since the last public meeting, the steering committee has met multiple times to further develop the alternatives. The steering committee will meet again in a couple of weeks to make a recommendation for a preferred alternative based on feedback from the public. The goals of this project are to address all modes of transportation (pedestrians, bicycles, and vehicles), not make traffic worse, only focus on traffic at this intersection, and build on previous planning studies. This project will not improve the regional traffic.

This LPA project is currently in the engineering study phase. Preliminary design and final design will be next, followed by construction. The funding for this project will be 80% by NHDOT and 20% locally through turnpike toll credits.

One of the first goals of the steering committee was to develop a purpose and need statement. The purpose of this project is to improve mobility of all users, improve access, facilitate land use, not adversely impact traffic, and to provide aesthetically pleasing neighborhood amenities. The needs are daily traffic congestion, lack of bicycle and pedestrian accommodations, merging vehicles creates safety concerns, limited access to Crown Street and the new development, and it is not a welcoming gateway into Nashua. This statement was used to create the three alternatives being presented at this meeting.

The three alternatives chosen include traffic signals. Roundabouts were looked at, but it was determined that they would not function well for this intersection. The traffic volumes were too high on certain movements that caused vehicles to have difficulty entering the roundabout. This led to significantly longer queue lengths than what are out there today.

The traffic model created for the three alternatives used a design year of 2039. This assumed a traffic growth of 1% per year over what it is today. Existing traffic numbers come from traffic counts done at the site this year and numbers from the Nashua Regional Planning Commission. The traffic model does take the backup from Hudson into account.

An evaluation matrix has been created and filled in for the existing intersection and for the three alternatives (see attached document). This matrix is color coded to show the pros and cons of each alternative. The criteria being rated include mobility, vehicle access, land use, traffic operations, aesthetics, potential neighborhood amenities, and cost.

### **ALTERNATIVE 1 (see attached for Alternatives 1-3)**

This alternative is the same design as the existing layout. Traffic will remain the same as it is today as geometric changes will be minimal. The merge from Hudson on to East Hollis Street will be moved closer to the signal. Sidewalks and bike lanes will be added on to what is existing in the area. Rapid Rectangular Flashing Beacons will be provided to make pedestrian crossings safer. These are similar to what is located at the East Hollis Street and C Street intersection. Under this alternative, the signal at D Street will need to be made permanent. This may be a benefit to some people and a negative impact for others. It will make turning onto Bridge Street easier for residents on D Street, but it will also cause more cut through traffic. This design is set up so that a future connection to Crown Street can be made with a right in/right out intersection on East Hollis Street.

The main attributes of the landscaping design include potential space for a dog park, garden, and community park. The garden and park could be located on the western side of the intersection while the dog park and access to the river could be located on the eastern side of the intersection. The parks, however, will not be funded by this project. The City of Nashua will have to pay for those extras. The project will pay for street trees, walkways, and lighting. The full build out for this landscape will cost the city \$620,000.

### **ALTERNATIVE 2**

This alternative consists of a series of three signals controlling traffic around a one-way block. There is a possibility to introduce a fourth signal in the future to accommodate access to Crown Street. The main benefit of this option is that it provides full access to all of the properties in the area. Sidewalks and bike lanes are also shown throughout this alternative. Two different Rapid Rectangular Flashing Beacons will be needed for pedestrians to cross the street. The main drawback of this alternative has to do with traffic. This intersection layout will make delays worse for some movements due to the additional signals, but also make some movements better. The queue lengths will generally remain the same as they are for alternative 1.

Another drawback of this intersection design is the cost. Due to the number of signals, the cost of this alternative is high. This leaves very little money for landscaping. The city will have to pay to include pedestrian access to the river and street trees. Street trees are important as they have been shown to hold

drainage, increase property values, and slow traffic. The full build out of this alternative could include a dog park, community garden, children's playground and toddler playground.

### ALTERNATIVE 3

This alternative will utilize two signals and provide access to all properties. No new signals would be needed to provide access for a future road to Crown Street. Wait times for some traffic will increase due to the additional signal and signal phases, but also decrease for some traffic. The queue lengths will generally remain similar to alternative 1. Sidewalks and bike lanes have been added to all areas of the intersection to provide better access. One of the main drawbacks of this alternative is that pedestrians will have to cross five lanes of traffic at a time in some locations.

This alternative creates two large areas of greenspace. This project could cover the costs for street trees and a walkway to the river. The full build out of this alternative could include a dog park, community garden, children's playground and toddler playground. These could all be located on the same side of the intersection or spread out across the two. This could be a benefit as it could minimize the amount of traffic crossings for children to get to the playground. The city would be responsible for \$750,000 to complete the full build.

### PUBLIC FEEDBACK:

- Alternative 1
  - Positives
    - Traffic will remain the same as it is for the existing intersection.
    - The impacts from construction will be less than in the other two alternatives since the footprint will be the same for the road.
  - Negatives
    - D Street will continue to see cut-through traffic.
    - There is a lack of lighting shown.
- Alternative 2
  - Positives
    - None mentioned.
  - Negatives
    - There will be three signals needed for this alternative.
    - There will be more delay for vehicles coming from Hudson to Bridge Street and from East Hollis Street to Hudson.
    - There is a lack of lighting shown.
- Alternative 3
  - Positives
    - The amount of greenspace has been maximized.
    - The layout is somewhat similar to the existing intersection. This may minimize confusion when driving it.
  - Negatives
    - There will be more delay for vehicles coming from Hudson to Bridge Street and from East Hollis Street to Hudson.
    - There is a lack of lighting shown.
- Polling Results
  - People were split on the likelihood of walking or biking through the project area.
  - The best location for greenspace is next to the river.
  - A path to the river is important for the majority.
  - Votes were split between the use of contemporary lights and benches.
  - Trees are the most preferred gateway style.
  - A playground and community garden are the most important neighborhood amenities.

- o The opinions were split on whether the traffic signal at D Street should remain.
- o The majority attending the meeting are from Nashua.

**ACTION ITEMS:**

- MJ to investigate the existing parking on East Hollis Street and check what can be included in the alternatives.

Submitted by:

Brian E. Patinskas, PE  
McFarland Johnson, Inc.

cc: Attendees



# East Hollis Street and Bridge Street Intersection Improvement Project

Nashua Gateway Options Workshop  
August 15, 2018

## SIGN IN SHEET

| Name                     | Address                     | E-Mail                            |
|--------------------------|-----------------------------|-----------------------------------|
| JOEL ACKERMAN            | 13 WADSWORTH DR.            | JACKMAN@COMCAST.NET               |
| DONALD CINQUEAS          | PO BOX 1153 Merrimack       | —                                 |
| Thomas W Levesque Sr     | 144. E Hollis St            | CLIP 339 MSN.COM                  |
| Gaudente Duracher        | 158 Chas. Boncroft Hwy      |                                   |
| <del>Angela Rucker</del> | Witchfield, NH 03052        |                                   |
| Angela Rucker            | 156 E. Hollis Street Aptone | Angi11@yahoo.com                  |
| Carol Jo Levesque        | 135. Hollis St.             |                                   |
| Gren Harrington          | 38 1/2 Bridge St            | nashuafarmers@<br>mybluepoint.net |
| Dr. Camy SHAFER          | 154 E Hollis / 18-20" 0" St |                                   |
| PETER SHAFER             | 15 E STREET                 | HPS55@COMCAST.NET                 |
| Mary Beth Restivo        | 51 G, Hollis St             | mbrestivo@gmail.com               |
| Carol + Kristy Sanner    | 423 Cedar St                | carl@RHSeales.com                 |
| Shavna P. P.             |                             | shavna@riverfrontlandry.com       |
| Caroline Lally           | 152 East Hollis St. Apt. 1  | lallycjl1966@gmail.com            |
| ELVIS ALIUM              | TOWN OFF HOLLIS ST          | edhima@hudsonnh.gov               |
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Nashua Gateway Options Workshop  
August 15, 2018

[illegible]

## East Hollis Street and Bridge Street Intersection Improvement Project

## Nashua Gateway Options Workshop

August 15, 2018

**SIGN IN SHEET**

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# EAST HOLLIS STREET & BRIDGE STREET INTERSECTION IMPROVEMENT PROJECT EVALUATION MATRIX – 8/15/18

| CRITERIA                                                                                   |                                     | NO BUILD<br>(DO NOTHING)                                    |                                                             | ALTERNATIVE 1                                                                                  | ALTERNATIVE 2                                                                                                                         | ALTERNATIVE 3                                                        |
|--------------------------------------------------------------------------------------------|-------------------------------------|-------------------------------------------------------------|-------------------------------------------------------------|------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------|
| MOBILITY                                                                                   | Bicycle Accommodations              | None                                                        | None                                                        | 5 FT Bicycle Lanes                                                                             | 5 FT Bicycle Lanes                                                                                                                    | 5 FT Bicycle Lanes                                                   |
|                                                                                            | Pedestrian Accommodations           | Limited                                                     | Limited                                                     | 5 FT Sidewalks                                                                                 | 5 FT Sidewalks                                                                                                                        | 5 FT Sidewalks                                                       |
|                                                                                            | Connection to the River             | None                                                        | None                                                        | Yes                                                                                            | Yes                                                                                                                                   | Yes                                                                  |
| VEHICLE ACCESS                                                                             | Riverfront Landing                  | Right In/Right Out at Bancroft St. Mainstay Signal at D St. | Right In/Right Out at Bancroft St. Mainstay Signal at D St. | Full Access at Bancroft St. Signal at D St. Removed                                            | Full Access at Bancroft St. Signal at D St. Removed                                                                                   | Full Access at Bancroft St. Signal at D St. Removed                  |
|                                                                                            | Crown Street Area                   | Signals at Alder St. & Arlington St.                        | Signals at Alder St. & Arlington St.                        | Full Access with New Future Roadway                                                            | Full Access with New Future Roadway                                                                                                   | Full Access with New Future Roadway                                  |
|                                                                                            | Emergency Vehicle Access            | Uses Side Streets                                           | Uses Side Streets                                           | Ability to Use New Intersections                                                               | Ability to Use New Intersections                                                                                                      | Ability to Use New Intersections                                     |
|                                                                                            | Bridge Street to East Hollis Street | Neighborhood Streets                                        | Neighborhood Streets                                        | Through Main Intersection                                                                      | Through Main Intersection                                                                                                             | Through Main Intersection                                            |
| LAND USE                                                                                   |                                     | Limited Future Potential                                    | Limited Future Potential                                    | Increased Future Potential                                                                     | Increased Future Potential                                                                                                            | Increased Future Potential                                           |
|                                                                                            |                                     | AM Peak Hour                                                | PM Peak Hour                                                | AM Peak Hour                                                                                   | PM Peak Hour                                                                                                                          | AM Peak Hour                                                         |
| TRAFFIC OPERATIONS<br>LEVEL OF SERVICE<br>(A – F)                                          | 2039 Traffic Volumes                | A                                                           | B                                                           | A                                                                                              | B                                                                                                                                     | D                                                                    |
|                                                                                            | East Hollis St. to Hudson           | D                                                           | F                                                           | D                                                                                              | F                                                                                                                                     | C                                                                    |
|                                                                                            | Bridge St. to Hudson                | A                                                           | A                                                           | A                                                                                              | A                                                                                                                                     | B                                                                    |
|                                                                                            | Hudson to Bridge St.                | C                                                           | D                                                           | C                                                                                              | A/C                                                                                                                                   | D/A                                                                  |
|                                                                                            | Hudson to East Hollis St.           | F                                                           | F                                                           | F                                                                                              | F                                                                                                                                     | F                                                                    |
|                                                                                            | Crown St. Access                    | D                                                           | F                                                           | D                                                                                              | B                                                                                                                                     | D                                                                    |
|                                                                                            | Riverfront Landing Drive-way        | No Change                                                   | No Change                                                   | No Change                                                                                      | No Change                                                                                                                             | Reduces Traffic on D St.                                             |
| AESTHETICS                                                                                 | Reduces Neighborhood Street Traffic | None                                                        | None                                                        | Excellent                                                                                      | Excellent                                                                                                                             | Excellent                                                            |
|                                                                                            | Gateway Views                       | Underutilized                                               | Underutilized                                               | 0.8 Acres Adjacent to E St.                                                                    | 0.3 Acres Adjacent to E St.                                                                                                           | 1.0 Acres Adjacent to E St.                                          |
|                                                                                            | Greenspace                          | None                                                        | None                                                        | 0.8 Acres Surrounded by Roadways                                                               | 0.7 Acres Surrounded by Roadways                                                                                                      | 1.3 Acres Adjacent to River                                          |
|                                                                                            | Street Tree Plantings               | None                                                        | None                                                        | 1.0 Acres Adjacent to River                                                                    | 1.2 Acres Adjacent to River                                                                                                           | 140 Deciduous, 33 Flowering                                          |
|                                                                                            | Site Amenities                      | Traditional                                                 | Traditional                                                 | 153 Deciduous, 50 Flowering                                                                    | 132 Deciduous, 30 Flowering                                                                                                           | 9 Benches, 3 Trash Receptacles, Flag Pole, Gateway Element           |
| POTENTIAL NEIGHBORHOOD AMENITIES<br>(In New Green Space)<br>(Not Included in Project Cost) | Street and Pedestrian Lighting      | None                                                        | None                                                        | 10 Benches, 3 Trash Receptacles, Flag Pole, Gateway Element                                    | 15 Benches, 3 Trash Receptacles, Flag Pole, Gateway Element                                                                           | 54 Pedestrian Lights                                                 |
|                                                                                            | Community Garden                    | None                                                        | None                                                        | Located on E St. for Best Connection to the Surrounding Neighborhood                           | Located on E St. for Best Connection to the Surrounding Neighborhood                                                                  | Located on E St. for Best Connection to the Surrounding Neighborhood |
|                                                                                            | Dog Park                            | None                                                        | None                                                        | Located Adjacent to the River                                                                  | Located Adjacent to the River                                                                                                         | Located Adjacent to the River                                        |
| COST                                                                                       | Children's Playground               | None                                                        | None                                                        | Located on E St. for Best Connection to the Surrounding Neighborhood. No Separate Toddler Lot. | Separate Toddler Lot Located on E St. for Best Connection to the Surrounding Neighborhood. Main Playgrounds Located in Central Island | Separate Toddler Lot.                                                |
|                                                                                            |                                     |                                                             |                                                             | – \$2.3 Million                                                                                | – \$2.7 Million                                                                                                                       | – \$2.7 Million                                                      |

Key

Lowest Negative Value Rating      Slight Negative Value Rating      Neutral Value Rating      Slight Positive Value Rating      Highest Positive Value Rating









# East Hollis / Bridge Street Intersection Improvement Project

LANDSCAPE CONCEPTUAL PLAN OPTION 1 - BASIC DESIGN



- 1 NEW STREET TREES
- 2 NEW PEDIESTRIAN SIDEWALKS
- 3 OPEN GREEN SPACE
- 4 EXISTING BUILDINGS TO REMAIN
- 5 ACCESS DRIVE
- 6 TODDLER PLAYGROUND WITH FENCING
- 7 PEDIESTRIAN CROSSWALKS



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# East Hollis / Bridge Street Intersection Improvement Project

LANDSCAPE CONCEPTUAL PLAN OPTION 1 - FULL BUILD DESIGN



- ① NEW STREET TREES
- ② GATEWAY STRUCTURE
- ③ BUFFER PLANTING
- ④ FLAG POLE
- ⑤ CHILDREN'S PLAYGROUND WITH FENCING
- ⑥ COMMUNITY GARDEN
- ⑦ OPEN GREEN SPACE
- ⑧ NEW PEDESTRIAN SIDEWALKS
- ⑨ EXISTING BUILDINGS TO REMAIN
- ⑩ LANDSCAPED REEF WITH PLANTING TO HELP SCREEN TRAFFIC
- ⑪ SCULPTED LAWN LAND FORM FOR GATHERING / PLAY
- ⑫ PEDESTRIAN CONNECTION TO THE MERRIMACK RIVER
- ⑬ ACCESS DRIVE
- ⑭ PEDESTRIAN CROSSWALKS
- ⑮ DOG PARK/OPEN GREEN SPACE

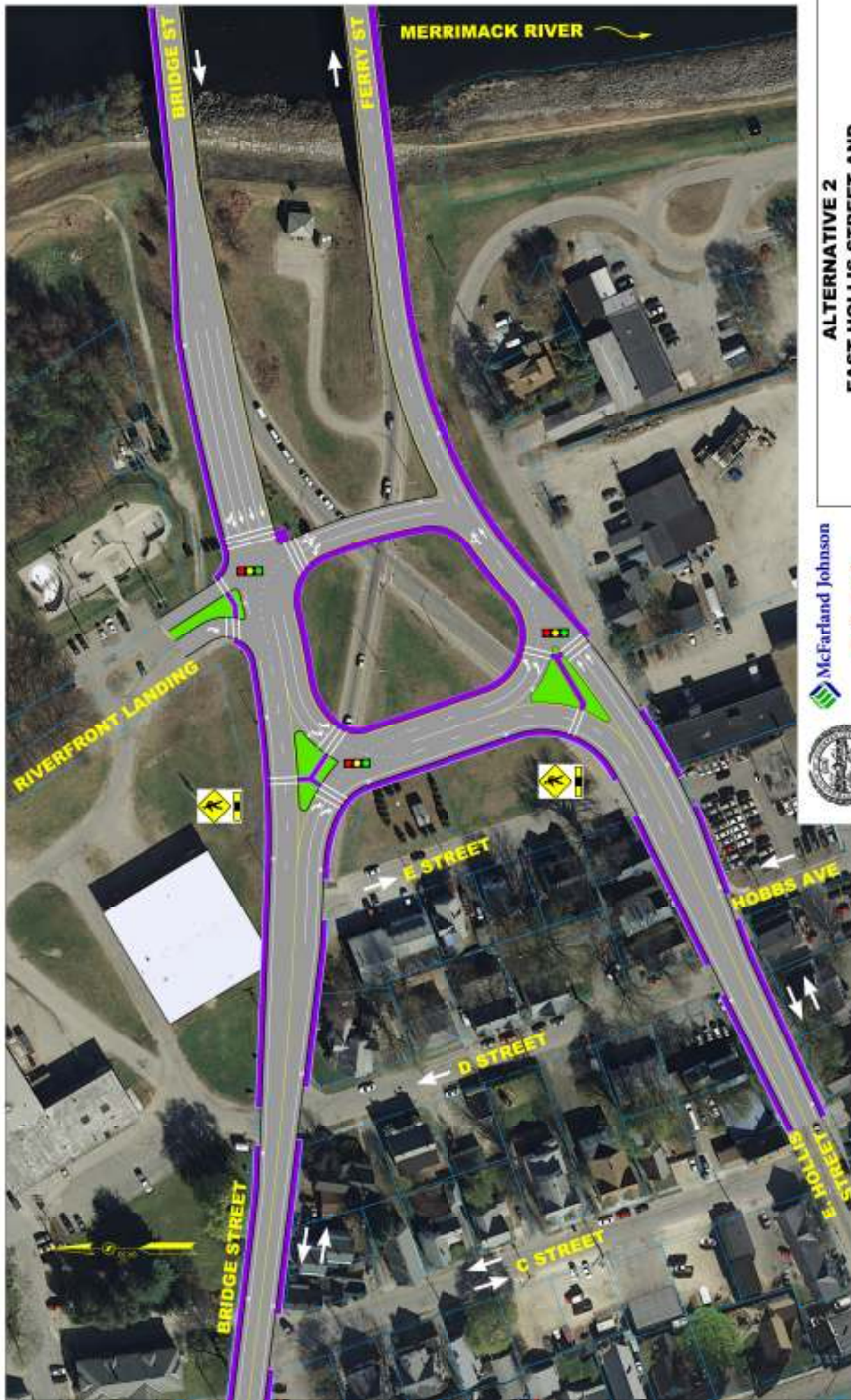


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**ALTERNATIVE 2  
EAST HOLLIS STREET AND  
BRIDGE STREET INTERSECTION  
NASHUA, NH**

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# East Hollis / Bridge Street Intersection Improvement Project

LANDSCAPE CONCEPTUAL PLAN OPTION 2 - BASIC DESIGN



- ① STREET TREES
- ② NEW PEDESTRIAN SIDEWALKS
- ③ EXISTING BUILDINGS TO REMAIN
- ④ ACCESS DRIVE
- ⑤ PEDESTRIAN CROSSWALKS
- ⑥ OPEN GREEN SPACE



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# East Hollis / Bridge Street Intersection Improvement Project

LANDSCAPE CONCEPTUAL PLAN OPTION 2 - FULL BUILD DESIGN



- 1 NEW STREET TREES
- 2 GATEWAY STRUCTURE
- 3 BUFFER PLANTING
- 4 FLAG POLE
- 5 CHILDREN'S PLAYGROUND WITH FENCING
- 6 COMMUNITY GARDEN
- 7 OPEN GREEN SPACE
- 8 NEW PEDESTRIAN SIDEWALKS
- 9 EXISTING BUILDINGS TO REMAIN
- 10 LANDSCAPED AREA WITH PLANTING TO HELP SCREEN TRAFFIC
- 11 SCULPTED LAWN LAND FORM FOR GATHERING / PLAY
- 12 PEDESTRIAN CONNECTION TO THE MERRIMACK RIVER
- 13 ACCESS DRIVE
- 14 PEDESTRIAN CROSSWALKS
- 15 DOG PARK / OPEN GREEN SPACE
- 16 TODDLER PLAYGROUND WITH FENCING

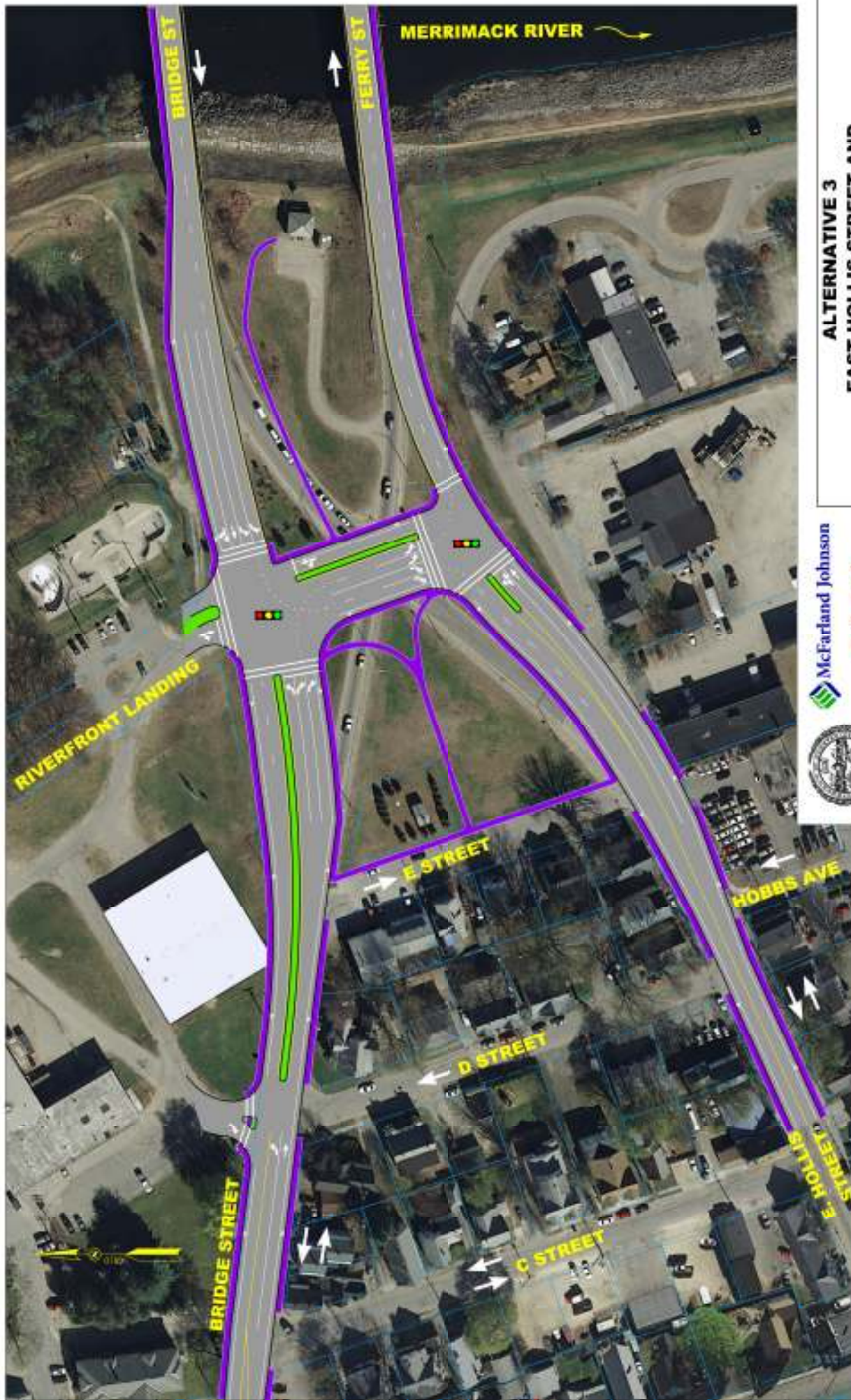


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**ALTERNATIVE 3  
EAST HOLLIS STREET AND  
BRIDGE STREET INTERSECTION  
NASHUA, NH**

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# East Hollis / Bridge Street Intersection Improvement Project

LANDSCAPE CONCEPTUAL PLAN OPTION 3 - BASIC DESIGN



- 1 NEW STREET TREES
- 2 OPEN GREEN SPACE
- 3 NEW PEDESTRIAN SIDEWALKS
- 4 EXISTING BUILDINGS TO REMAIN
- 5 ACCESS DRIVE
- 6 PEDESTRIAN CROSSLINGS



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# East Hollis / Bridge Street Intersection Improvement Project

LANDSCAPE CONCEPTUAL PLAN OPTION 3 - FULL BUILD DESIGN



- 1 NEW STREET TREES
- 2 GATEWAY STRUCTURE
- 3 BUFFER PLANTING
- 4 FLAG POLE
- 5 CHILDREN'S PLAYGROUND WITH FENCING
- 6 COMMUNITY GARDEN
- 7 OPEN GREEN SPACE
- 8 NEW PEDESTRIAN SIDEWALKS
- 9 EXISTING BUILDINGS TO REMAIN
- 10 LANDSCAPED BEAMA WITH PLANTING TO HELP SCREEN TRAFFIC
- 11 SCULPTED LAWN LAND FORM FOR GATHERING / PLAY
- 12 PEDESTRIAN CONNECTION TO THE MERRIMACK RIVER
- 13 ACCESS DRIVE
- 14 PEDESTRIAN CROSSWALKS
- 15 DOG PARK / OPEN GREEN SPACE
- 16 TODDLER PLAYGROUND WITH FENCING



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## MEETING NOTES

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**PROJECT:** NASHUA, NH – EAST HOLLIS STREET AND BRIDGE STREET INTERSECTION IMPROVEMENTS (NHDOT PROJECT NO. 16314) (MJ Project No: 18315.00) **DATE OF MEETING:** August 29, 2018

**LOCATION:** Room 208, City Hall, Nashua, NH **TIME:** 2:00 PM – 3:30 PM

**SUBJECT:** Steering Committee Preferred Alternative Recommendation Workshop

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### ATTENDED BY:

|                 |             |                                  |
|-----------------|-------------|----------------------------------|
| CITY of NASHUA: | J. Vayo     | Downtown Specialist              |
|                 | P. Kohalmi  | Deputy City Engineer             |
|                 | J. Caron    | Ward 7 Alderman                  |
|                 | S. Marchant | Director Community Development   |
|                 | J. Chizmas  | Transportation Planner           |
|                 | T. Cummings | Director of Economic Development |
|                 | W. Husband  | Senior Traffic Engineer          |

MJ: B. Colburn  
B. Patinskas

CRJA: J. Law

RESIDENTS: P. Schaefer

SMC MANAGEMENT S. Riley  
B. Simonds

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### PROJECT DISCUSSION:

B. Colburn began the meeting by stating that the purpose of this meeting is to come up with a preferred alternative to present to the Board of Alderman and Board of Public Works. This alternative will be chosen based on feedback received from the public at the Nashua Gateway Options Workshop meeting. There were 14 people from the public that provided feedback at this meeting.

### ALTERNATIVE 1 (see attached for Alternatives 1-3)

This alternative is the same layout as the existing layout, but it will be more aesthetically pleasing with the addition of new sidewalks and plantings. Geometric changes will be minimal. Sidewalks and bike lanes will be added on to what is existing in the area. Rapid Rectangular Flashing Beacons will be provided to

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make pedestrian crossings safer. Under this alternative, the signal at D Street would need to be made permanent. This may be a benefit to some people and a negative impact for others. It would make turning onto Bridge Street easier for residents on D Street, but it would also cause more cut through traffic. Some drivers are also now treating D Street as a two-way street. These are concerns as there are kids that regularly play on D Street. Another safety concern brought up by the residents was the merge coming from Hudson onto East Hollis Street. This option would improve the merge by moving it closer to the signal to the east. The main benefits of this alternative are that traffic would not be worse and the cost would be lower than the other options. For the cost of landscaping, the project will only pay for sidewalks and street trees. The City of Nashua will be responsible for funding parks and gardens. Landscaping alternatives have been provided for a basic design and full build design. The basic shows what the project will pay for and the full build shows what could be constructed with funding from The City of Nashua.

#### PROS

- Familiar traffic pattern will remain
- Minimizes impact of construction
- Less stopping during off peak hours than the other alternatives

#### CONS

- Why spend the money if the intersection doesn't change?
- Not much improvement to merging traffic on East Hollis Street
- D Street will continue to have cut-through traffic
- Limited access to Riverfront Landing

### **ALTERNATIVE 2**

This alternative is the same layout as from the last steering committee meeting. The signal shown at the access road to Crown Street is not going to be built as part of this project. It will only be needed if the access road to Crown Street is built. This intersection layout will make traffic worse for some movements due to the additional signals, but will create better access. One of the project goals is to not make traffic worse overall for the intersection. A way to judge this is to make sure the backups don't get any worse.

#### PROS

- None

#### CONS

- Three traffic signals needed
- More delay for vehicles
- Confusing layout
- Greenspace is surrounded by road

### **ALTERNATIVE 3**

This alternative remains the same from the last steering committee meeting. This option will utilize two signals and provide access to all properties. Sidewalks have been added to all areas of the intersection to provide better pedestrian access. One of the main drawbacks of this alternative is that pedestrians will have to cross five lanes of traffic at a time.

#### PROS

- Green space area has been maximized
- Familiar layout, less confusion

#### CONS

- More delay for vehicles

- Pedestrians have to cross five lanes of traffic

### **PREFERRED ALTERNATIVE**

Everyone at the meeting agreed that Alternative 2 was not to be considered as the preferred alternative. B. Colburn explained that MJ's preferred alternative is Alternative 3. This alternative best meets the Purpose and Need Statement and provides the best landscaping. The Steering Committee agreed and made Alternative 3 their preferred alternative.

### **OTHER DISCUSSION**

Parking needs to be made clearer on the designs. Cars currently park on East Hollis Street near the barber shop as the road is 40ft wide. This width allows for parallel parking on both sides of the road. If the proposed alternative keeps this parallel parking on both sides, there won't be room for bike lanes. If only one side of East Hollis Street has parallel parking, there would be enough space for bike lanes. This will be an important issue further into the design as the businesses in the area are dependent on this parking. Some other possible solutions include angled parking on E Street or using sharrows.

P. Schaefer is concerned with cut through traffic on D Street. He wants there to be some type of traffic calming done to slow vehicles down. A possible solution could be adding a speed table that is similar to what is already on Pine Street.

### **ACTION ITEMS:**

- MJ to contact NHDOT to discuss what work can be done on D Street as part of this project.
- MJ to use smaller radii for curbs if possible

Submitted by:

Brian E. Patinskas, PE  
McFarland Johnson, Inc.

cc: Attendees